

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

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

NOTICE OF MEETING - STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE
14 MARCH 2022

A meeting of the Strategic Environment, Planning and Transport Committee will be held on Monday, 14 March 2022 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		
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		<ul style="list-style-type: none">• AWE Local Liaison Committee - 30 November 2021• Joint Waste Disposal Board - 7 September 2021• Reading Climate Change Partnership - 30 November 2021
5. PETITIONS		

CIVIC OFFICES EMERGENCY EVACUATION: If an alarm sounds, leave by the nearest fire exit quickly and calmly and assemble on the corner of Bridge Street and Fobney Street. You will be advised when it is safe to re-enter the building.

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.

6. QUESTIONS FROM COUNCILLORS AND MEMBERS OF THE PUBLIC

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.

7. DECISION BOOK REFERENCES

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.

8. HIGHWAY MAINTENANCE PROGRAMME 2022/2023 AND 2021/2022 HIGHWAY MAINTENANCE UPDATE **BOROUGHWIDE** **43 - 80**

A report providing an update on the Highway Maintenance Programme 2022/2023 and the 2021/2022 Highway Maintenance Update.

9. HIGHWAY ASSET MANAGEMENT - ADOPTION OF CARRIAGEWAY SAFETY DEFECT INVESTIGATORY CRITERIA **BOROUGHWIDE** **81 - 86**

A report informing the Committee on the outcome of the six month trial to lower the investigatory level safety defect criteria in relation to highway carriageway defects and seeking approval to formally adopt the lower investigatory level safety defect criteria in carriageways following the successful six month trial.

10. CHATHAM STREET AND VASTERN ROAD PUMPING STATIONS REFURBISHMENT: SPEND AUTHORITY TO AWARD CONTRACT **BOROUGHWIDE** **87 - 94**

A report informing the Committee of the successful procurement process for the refurbishment of the Chatham Street and Vastern Road Pumping Station and seeking spend authority to enter into a contract with the successful tenderer in accordance with Public Contracts Regulations 2015.

11. STRATEGIC TRANSPORT SCHEMES UPDATE **BOROUGHWIDE** **95 - 102**

A report providing the Committee with an update on progress with the delivery of the current programme of Strategic Transport Schemes in Reading.

12. BUS ENHANCED PARTNERSHIPS **BOROUGHWIDE** **103 - 210**

A report seeking approval from the Committee to establish an Enhanced Partnership Agreement with local bus operators.

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Agenda Item 2

STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE 16 NOVEMBER 2021

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

Apologies: Councillors Khan and McEwan.

(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)

14. DECLARATIONS OF INTEREST

Councillors Stanford-Beale and R Williams declared a prejudicial interest in Item 22, on the basis that they were Council-appointed Non-Executive Directors of Reading Transport Limited.

15. MINUTES

The Minutes of the meetings held on 30 June 2021 were confirmed as a correct record and signed by the Chair.

16. MINUTES OF THE TRAFFIC MANAGEMENT SUB-COMMITTEE

The Minutes of the meeting of Traffic Management Sub-Committee held on 15 September 2021 were received.

17. MINUTES OF OTHER BODIES

The Minutes of the following meetings were received:

- Joint Waste Disposal Board - 17 June 2021
- AWE Local Liaison Committee - 7 July 2021
- Reading Climate Change Partnership - 14 September 2021.

18. QUESTIONS

Questions on the following matters were asked in accordance with Standing Order 36.

Questioner	Subject
Peter Bowyer	Intsalcom
John Booth	Air Quality
John Booth	Cross River Traffic Congestion
John Booth	WHO Guidelines for PM2.5 Concentrations Tightened

(The full text of the questions and replies were made available on the Reading Borough Council website).

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19. ANNUAL REPORTS BY READING CLIMATE CHANGE PARTNERSHIP ON THE READING CLIMATE EMERGENCY STRATEGY AND RBC ON CORPORATE GREENHOUSE GAS EMISSIONS

The Executive Director of Economic Growth and Neighbourhood Services submitted a report presenting the Committee with Annual Reports on two key initiatives within Reading's response to the Climate Emergency. The Annual Report on the Reading Climate Emergency Strategy 2020-25 for the year 2020/21 was attached to the report at Appendix 1 and the Annual Report on the Council's corporate Greenhouse Gas Emissions (for the year 2020/21) was attached to the report at Appendix 2.

The report explained that the Annual Report on the Reading Climate Emergency Strategy 2020-25 for the year 2020/21 had been produced by the Reading Climate Change Partnership and reflected activity by a range of partners across Reading, not just the Council. The headline message from the Annual Report was that the Borough's carbon footprint had fallen by 49% between 2005 and 2019 (the latest year for which data was available). This represented the fifth largest reduction of 379 local authorities. The report also reviewed progress with the seven action planes that were included within the Strategy. This suggested that of almost 150 actions approximately 30% had been rated 'green' (completed or on target), 50% amber (underway but not complete/not on target) and 20% red (not started). In the context of the disruption that had arisen from the pandemic, this was considered a notable achievement in the first year since the publication of the Strategy.

The Annual Report on the Council's Greenhouse Gas Emissions had been produced annually by the Council since 2008/09 to record progress with the implementation of the Council's carbon reduction efforts and its publication meets the Council's obligations to report transparently on corporate emissions in-line with greenhouse gas emissions reporting protocols of local authorities. The headline message from the report was that the Council's carbon footprint had been cut by 69.8% between 2008/09 and 2020/21; 2020 had represented 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. The Council's corporate emissions now represented less than 1.5% of the total emissions for the Borough as a whole.

With regard to progress in relation to 'net zero by 2030' targets, while emission reductions that had been recorded in both annual reports were very welcome, they had to be considered in relation to the very ambitious aim that had been set by Reading's Climate Emergency Declaration to achieve a net zero Reading by 2030. Although the 2% reduction in Reading's carbon footprint between 2018 and 2019 was encouraging, in broad terms the rate of emission reduction would need to be approximately double in each remaining year of the decade to be on track to meet the 2030 target. There was a risk of emissions bouncing back in 2021/22 as pandemic restrictions on services such as leisure centres, theatres and libraries had lifted, which might be reflected in the next annual report. The reductions for the Borough and the Council should not therefore be a cause for complacency and continued sustained effort would be required to increase the rate of emissions reduction between now and 2030.

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Finally, the report set out the key factors that had driven the reduction in the Council's carbon footprint.

Resolved -

That the following be noted:

- (a) The continued reduction in Reading Borough's carbon footprint, which had fallen by 49% since the baseline year of 2005;**
- (b) The continued reduction in Reading Borough Council's carbon footprint, which had fallen by 69.8% since the baseline year of 2008/09;**
- (c) 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.**

20. WINTER SERVICE PLAN 2021/2022

The Executive Director of Economic Growth and Neighbourhood Services submitted a report informing the Committee of the outputs that had been delivered by the Winter Service Plan 2020/21, of the Winter Service Plan review that had been carried out to ensure compliance with the Highway Act 1980 and 'Well-Managed Highway Infrastructure: A Code of Practice' and sought approval for the Winter Service Plan 2021/2022. A copy of the Winter Service Plan 2021/2022 was attached to the report at Appendix 1 and a Financial Implications Report was attached to the report at Appendix 2.

The report stated that the 2020/2021 winter season had been relatively mild overall although interspersed with colder spells. However, there had been numerous occasions when the temperature had reached the trigger point for precautionary salting action, this had resulted in 85 primary runs and two secondary runs. The cold spells were not severe or prolonged enough for activation of the Snow Plan. In comparison during 2019/2020 the primary precautionary salting routes had only been treated on 46 occasions and on 57 occasions during the 2018/2019 winter season. There had been no issues with salt supply/delivery which had enabled the contractor to maintain stock levels throughout the winter season and there had been not issues with the contractor replenishing the grit bins as and when had been required. The winter decision making process to determine when to salt had worked well during the previous winter season and the Vaisala weather stations had provided the correct data for informed decisions to be made. The joint arrangement/agreement with Wokingham Borough Council, through their consultants, Volker Highways, for providing the decision making service had worked well and had delivered against the set key performance indicators during the 2020/2021 winter season. The Winter Service Plan for 2020/2021 had provided a robust service for the duration of the winter period with no disruption to the primary and secondary road network during the season.

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A review of the Winter Service Plan 2020/2021 had been carried out and the main points, including updates for the Winter Service Plan 2021/2021 were summarized in the report. Risks assessments and method statements had 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 would be actively updated as Government advice was made available. A review of the proposed Active Travel Plan schemes had shown that they were primarily situated on the existing primary/secondary precautionary salting routes and any future Active Travel Plan schemes brought forward would be evaluated to determine whether they should be added to the precautionary salting route. A review of the National Covid-19 Temporary Testing Stations/Sites had been carried out, they were primarily situated on or adjacent to the existing primary/secondary precautionary salting routes. The access to other new sites would be included within the primary precautionary salting route on a needs basis when any station/site was operational.

In answer to a question, officers reported that Vaisala Ltd had been appointed to provide the 'winter forecasting' service for the coming winter following a joint tender process by the Berkshire Winter Service Consortium. Staff and the Council's gritting contractor, J.H. Cresswell and Sons Ltd, were also thanked for their work over the previous winter season.

Resolved -

- (1) That outputs delivered by the Winter Service Plan 2020/2021 be noted;**
- (2) That 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' be noted;**
- (3) That the Winter Service Plan 2021/2022 be noted and approved.**

21. MAJOR TRANSPORT SCHEMES UPDATE

The Executive Director of Economic Growth and Neighbourhood Services submitted a report providing an update on progress with the delivery of the current programme of major transport schemes in the Borough namely:

- South Reading Mass Rapid Transit
- Reading Green Park Station
- Reading West Station Upgrade
- Active Travel Fund - Shinfield Road
- School Streets Programme

With regard to south Reading Mass Rapid Transit, construction of the current phase of works had 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 were progressing on site with a planned completion date of November 2021.

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Construction of Green Park Station and multi-modal interchange had continued on site for the duration of the Covid-19 pandemic. However, there had been impacts on the schedule that had resulted from Covid and Brexit impacts, material shortages, which had resulted in further delays to the programme. The current timeline indicated construction works would be completed by late 2021. Once complete the station would go through a period of testing before its official opening and public use. The Council was working with Network Rail and GWR to ensure that the station was open as soon as possible after construction works were complete.

Construction of the enhanced interchange and highway arrangements for the Reading West station upgrade had commenced on-site in February 2021 and was progressing well. Following completion of these works, GWR would take possession of the southern footway and start their station building construction programme. The final completion date of the overall project was currently projected to be summer 2022. The Council would continue to work with railway partners, including Network Rail, to seek opportunities to secure funding for full accessibility enhancements which formed part of the overall Masterplan vision for the station, as these were not currently affordable within the funding envelope for the current scheme,

The report set out a timeline for delivery of the scheme at Shinfield Road that was being delivered under Tranche 2 of the Active Travel Fund and a drop-in session had taken place at the university about the scheme that day.

Finally, monitoring of the first School Street scheme at Park Lane Primary Junior School had opened in April 2021 and had demonstrated that it had both made it safer for children travelling to school and had increased significantly levels of active travel for children, parents and carers. Evidence of the positive impacts from the scheme were set out in the report. Preparations were 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 had been delayed but, it was due to commence in early 2021.

Resolved - That the progress made on the delivery of the current programme of major transport schemes as outlined in the report be noted.

22. READING BUS SERVICE IMPROVEMENT PLAN 2021-2026

The Director of Economic Growth and Neighbourhood Services submitted a report providing the Committee with an update on preparation of the Reading Bus Service Improvement Plan 2021 - 2026, which would set the strategy for enhancing bus services in Reading over the next five years. The Reading Bus Service Improvement Plan 2021-2026 was attached to the report at Appendix A.

The report explained that the Bus Service Improvement Plan had been prepared in partnership with all local bus operators and neighbouring authorities in accordance with guidance that had been issued by the Department for Transport, which had included a requirement to publish the first iteration of the Strategy by the end of October 2021. Following publication of the Plan, which set the overall Strategy, more detailed proposals were currently being developed in partnership with local

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operators through the establishment of Enhanced Partnership arrangements and associated action plans. These Enhanced Partnership arrangements were due to be in place by April 2022, in line with the timetable which had been set by Government.

In answer to a question regarding bus routes going across the Borough rather than on a hub and spoke pattern, officers confirmed that focus in the Plan had initially been on things that would be financially sustainable but, linking key points, such as the hospital and Rivermead, with residential areas was something that could be investigated in the future.

Resolved: That the Reading Bus Service Improvement Plan 2021-2026, attached to the report at Appendix A, be approved.

(Councillors Stanford-Beale and R Williams declared a prejudicial interest in the above item, on the grounds that they were Council-appointed Non-Executive Directors of RTL. They left the meeting and took no part in the debate or discussion.)

(The meeting started at 6.30pm and closed at 8.12 pm)

Present: Councillors Ayub (Chair for all items except item 27), Hacker (Vice Chair in the Chair for item 27), Barnett-Ward, Carnell, Ennis, Gittings, Leng, Mitchell, Page, R Singh, Terry and Whitham.

Apologies: Councillor Duveen.

24. DECLARATIONS OF INTEREST

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

25. MINUTES

The Minutes of the meeting of 15 September 2021 were confirmed as a correct record and signed by the Chair.

26. QUESTIONS

Questions on the following matters were submitted, and answered by the Lead Councillor for Strategic Environment Planning and Transport on behalf of the Chair:

Questioner	Subject
George Mathew	Kendrick Road
Councillor Whitham	Church Road Pedestrian Crossing
Councillor Whitham	Electric Car Charging

(The full text of the questions and replies were made available on the Reading Borough Council website).

27. READING STATION SOUTH-EAST TAXI RANKING: RESULTS OF STATUTORY CONSULTATION

Further to Minute 16 of the previous meeting, the Executive Director for Economic Growth and Neighbourhood Services submitted a report that provided the Sub-Committee with the results of the 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. Anonymised feedback that had been received during the statutory consultation was attached to the report at Appendix 1 and a plan to show the proposed alterations was attached to the report at Appendix 2.

The report proposed that the TRO being sealed should be agreed and the proposal should be implemented as advertised. This would reduce the theoretic feeder ranking capacity on Garrard Street, it would inevitably continue to be the case through temporary restrictions that would be needed to be implemented throughout the Station Hill area development works. Once the development was complete, consideration could be made for on-street

restrictions that would accommodate the needs of the area and the results of the development might make alternative options more desirable. The proposal was therefore intended as a 'temporary' measure.

In response to the request by Mr Rashid, Chairman of the Reading Taxi Association, for CCTV, the bus gate restriction that restricted unauthorised vehicles from exiting Garrard Street onto Station Road was already enforced by CCTV and would continue to be so. Enforcement of the taxi rank waiting restrictions was not currently permissible by CCTV but, would continue to be enforced by foot patrol as part of the Council's Parking Civil Enforcement contract. Indicative costings for installing a CCTV and display screen system for taxi drivers at the south west interchange, wishing to view the proposed taxi feeder rank on Garrard Street, were £25k plus the cost of the electrical connections, which would potentially double this cost, and ongoing electrical usage and maintenance costs. This compared with the renewed low power indicator devices that had been purchased for £5k already, which provided a newer version of the system the taxi trade had been using for many years and used the existing electrical supplies. The request for CCTV had not been budgeted and was not considered to be appropriate and did not represent value for money for the temporary nature of the scheme. There were also public safety and privacy concerns regarding the public display of live CCTV footage at an alternative nearby location. Therefore, the report did not recommend that this proposal should be pursued.

Resolved -

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to make (seal) the Traffic Regulation Order, as advertised, and that the resultant notice be advertised in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) That the scheme be implemented with the renewed bay indicator device as set out in paragraph 4.6 of the report;**
- (4) That respondents to the statutory consultation be informed of the decision of the Sub-Committee, following publication of the agreed meeting minutes;**
- (5) That no public inquiry be held into the proposals.**

(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)

28. CIL LOCALLY FUNDED SCHEMES 2021: RESULTS OF STATUTORY CONSULTATIONS

The Executive Director of Environment and Neighbourhood Services submitted a report informing the Sub-Committee of objections that had been received during the statutory consultation for the agreed proposals for zebra crossings on Addington Road, Church End Lane and Norcot Road and for amendments to the 'school keep clear' markings on Church End Lane, which would be needed if the zebra crossing was approved for implementation at that location. The report also asked that the objections were considered and the outcome of the proposals concluded and for approval of a new statutory consultation for amendments

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to the Norcot Road Red Route restriction, should it be necessary for the implementation of the scheme. The following appendices were attached to the report:

Appendix 1	Feedback received to the four statutory consultations
Appendix 2	Drawing showing the proposal for a new zebra crossing on Addington Road
Appendix 3	Drawing showing the proposal for a new zebra crossing and lining amendments on Church End Lane
Appendix 4	Drawing showing the proposal for a new zebra crossing on Norcot Road
Appendix 5	Drawing showing the proposal for amendments to the Red Route on Norcot Road, to facilitate the new bus stop location

The report explained that consultations for the proposed zebra crossings on Addington Road, Church End Lane and Norcot Road had taken place between 7 and 28 October 2021 and a separate consultation had taken place for the proposed changes to the 'school keep clear' restriction on Church End Lane between 14 October and 4 November 2021 because of the different legal process involved. For the zebra crossing proposed on Addington Road 41 comments of support, one comment and two objections had been received. Many mentioned the need for a crossing as it was felt this was a dangerous and difficult location to cross, there were comments about speeding and concern about the impact of the crossing on residents' driveways and access. The thought was that the crossing could lead to some reduction in this latter perceived issue, as approaching motorists would need to be prepared to stop and take notice of the environment around them. The funding that had been allocated to this proposal was specific for a crossing to be considered on Addington Road, not Easter Avenue. Officers were satisfied there was no other location for the crossing within the remit of the original request and the design standards for installing controlled crossings also required a good level of visibility between approaching motorists and the crossing, which would not be achieved by locating it at the roundabouts. An independent road safety audit had been commissioned and an item had been raised about unknown vehicle speeds and its potential to impact on visibility distance requirements. A speed survey had also been commissioned but the results had yet to be received. However, officers were confident that only minor alterations would be necessary to meet these requirements and they would not involve moving the location of the pedestrian crossing.

Only one comment and no objections had been received to the zebra crossing proposals on Church End Lane and the statutory consultation for the alterations to the 'School Keep Clear' markings had to be conducted under different regulations and was ongoing. An independent road safety audit had been commissioned for this scheme and no significant items had been raised.

For the zebra crossing proposal on Norcot Road two objections had been received. The objections did not relate to the proposal for the crossing but, did raise concerns about the proposed relocation of the bus stop which was necessary to accommodate the crossing and to maintain visibility for pedestrians and motorists. An independent road safety audit for the scheme had been commissioned and an item had been raised regarding unknown vehicle speeds and its potential to impact on visibility distance requirements. A speed survey had also been commissioned but, the results had not yet been received. Officers believed that it might become necessary to relocate the eastbound bus stop further to the east of the crossing. If necessary, this would result in the nearest viable location being outside property number 105 and would involve the removal of two and a half parking spaces. As this

alternation would require a change to the Red Route TRO it would require a separate statutory consultation to be carried out. It was proposed that the statutory consultation should be carried out if the results of the speed survey necessitated this further work.

The report stated that with regard to zebra crossing proposals in general it had been acknowledged that they would be positioned outside residential properties, which had been a cause for objection. Within the limitations of what was possible, equipment would be chosen that minimised light from the beacons being directed toward nearby properties and any additional lighting would be shielded.

Resolved -

- (1) That the report be noted;
- (2) That having considered the consultation feedback, set out in Appendix 1 attached to the report, the proposals for zebra crossings on Addington Road, Church End Lane and Norcot Road and the amendments to the 'school keep clear' markings on Church End Lane be implemented;
- (3) That the Assistant Director of Legal and Democratic Services be authorised to seal the resultant Traffic Regulation Order for the amendments to the 'school keep clear' restrictions on Church End Lane and no public inquiry be held into the proposals;
- (4) That respondents to the statutory consultations be informed of the decisions of the Sub-Committee accordingly, following publication of the agreed minutes of the meeting;
- (5) That the Assistant Director of Legal and Democratic Services be authorised to undertake statutory consultation processes for the proposed amendment to the Red Route on Norcot Road, as set out in paragraph 4.4 of the report and shown in Appendix 5, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, should this be necessary to facilitate the scheme delivery;
- (6) That subject to no objections being received for the proposal, as set out in paragraph 4.4 of the report, the scheme on Norcot Road be agreed for implementation and scheme delivery planning commence;
- (7) That should objection(s) be received during the statutory consultation period, that these be submitted to a future meeting for consideration and decision regarding scheme delivery;
- (8) That no public inquiry be held into the proposals.

29. CAVERSHAM PRIMARY SCHOOL ZEBRA CROSSING - RESULTS OF STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report asking the Sub-Committee for a decision on the outcome of a statutory consultation for the proposed implementation of a new zebra crossing intended to support active travel to and

from Caversham Primary School and asking for the feedback that had been received during the statutory consultation to be considered. Anonymised feedback that had been received during the statutory consultation was attached to the report at Appendix 1 and a drawing showing the location and detail of the proposed zebra crossing was attached to the report at Appendix 2.

The report explained that the school was currently supported by a crossing patroller located on Kidmore Road, to the southern side of its junction with Oakley Road. This location was a desired line for school travel and did not require children to cross Oakley Road further on, but it was a challenging location for the installation of a zebra crossing. There were several nearby driveway accesses and relatively narrow footways on either side. Officers had developed a proposal that placed the crossing as close to the desired line as possible and had commissioned an independent road safety audit for the design. Increasing the width of the footway, and therefore narrowing the road, was one of the expected proposals of the audit, as the existing footway was not considered sufficiently wide to accommodate numerous pedestrians. No other significant issues had been raised in the audit.

The report explained that a statutory consultation had been carried out between 19 August and 8 September 2021. 63 responses had been received, 15 objections, 47 in support and one comment. The proposed location for the crossing was on the most desirable crossing line, which was currently used by many children attending Caversham Primary School. It was likely to be at its busiest during journeys to and from school but, it would also be a useful facility to benefit the wider community and would promote walking in the area.

Within the limitations of what was possible, equipment would be chosen that minimised light from the beacons being directed toward nearby properties and any necessary additional lighting would also be shielded.

The Sub-Committee discussed the report and Councillor Barnett-Ward stated that the implementation of the new zebra crossing would make the need for a crossing on Oakley Road all the more important and officers suggested that this could be added to the list of Traffic Management Measures following discussion with Ward Councillors.

Resolved -

- (1) That the report be noted;**
- (2) That having considered the feedback, as set out in Appendix 1 attached to the report, the proposal for a new zebra crossing be implemented;**
- (3) 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;**
- (4) That officers progress the delivery of the zebra crossing, if agreed for implementation.**

30. RED ROUTE WEST: NORCOT ROAD & OXFORD ROAD BAYS

Further to Minute 7 of the meeting held on 7 July 2020, the Executive Director for Economic Growth and Neighbourhood Services submitted a report on the Red Route West, Norcot and

Oxford Road Bays. A plan showing the current location of the bays on Norcot Road, with the minor adjustments that had been recommended, was attached to the report at Appendix 1 and the feedback that had been received originally to the statutory consultation on the proposal to implement the additional parking bays on Norcot Road, was attached to the report at Appendix 2.

The report explained that both the Oxford Road and Norcot Road bays had been consulted as part of a single TRO and that the TRO could not be sealed until a decision had been taken on all elements. Further comments had been received from Norcot Road residents and there had been reports of vehicles being damaged by traffic passing the bays and some difficulties had been caused when accessing private driveways. Access protection markings were in place to deter vehicles parking over driveway access points in the bays by highlighting further the dropped footway crossings. Although the reports of vehicle damage were regretful, it was not considered that the bays inhibited visibility for motorists using Norcot Road.

The report proposed that the implementation of an amended proposal for the Norcot Road bays should be agreed, which could result in the sealing of the TRO. The proposed amendment reduced the bay near to Lawrence Road and overcame a commented concern that had been raised during the consultation, regarding driveway access. The Red Route restriction applied to the extent of the adopted Highway, which included footways and verges. The bays had been installed to accommodate additional resident parking on the road, which was an area that was constructed to accommodate this use, over that which had been provided by residents' private off-street parking areas.

Parking on footways and verges caused damage as they were not constructed to support vehicle use. This could extend to damage risks for utility services and other street furniture that was installed and could cause mud to be dragged across footways, which was a hazard to pedestrians. Parking on footways could cause accessibility issues and act as a deterrent to greater adoption of active and sustainable transport modes. The placement of Red Route parking bays on the outside of the bend and the clearance of former verge/footway parking on the inside of the bend would improve visibility for motorists at the location. 'Selective non-enforcement' was not an option as this could lead to claims of discrimination and could undermine enforcement of the Red Route and other parking restrictions across the Borough. The report therefore did not recommend the facilitation of any verge/footway parking at this location, as had been previously requested.

Resolved -

- (1) That the report be noted;**
- (2) That the bays on Norcot Road be retained;**
- (3) That the Assistant Director of Legal and Democratic Services be authorised to undertake the necessary legislative and regulatory processes to seal the resultant Traffic Regulation Order;**
- (4) That no public inquiry be held into the proposals.**

31. 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 32 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.

32. 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 eleven applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 3 and 7 a first discretionary permit be issued, personal to the applicants and charged at the first permit fee subject to the applicants submitting the required proofs;
- (2) That, with regard to application 6, personal discretionary visitor books be issued, subject to the standard scheme limits for the number of books that can be issued each year;
- (3) That, with regard to applications 9 and 10 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;
- (4) That application 11 be deferred to the next meeting to allow Officers to provide a report providing the reasoning for the exclusion of specified properties, and potential implications of including these properties in the Residents Permits Scheme Zone;
- (5) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 1, 2, 4, 5 and 8 be upheld.

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

(The meeting started at 6.30 pm and finished at 7.24 pm).

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TRAFFIC MANAGEMENT SUB-COMMITTEE MINUTES - 13 JANUARY 2022

Present: Councillors Ayub (Chair), Barnett-Ward, Carnell, Ennis, Gittings, Hacker, Leng, Mitchell, Page, R Singh, Terry and Whitham.

(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)

33. MINUTES

The Minutes of the meeting of 11 November 2021 were confirmed as a correct record and signed by the Chair.

34. 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	Improving Kings Road Safety Record

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

35. ANNUAL WAITING RESTRICTION REVIEW - 2021B PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director for Economic Growth and Neighbourhood Services submitted a report seeking the Sub-Committee's approval for Officers to undertake statutory consultation for recommended new/alterations to waiting restrictions, which would address the issues that had been raised in the initial list of requests. The initial list of requests had been agreed for investigation by the Sub-Committee at its meeting on 15 September 2021 (minute 17 refers). It was noted that the recommendations within the report had been shared with Ward Councillors, with an opportunity for them to comment.

The recommendations for statutory consultation as part of the 2021B programme, officer recommendations and drawings to accompany the recommendations was attached to the report at Appendix 1.

At the invitation of the Chair, Sarah Britten-Jones attended the meeting and addressed the Sub-Committee in respect of The Mount, she also submitted parking data that had been collected between August 2021 and January 2022 and for the number of vehicles parked per zone that had been collected over four days between November and December 2021 on the hour over a 12 hour period.

At the invitation of the Chair, Steph Dewar, Chair of the Progress Theatre, also attended the meeting and addressed the Sub-Committee in respect of the Mount.

The Sub-Committee discussed the report and considered the list of requests, Councillor Page thanked Sarah Britten-Jones and Steph Dewar for attending the meeting and suggested that Sarah continued to keep the data that had been collected on parking up to date, up until the consultation period, he also asked that everyone in the area be encouraged to respond to the consultation.

Resolved -

- (1) That the report be noted;**
- (2) That the Assistant Director of Legal and Democratic Services be authorised to undertake a statutory consultation in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996, for the proposals contained within in Appendix 1, attached to the report;**
- (3) That subject to no objections being received, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order;**
- (4) That any objection(s) received following the statutory advertisement be submitted to a future meeting of the Sub-Committee;**
- (5) That no public inquiry be held into the proposals.**

36. ACTIVE TRAVEL TRANCHE 2 (SHINFIELD ROAD) PROPOSALS FOR STATUTORY CONSULTATION

The Executive Director of Environment and Neighbourhood Services submitted a report seeking the Sub-Committee's approval for officers to carry out the necessary statutory consultations/notice processes to progress the Active Travel Fund Tranche 2 Shinfield Road scheme. A copy of the Active Travel Fund Tranche 2: Shinfield Road Detailed Designs was attached to the report at Appendix 1.

The report explained that approval related specifically to the installation of a new signalised pedestrian crossing near the junction with Cressingham Road and the implementation of traffic restrictions in the form of double yellow lines along the entire length of the scheme (Christchurch Green to Shinfield Rise). The report also informed the Sub-Committee of the intention to make Temporary Traffic Regulation Orders where necessary to temporarily control vehicle or pedestrian activities throughout the construction phase of the scheme.

In November 2020 the Department for Transport had announced the award of £1.179m to Reading for the Active Travel Fund Tranche 2, this award had been on the basis of a detailed, high quality and ambitious bid that had been submitted by the Council resulting in Reading being awarded 100% of the indicative allocation available. A two stage engagement and consultation approach had been carried out for this scheme and an initial engagement exercise had run from 24 February to 23 April 2021; 928 responses had been received from residents, businesses and organisations. The outcome of this exercise had identified that the Shinfield Road scheme was the best supported and least opposed scheme. A further consultation on the scheme had been carried out between 26 October and 6 December 2021 and officers were currently analysing the responses that had been received and would update

the final designs accordingly. The indicative timeline for the Tranche 2 programme was set out in the report.

The report explained that should objections be received to the scheme these would be submitted to a future meeting and if this was not the case the intention was that officers would progress the proposal to delivery.

At the invitation of the Chair, Peter Seymour, Thames Valley Regional Representative for the Motorcycling Action Group, attended the meeting and addressed the Sub-Committee in respect of the new signalised crossing.

The Sub-Committee discussed the report and Councillor Page reported that he had asked officers to arrange a meeting with representatives of the Motorcycling Action Group so that they could provide them with feedback from the recent meetings of the Cycle Forum and the Cleaner Air and Safer Transport Forum. Councillor Page also stated that the Council was under pressure from Government so there was a need to progress the statutory elements early.

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 signalised pedestrian crossing designs and double yellow line restrictions on Shinfield Road in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996;**
- (3) That the Strategic Transport 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, the Assistant Director of Legal and Democratic Services be authorised to make the Traffic Regulation Order and proposed works will commence;**
- (5) That should any objection(s) be received 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 no public inquiry be held into the proposals.**

37. CYCLE FORUM MINUTES

The Executive Director for Economic Growth and Neighbourhood Services submitted a report informing the Sub-Committee of the discussions and actions from the Cycle Forum held on 18 November 2021.

Councillor Page thanked Councillor Gittings for chairing the recent meetings of the Cycle Forum and the Cleaner Air and Safer Transport Forum, both of which had been particularly challenging.

Resolved - That the minutes from the Cycle Forum held on 18 November 2021 be noted.

38. 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 39 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.

39. 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 fourteen applicants, who had subsequently appealed against these decisions.

Resolved -

- (1) That, with regard to applications 2, 4, 5, 7 and 13 a first discretionary permit be issued, personal to the applicants and charged at the first permit fee subject to the applicants submitting the required proofs;
- (2) That, with regard to application 1 a first discretionary permit be issued and two personal discretionary visitor books be issued;
- (3) That, with regard to application 8 a first discretionary permit be issued and one visitor book be issued subject to the applicant submitting all the required proofs;
- (4) That, with regard to application 9 a third discretionary permit be issued, personal to the applicant and charged at the third permit fee subject to the applicant submitting all the required proofs. If the second discretionary permit is returned this should be issued as an alternative;
- (5) That applications 11 and 14 be deferred to the next meeting to allow Officers to provide a report giving further information on the specified properties;
- (6) That the Executive Director for Economic Growth and Neighbourhood Services' decision to refuse applications 3, 6, 10 and 12 be upheld.

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

(The meeting started at 6.30 pm and finished at 7.27 pm).



**Minutes of the 103rd AWE Local Liaison Committee Meeting
Tuesday 30 November 2021
AWE, MS Teams**

Present:

Simon Hardaker	Chair
Cllr Avril Burdett	Tadley Town Council
Cllr Jonathan Chishick	Tidmarsh with Sulham Parish Council
Cllr Sophie Crawford	Aldermaston Parish Council
Amy Gower	West Berkshire Council
Cllr Robert Jones	Padworth Parish Council
Cllr Micky Leng	Reading Borough Council
Cllr Clive Littlewood	Holybrook Parish Council
Cllr Mollie Lock	Stratfield Mortimer Parish
Cllr Royce Longton	West Berkshire
Cllr Helen Manghnani	Reading Borough Council
Cllr George McGarvie	Pamber Parish Council
Cll Ian Montgomery	Shinfield Parish Council
Cllr Susan Mullan	Tadley Town Council
Cllr Barry Patman	Wokingham Borough Council
Cllr Geoff Poland	Basingstoke & Deane Borough Council
Carolyn Richardson	West Berkshire
Cllr David Shirt	Aldermaston Parish Council
Cllr Nicholas Thurlow	Mortimer West End Paridh Council

Rhian Adams	AWE
Nick Bolton	AWE
Scott Davies-Hearn	AWE
Val Hincks	AWE
Phillipa Kent	AWE
Carolyn Porter	AWE
Allan Russell	AWE
Andy Scargill	AWE
John Steele	AWE
Brenda Watson	AWE

Regulators:

Gary Cook	Office for Nuclear Regulation
Rob Green	Environment Agency

Apologies

Apologies had been received from Councillors: Philip Bassil, Mark Binns, Dominic Boeck, Graham Bridgman, Stuart Coker, Stuart Frost, Malcolm Large, David Leeks, David Livingstone, Ian Morrin, Penny Waterfield and Paul Woodley.

Actions from previous meetings

- **Action 101/4:** Avril Burdett: We've had a spate of antisocial behaviour and I'd like to know to what extent the MoD police are involved in the local community. Could we please have that as an item at a future meeting?

A: Servator have been invited to attend an LLC meeting and it is hoped this will be in March 2022

Approval of the 102nd meeting minutes

Chairman's update

Introduction

Simon Hardaker welcomed members to the 103rd meeting.

Membership Changes

There have been no membership changes since the 102nd meeting in July.

Organisational Changes

In the July meeting members were updated on the change to AWE being back in the public sector as a Non-Departmental Public Body. With these changes, Exec directors that were Lockheed Martin employees have left and recruitment followed to replace them.

Barry Hunter has been appointed CFO, taking over from Peter Morton, Iain Stevenson has taken over from Kevin Au in Mission Delivery.

In other news, Paul Hollinshead, the Senior Responsible Officer (SRO) – Director Warhead in DNO will be leaving shortly to take up his new role as CEO of DSTL. Replacement to be announced.

Successful site exercise AWE(B) in September

AWE had a site Exercise earlier this month which will be covered in a separate brief later during the meeting. This was the first opportunity, due to Covid, to conduct an exercise on this scale, and some useful lessons were learned which we'll hear more about in a moment from Allan Russell.

Covid Update

AWE has continued to manage the risks posed by the pandemic with a response cell permanently manned by its Business Resilience Team who work closely with the Thames Valley Health Protection team from UKHSA and the West Berkshire Council COVID team. We provide Lateral Flow tests for all employees to use twice a week (whether they are coming to site or not) as this helps to minimise the potential for transmission by asymptomatic persons and continue to respond robustly to any symptomatic cases and where our employees or contractors have tested positive. AWE has taken a conservative and cautious approach to management of potential close contacts of confirmed cases – although, since Step 4 of the Governments Lockdown plan, anyone who is fully vaccinated does not need to isolate, we have further mandated that they must obtain a negative PCR test before they are allowed to return to site. This provides us with added confidence that we are reducing the potential for any on-site spread.

Whilst nationally, the requirements to social distance and wear face coverings have been lifted, AWE has also continued to remain cautious to protect our staff and contractors. We continue to require the wearing of face coverings in a range of environments and maintain our enhanced cleaning regimes and the provision of hand sanitiser stations across the estates. We communicate with our teams every week, sharing our statistics and advising of any changes to our approach and controls.

As you may expect, we have had our share of positive cases, but our analysis has confirmed that the rates we are seeing are consistent with the rates of infection in the local areas.

COP26

AWE is committed to playing its part in addressing the climate crisis. In fact, we have a target to reduce our carbon emissions from site heating and use of electricity by nearly 50% by 2030. Our Environmental Sustainability Strategy includes setting annual targets on Carbon, Biodiversity, and Waste and Resource Management. Progress against these goals is reported directly to the Responsible Business Group, chaired by Alison Atkinson, CEO. We published a Sustainability eBook on our website in November and the link to that can be found [here](#).

In line with Government reporting, AWE is also working on the successor to its Responsible Business Report in the format of Environment, Social and Governance. We expect to publish this in the new year and will send a link to members when it is ready.

Community News

For those of you following AWE on social media you will have seen that our Graduate and Apprentice career vacancies have opened in the last couple of months representing a great opportunity for young people in the region.

Resident enquiries

We have been working with Cllr. Poland to respond to a local resident's concerns regarding two issues:

- (i) the incident involving MDP in January of this year (munitions spill and recovery; it was in the media). The response to this came from the MOD, via Cllr. Poland, who provided the resident with the full response as he'd received. The resident has also been advised that they can contact MOD directly if they have any additional queries
- (ii) the same resident has also raised concerns over the potential for an aviation accident and its impact on the AWE Aldermaston site. This issue was mentioned at a previous LLC and I explained that a no-fly zone is in place and that any potential infringements would be dealt with by the CAA. The resident has also been informed that stringent security and operational protocols are in place on-site and that training exercises are conducted regularly, in which a response to any serious incident on site is tested.

Tadley Citizens Advice

We supported through the AWE Charity Fund, Tadley Citizens Advice Community Liaison Lunch. It was a great opportunity for their network of charities and organisations to get together again, learn how they are all operating post COVID, and share how CAB can help the residents of Tadley and surrounding villages together. We received thanks afterwards from Rachel Campbell, Chief Officer Citizens Advice

STEM Ambassadors (SA) have supported 'Physics at Work' sessions with University of Cambridge. Promoting physics as a degree and career to 14 - 16 yr olds and participated in 'Working with Neurodiverse Learners & making STEM Communication Accessible' session through STEM Learning. Between July and September the SA completed 18 activities reaching 4275 students and logged 102 hours in total for local schools.

Outreach - Primary Science Challenge. Working in partnership with external education charities we delivered workshops and a biodiversity competition. Michelle Smith, CEO of Education Business Partnership who you met virtually in a previous LLC said, 'We are delighted that AWE has continued their inspirational work with local schools, during a very challenging academic year. The materials and workshops make a real difference for students and teachers. We've seen great uptake of the adapted programme from schools and great student and teacher feedback'. We are expanding our work with Education Business Partnerships to include Hampshire now, so expect to hear more about that in future.

Update to our policy on charities

As a public body there are limitations on the way AWE spend money . We're still able to support charitable activities directly related to our business such as STEM outreach and we will continue this. From April 2022 though we will be pivoting to provide support to more charities through volunteering activities. The Board agreed this in principle in May this year and the policy was approved last week for launch in April 2022. I very much look forward to seeing this grow into a valuable contribution back into our local communities.

Topics for next meeting

- MDP; how they work with us and in the community. If you'd like other topics added, please let me know.

The next meeting of the LLC will be in March, date to be confirmed. I promised at the last meeting to look into a site visit, especially for new members of the LLC but open to all and have secured 3rd February from 1000 to 1500 for this purpose – details to follow. I hope many of you will be able to attend, some for the first time and others will see just how much has changed at Aldermaston in the last few years.

Environment, Safety and Health Update

Nick Bolton

ESH&Q Service Delivery Lead

Nick gave an overview of performance in personal and process safety during the period advising members that the OSHA TRI rate to the end of September 2021 was 0.231, slightly higher than this time last year. There were a total of 18 Recordable Injury Events in the period compared with 16 in the same period last year. The injury rate has come down over the last couple of months and is now at 0.177 which is the lowest since February of this year.

The majority of injuries arose from manual handling, lifting or carrying tasks trip/ fall of persons at the same level. We continue to raise awareness of injuries of this type especially going into this time of year where we start to see ice, leaves and snow on the ground.

Members were advised that since the last LLC meeting in July 2021 (covering events up to end of May 2021) there were no process safety events raised in the period June– September 2021 that also required an INF1 to be submitted to the regulator

Questions arising:

Cllr McGarvie asked whether records of accidents that happen at home whilst people are working were recorded. Nick advised there are no records made for accidents at home.

ACTION 1/103: Nick Bolton to look into recording work related accidents in the home.

Site Operations Update

Allan Russell

Head of Asset Operations Management

There was a successful Site exercise in September with strict Covid protocols in place. Some learning opportunities were identified, including the communications route for activation of some of our responders. Areas of good practice were also recognised, for example good communications and briefings between the teams across the response areas and command and control locations. The scenario contained some stretch objectives which gave additional challenges for the responding teams to deal with.

Another exercise took place at Aldermaston in November.

These exercises give the emergency response teams the opportunity to practice what they would do in an emergency and provided areas for learning.

Questions arising:

Cllr Burdett mentioned that she'd heard reports of a pile driving noise that residents have heard. Can you tell us what is this?

ACTION 2/103 : Allan Russell to investigate noise and report back.

AWE Reports

Simon Haraker

Director Corporate Affairs

Members were told of AWE's [Sustainability Ebook](#) which highlights the steps AWE is taking to reach the UK's net zero ambitions, and of its [Gender Pay Gap Report](#). Links provided.

No questions arising

Estate Development Update

John Steele

Head of Estate, Development & Planning

Details of the plans for the development of the Hub were shared. This includes the West End development of the Aldermaston Site where roads will be moved and a pedestrianised access to the

hub will make travelling around site safer. There will be improved access via the Falcon gate for cyclists and pedestrians and car park facilities are to the outer edge of sites.

John told members that potential government departments may be interested in utilising some of the facilities becoming redundant in the SE corner of site.

Plans for Burghfield were also shared and similarly this includes releasing the southern part of the site for occupation by another government department.

Questions arising:

Cllr. McGarvie asked whether there was any news on plans for the Rec.Soc.

John Steele told members that the land is owned by the MOD. The DIO (Defence Infrastructure Organisation) is undertaking a survey of the facility to establish whether there can be a lease agreement. The Rec.Soc is an important part of the local community and the The Rec.Soc committee need to be forward looking and agree to work with the DIO.

Cllr Burdett asked whether the influx of people taking up redundant office accommodation on both sites is going to change the way AWE look at local planning applications for housing and the way the DEPZ is viewed.

John Steele advised that there would be no change, they are not linked. The populations that are coming to the site are in the local area already.

DEPZ is a completely independent matter to planning policy and housing because it's about safeguarding.

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 1 June to 30 September.

Gary told members that the LC36 (Organisational Capability) Improvement Notices are due to be complied with by AWE in December 2021. Though some work is still required, an enforcement letter will be issued to ensure work is seen through to completion.

Two reactive investigations have been undertaken by ONR. One is in relation to AWE's management of radioactive materials in the Explosives Technology Centre and the other is related to the circumstances that led to the accelerated deconstruction of a legacy stack within a decommissioning facility. ONR has completed its on-site activities and is now considering its regulatory response in both investigations. A further update will be provided in the next LLC report

Questions arising

Cllr McGarvie asked what accelerated deconstruction meant and whether the stack was up and vulnerable to wind conditions. Why wasn't it picked up in the periodic review?

Gary Cook advised that in previous LLC meetings, he'd spoken about periodic reviews of safety across all facilities, it's one of the licence condition requirements (LC15).

This facility would have been no different in terms of having periodic reviews, but the stack vulnerability wasn't picked up as part of an LC15 review. A lot of the investigation centers around the reasons it wasn't picked up and what decisions were made in the past. Concentrating on why issues weren't acted upon, rather than the structural integrity itself.

Cllr Shirt spoke of the report in the Newbury Weekly News recently criticising AWE following a recent ONR report. He said that residents are concerned about aging facilities and asked why this wasn't addressed in the ONR report. He questioned the timing of the regulators report shared today (up to the end of Sept) and how councillors can support AWE if information is not shared. He said he would expect AWE or ONR to comment on the newspaper report.

Simon Hardaker advised that AWE did make a statement about the report.

Gary Cook explained the process and timelines of the report written for this meeting and told members that anything post September, he is happy to discuss at the meeting. He advised that the newspaper report focussed on operations at AWE during 2020 (as part of the CNI report) and that the LLC receives more current updates through the three LLC reports that have been published during 2021. He advised that the ONR is focussing on operations moving to suitable, modern standards buildings at Aldermaston and Burghfield.

Cllr Crawford asked what triggers an investigative enquiry into an incident.

Gary Cook stated it could be as a result number of a variety of factors. AWE will not hide anything. Sometimes the poor quality of (internal) investigations, inspection findings or site events (singular or cumulative) could all be triggers for ONR investigations. Site exercises are AWE driven and the purpose is to gain confidence that onsite safety procedures are working properly and to a high level of performance.

ACTION: Scott Davies-Hearn to ensure an observer attends the next exercise.

Rob Green
Environment Agency

The EA report was circulated prior to the meeting.

Rob told members that [The RIFE](#) (Radioactivity in Food and the Environment) report covering the 2020 calendar year was published on Gov.uk on 4 November 2021. The report shows that doses of ionising radiation to members of the public from radioactivity discharged from the Aldermaston and Burghfield Sites remain at very low levels.

Rob informed the members that the Environment Agency was in the process of determining an application from AWE to change its environmental permit covering radioactive waste disposals at Burghfield Site. Rob explained that the application was required by AWE in order to allow it to undertake some work to characterise some legacy materials being stored at Burghfield Site.

The Environment Agency has completed a number of on-site regulatory inspections over the period. These have included inspections at the Labs Technology Centre, Hydrodynamics Area and Uranium

Technology Centre at AWE Aldermaston Site. No non-compliances were recorded during these inspections but a number of regulatory observations and recommendations were made. One particular inspection to highlight was a joint inspection undertaken with Office for Nuclear Regulation focusing on decommissioning and the management of ageing facilities. During the inspection we recorded two minor non-compliances with AWE's environmental permit. These related to maintenance issues observed on a section of pipework used for disposing of low level radioactive liquid waste. We have placed actions on AWE to remedy the issue.

Rob highlighted the publication of the Environment Agency's 2020 regulatory report: 'Regulating for People, the Environment and Growth'. The report sets out the key statistics, trends and messages relating to the performance of regulatory activities during the 2020 calendar year. This report covers the whole range of the Environment Agency's regulation, including waste management, industry regulation and the water industry. The Nuclear Regulatory side of the Environment Agency's regulation is included also but represents a relatively small part of its wider regulatory activities. The report is available on Gov.UK and Rob recommended it as a potentially informative document for LLC members who might not be aware of the Environment Agency's broad regulatory role.

Rob also informed members that, during October 2021, the Environment Agency published its new Adaptation Report: 'Living Better with a Changing Climate', ahead of COP26. It is a landmark report that shapes the EA's future work around eight important themes for action - thinking differently, collaborating, investing for change, working with nature, designing low carbon futures, strengthening community resilience, helping businesses prepare and stepping up to level up.

Questions arising

Cllr McGarvie mentioned that the RIFE report records a lot less than 0.005 millisieverts per year and asked whether this is because below that level it can't be measured?

Rob Green advised that there will be minimum limits of detection on instruments that are used to undertake the analysis of environmental samples, so when undertaking analysis it might be that the levels are so low that the instrument can't measure the precise value, as the amount of radioactivity in the sample is below the amount that the instrument or analytical method is able to detect. This can also be a function of the statistical methods that are used in the process

Any other Business

- Discussion around the timing of the ONR and Environment Agency reports presented at the LLC and Cllr Shirt request that they are as up to date as possible and covering the same time period.
- Cllr Pollard referred to the incident involving MDP in January of this year and was advised that though a response went back to the concerned resident, they can contact the MOD directly should they wish.
- With regards to the concern over the potential for an aviation accident and its impact on the AWE Aldermaston site, members were reminded that there is a 'no fly zone' in place and that any potential infringements would be dealt with by the CAA.
- Cllr Burdett was asked by the Newbury Weekly News to comment on the recent article about AWE. She declined.

- Thursday 3 February 2022 is the date scheduled for the proposed site tour, which is open to all members.

Proposed 2022 Meeting Dates

Wednesday March 16

July – tbc

November - tbc

Close

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**JOINT WASTE DISPOSAL BOARD
7 SEPTEMBER 2021
(9.30 - 10.36 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

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
 Jayne Rowley, Reading Borough Council
 Damian James, Bracknell Forest Council
 Richard Bisset, Wokingham Borough Council

Apologies for absence were received from:

Councillor Gregor Murray, Wokingham Borough Council

37. Election of Chairman

RESOLVED that Councillor Mrs Hayes MBE be elected Chairman of the Joint Waste Disposal Board for the municipal year 2021/22.

38. Appointment of Vice-Chairman

RESOLVED that Councillor Page be nominated Vice Chairman of the Joint Waste Disposal Board for the municipal year 2021/22.

39. Declarations of Interest

There were no declarations of interest.

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

The minutes of the meeting of the informal Joint Waste Disposal Board held on the 17 June 2021, be approved as a correct record and signed by the Chairman.

41. Urgent Items of Business

There were no urgent items of business.

42. 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
- Rigid Plastics Recycling Trial
- e3Grow
- Communications
- Bike Reuse

Sarah Innes reported the performance statistic for all three Council, the provisional recycling rates for April to July were:

BFC – 58.3%

RBC – 52.9%

WBC – 56.7%

It was noted that as expected all three recycling rates were higher than the previous year, which was due to the changes that all three Councils had made to their kerbside collections earlier in the year.

The recycling rates for the re3 recycling centres were 67.84% at Longshot Lane and 72.10% at Smallmead, this was lower than the previous year, but it was thought that this was due to the amount of residual waste being collected. However, across all three Councils there was a reduction in the rates from the previous year in the amount of residual waste being collected, which showed that the recycling changes were having a positive impact. The recycling rate for Longshot Lane was lower, this was due to the way in which the rate was calculated, and it was expected that this would level up over the coming months.

Contaminated waste in the kerbside mixed recycling was starting to slightly increase in Bracknell, a close eye would be kept on this in the coming weeks. A breakdown of materials found in the sampling results varied and the data would be circulated with the Board.

Following a successful sale of re3grow compost in 2020/2021, the re3 Project Team planned to increase the order to 10,000 bags of 40L compost for the next year. The compost was set to arrive early Spring 2021. As requested, the Marketing and Communication Officer would strengthen messages about the composting process, focusing on the peat-free quality of re3grow compost and would explain further to residents, the cost structure, showcasing that the price per bag had been calculated to cover the costs of producing and supplying the compost only. Communications would be ready for sign off by Christmas and would be publicised prior to residents being able to purchase the compost.

There was not a link between the green waste recycling issues and being able to produce the re3grow compost. Members would be receiving briefings by their Council's on the green waste recycling.

At the Joint Waste Disposal Board Meeting in June 2021, Officers reported that a rigid plastics recycling trial would commence at both Recycling Centres in early July. The purpose of the trial was to enable the costs and benefits of the service to be assessed. The trial was still ongoing but it was reported that 33 tonnes of rigid plastics had been sent for recycling in the first six weeks. There had been positive feedback from the offtaker about low levels of contamination. The costs of recycling the rigid plastics were presented in the report, and officers were liaising with the Contractor to optimise the haulage of the material and would be presenting the

conclusions of the trial during the next meeting in December. It was expected that the cost of the haulage could be reduced during the trial. There was not a correlation between the amount of waste produced and cost, as the price was linked to the transportation of the waste. Currently during the trial light load had been transported but it was thought that this could now be increased.

Members had previously requested that the Partnership explore the purchase of products that could be used to purposefully demonstrate the circularity of the recycling process. Officers have liaised with the hard plastics reprocessor and confirmed that it would be possible, but the details had not yet been provided. Officers reported on the development of an online calculator for re3 residents at the JWDB in June 2021. The calculator illustrated the importance of collective and consistent action in helping to achieve necessary climate change adaptations. The Calculator was now being advertised on the social media and newsletters and Members and officers were encouraged to share the link whenever appropriate.

re3 Officers and Contractor were currently preparing for the installation of England's first retrofittable AI-powered robotic waste picking system, at the Material Recycling Facility in Reading. The recycle-picking robot, known as Recycleye Robotics was able to perform the physical tasks of identifying, picking and placing materials at a rate of 55 successful picks per minute making it extremely efficient. Further communications on the operational benefits would be provided as soon as the testing period was completed. This would not be displacing any members of staff.

The arrangements had been made for installation and the robot was already onsite. Officers were working very closely with the FCC communications team to deliver activities locally and nationally. Once the trial period had been completed further communications would be provided.

It was requested that Board Members see a demonstration of the robot as it was expected that there could be media interest.

It was suggested that there could be a naming competition for the robot, similar to the trucks.

At the end of September are two national weeks of action, Recycle Week and Great Big Green Week would be taking place. More locally the wider Reading Climate Change Festival would be returning for a second year. re3 would be engaging in each event, providing an online webinar for residents to learn about the councils and their partnership, as well as limited tours on a first come first served basis.

Previous webinars had proven successful with residents and would be promoted on social media and in newsletters. It was suggested that this could be promoted at each Council at their Council meetings. Tours had previously been very popular, with 7 tours a week. It was expected that due to Covid there would only be 2-3 tours a week which could be increased over time.

The Annual Environmental Report 2020/2021, a document summarising activities and achievements of the Partnership had been published on the re3 website. The report had been circulated with the Officers and press release had been issued to the local and trade media.

A number of bikes had been delivered to the Recycling Centres when no longer of use to residents. Primarily the bikes were provided to the Sue Ryder charity as well as Precycle on a regular basis. In the past year re3 has made it possible for a local organisation to benefit from the bike including My Journey Wokingham. re3 wished to

keep the bikes within the local community, so were open to suggestions from Officers and Members to achieve this.

During lockdown it was noted that the number of bikes being recycled had increased. It was requested by the Chair that Officers look at opportunities within their Councils to look at recycling the bikes. It was requested that this be brought back to a future meeting of the Board.

RESOLVED that

- i. Members noted the contents of the report.
- ii. Members requested an update on the rigid plastics recycling trial, including costings and as described at 5.18 in the report, to be presented at the next meeting.

43. **Booking System Report**

The Board received a report briefing them on access options for the re3 recycling centres.

The report was broadly similar to the one received by the Board at its meeting in June 2021. The report covered the aims and benefits of the booking system.

It was highlighted that a survey was currently being conducted with neighbouring business in the Longshot Lane Industrial Estate regarding the booking system and the impact it has had on their access. The survey was still ongoing, but based on some feedback already received, the site was now allowing for residents to queue onsite at the recycling centre prior to the site opening at 8am. This was in order to remove cars from the road, and help access to the site.

The booking system was upgraded on the 18 August 2021. The upgrade included a postcode look up function which was working really well and would allow for good patronage data to be provided to the Board. There was only currently two weeks of data, but based on this data at Longshot Lane 61% of bookings were Bracknell residents, 38% were Wokingham residents and a handful of bookings were Reading residents. At Smallmead 57% of bookings were by Reading residents, 43% by Wokingham residents and a small number of bookings by Bracknell residents. This data would be monitored and shared when appropriate.

At the last meeting of the Board, Members asked for a number of options to be trialled.

The options were:

Option 1 – Removal of the booking system

This option was not trialled, as the contractor had plenty of experience of using the sites without a booking system.

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

As part of a trial, Officers, in consultation with the Contractor sought to progressively increase bookable slots to reach an optimised but practically operable level. Officers

profiled increases of between 5% and 20%, based on our existing principles and previous booking levels, and trialled progressive increases at both Recycling Centres across June, July and August. During the peak of the trial, there were 13,134 slots available across both sites which 74% of the visitor numbers received back in 2019. This number did develop a slight queue at points.

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

Under Option 3, the re3 Partnership could retain booking-slot profiling during the working week (Monday to Friday) similar to the numbers currently available, in order to maintain easy access for other service users and then at the weekend, from 1pm on Saturday and throughout Sunday, a larger number of bookable visits would be scheduled. Two weekend trials were held over the summer. Feedback from the first weekend trial was used to assist how the second weekend trial would be operated. During the trial Longshot Lane was not fully booked, but Smallmead was, with 87% of residents happy with the length of time spent queueing. It was noted that higher levels of booking were kept in during the Monday to Friday.

It was recommended that a variant option between option 2 and option 3 be agreed by the Board, which would see a slightly increased number of bookings between Monday and Friday and slightly increased bookings again on the Saturday and Sunday, which would lead to 14,000 visitors across both of the sites. This would be kept under review, with the no show rate monitored, as well as the length of time residents were spending onsite to make sure that level of booking remained appropriate but based on the trials so far, there was demand for the bookings and the queues could be managed successfully.

Arising from the Member's comments and questions, the following points were made:

- The variation could be adjusted if numbers changed.
- It would have been helpful to have a recommendation that was the variant option.
- The Board should agree and communicate to residents that was now how the recycling centres worked, as Members were still getting questions to when the system would be removed.
- Readings Green Waste had been paused for a short period and there had been feedback to Members that there had been queuing due to the green waste recycling at Smallmead. Officers were not aware of any long queues or significant issues due to the green waste.
- There had been some issues with queuing on the first weekend trial, but this had fed into the second trial weekend and adjustments made accordingly.
- Numbers had been increased due to the pause in the Green Waste collection.
- Emails had been sent to residents whether they did or didn't use their booking slot. There seemed to be a higher number of no shows at Smallmead than at Longshot Lane. Data into people making multiple bookings had not been looked at but this could be reviewed. There were currently a large of number of available slots, with next day booking availability.
- Slots could currently be booked for the afternoon on the same day, which was a very different scenario to a few months ago.
- Patronage numbers could be reviewed and brought back to future meetings, to see the variants changed over the year.

The Chair requested that booking system be continued, and that officers bring it back to the next meeting for review if required.

It was agreed that a variant option on options 2 and 3 was a sensible proposal and gave the operators of the site and booking system the ability to amend the system accordingly and as appropriate.

RESOLVED that Members endorse the continuation of the booking system and that a variant on options 2 and 3 for access to the re3 recycling centres, as presented at the meeting and detailed from 5.10 within the report be approved.

44. Exclusion of Public and Press

That 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 person.

45. 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.

RESOLVED that

- i. Members note the Partnership's financial position for the year to date.
- ii. Members endorse the option to replace the Gainshare provisions in the re3 Contract with a supplement, for food waste only, as described at 5.22 of the report.
- iii. Members note the contents of this report.

46. Date of the Next Board Meeting

The next meeting would be held at 9.30am on 2 December 2021.

Further meetings will be held at 9.30am on 3 March and 9 June 2021.

CHAIRMAN

Reading Climate Change Partnership

Board Meeting Minutes, Tues 30th Nov 2021

TEAMs meeting online, 2:30-4:30 pm

<u>Attendee</u>		
Tracey Rawling-Church (co-Chair, will Chair today) (TRC)	Ben Burfoot (BB)	Tricia Marcouse (TM)
Tim Dixon (co-chair)	Chris Maddocks (CM)	Cllr Tony Page (TP)
Chris Beales (CB)	Peter Moore (PM)	Shreeya Paudel (SP)
Poppy Harris (PH),	Paul Ducker (PD)	Scott Witchalls (SW)
Paul Harrison (PHa)	Rachel Hazell (RH)	Alison Foster (AF)
Lorraine Farrelly (LF)		

Item	Action - Who
<p>Apologies: Katie Brett, Kalvin Gavrilov</p> <p>Chris (CB) and Environment Agency are stepping down from partnership Board due to resource limitations. CB hopes he will continue to be involved in the delivery of the water theme. On behalf of the Partnership TRC shared her grateful thanks to CB for his expertise and leadership as Water Theme Lead and as former Chair of RCCP and proposed a vote of thanks.</p>	
Minutes of last meeting - approval	
<p>Report from COP 26</p> <p>RCCP had a stand in the Green zone on Sat 6th Nov. 2x2m with a large monitor, a plinth and some stalls. A 3 minute video prepared by Lauren Shute was on shown on loop. Opportunity for conversations with visitors (members of the public and blue zone delegates). Due to the stall being in Glasgow we didn't have a call to action, but have met a Reading based facilitator who has offered her support. We also had a surprise visit from Alok Sharma MP. Thank you to RH and Faye Hargreaves for providing social media support throughout the conference.</p> <p>Report on Reading Climate Festival 2021</p> <p>This was a hybrid event this year, with cultural content as well as talks. Supported by funding from Great Big Green Week. The organisation this year was much easier – thanks to Lauren. There were fewer events than in 2020 – but with more variety – we expanded our audience beyond the 'usual suspects', with a physical event focussed around family and children, and a steel band playing in The Oracle Shopping Centre. Two live events had to be postponed due to low registrations (perhaps due to the</p>	

<p>uncertain times of ongoing covid spikes), and the mural was not possible due to car park contact leaving RBC.</p> <p>Attendee survey responses to be circulated later. Legacy content is now uploaded on the website. Planning for 2022 will start in January.</p> <p>Feedback from 2021 Schools model COP event</p> <p>RCCP provided £3k funding for this event. A good event, considering the covid restriction circumstances, with good intelligent contributions and questions. The level of knowledge and expectation of the students has increased a lot since the last event in 2019. RCCP will take care to support this programme design going forward and continue dialogue with the team to ensure ongoing action in the schools going forward.</p> <p><u>ACTION:</u> PM to circulate report when available.</p>	<p>PM</p>
<p>RCCP Future spending strategy</p> <p>PM presented a briefing note on the financial position of the partnership and thoughts on the reintroduction of the small grants programme RCCP has run in the past. Putting aside the reserve funds - noted in the governance strategy, the partnership has £17k. It was felt this was not enough to run an effective public grants programme and is better focused on the strategic priorities of the board. RCCP should be considered a funder of last resort. It was suggested that RCES could be signposted for local grants going forward – as they are working with RVA in this regard.</p> <p><u>ACTION:</u> All theme leads to note they can make proposals for any critical priority from the action plan that is in need of funding. All to respond to Lisa Hill, our bid writing volunteer with any of their action plan funding needs.</p> <p><u>ACTION:</u> Ben to investigate final share certificate of Reading Hydro (for further information on returns to RCCP) to answer query from Chris</p> <p>TP noted that RBC is very happy to host events on behalf of the partnership going forward. In other cases where events are being run on behalf of RCCP.</p> <p><u>ACTION:</u> Ops team to consider the challenge of running events and the public liability insurance needed.</p> <p><u>ACTION:</u> Katie and Ben to liaise with Trish to ensure expenses of church hire and insurance for COP26 event are re-imbursed. Also, to consider how a clearer process for future events and related expenses can be developed.</p>	<p>Theme leads</p> <p>BB</p> <p>Ops Team</p> <p>KB, BB</p>
<p>Annual Report, and reporting – discussion to update on progress and review feedback on Annual Report:</p> <p>Water theme – CB would prefer to give an overall ‘RAG’ rating for each theme – not for each specific action. Some progress made, but still lots to do</p> <p>Resources theme – ‘RAG’ rating is useful, but underpinned by some key indicators. Plastic Free Caversham has done some great work. Reading UK Green BID has real potential. Local festivals have potential: i.e. Twilight trail now has a sustainability</p>	

<p>statement, and could be used as a model for other events. Blue Collar street food project working with Trust in Food project at UoR – to explore recycling on the go can be built into their work. Design Nature CiC has applied for lottery funding for Redesigners Reading – to engage young people in circular economy, waste and recycling design projects.</p> <p>Transport theme – Bus Service Improvement Plan submitted, Railway station improvement schemes, A33 bus lanes, active Travel continuing: current public consultation for a cycle lane on the Shinfield Road.</p> <p>Nature theme – food fermentation project – UoR project has found 60% more micro organisms in the soil using lactic acid, instead of general compost. In discussions with Re3 about these results and using these findings more widely. 2 green roofs on bus shelters – results are now being monitored. COP 26 event in Reading was a success with 500 on the march, and the event at full capacity. 2 churches are investigating greening their grounds more. Awaiting a Funding bid for greening some identified RBC land. Need for more active people – 23 down to 8 active members.</p> <p>Communications theme – more useful to summarise progress across audience groups, instead of individual actions. COP Campaign in Nov – thank you to blog post authors. Currently liaising with RVA to get more volunteers to help the theme. <u>ACTION:</u> All to contact Rachel if need more volunteers for their themes. Website improvement for schools, blogs and looking to make content more promotional.</p> <p>Energy theme – decentralised energy project ongoing – potential for a district heat network at Station North. Renewables – Reading Hydro operational. RCES – strengthening – looking at a broader geography – 10-15miles of Reading. EV Strategy for the borough ongoing, and Depot site has much activity, including the first EV refuse collection vehicle. EV buses also being looked at.</p> <p><u>ACTION:</u> Peter to contact theme leads to feedback SEPT comments on Annual Report</p> <p>TP congratulated team and partners on Reading’s recent addition to the Carbon Disclosure Project’s ‘A’ list of cities taking ‘bold climate action’, and UoR for recent Queen’s Anniversary Prize. <u>ACTION:</u> PM to include both in Reading’s City Status Bid and next year’s Annual Report.</p> <p><u>ACTION:</u> Ops Team: to consider how best to update Strategy document and Annual report in light of legislative changes, including Net Zero Strategy and Environment Act 2021.</p>	<p>Theme Leads</p> <p>PM</p> <p>PM</p> <p>Ops team</p>
<p>Urban Room proposal This project will have a community engagement space in Broad Street Mall throughout March 2022 – exhibitions, talks, workshops and discussions, and an online platform via Commonplace. The engagement will be focussed around ‘aspects of the environment that contribute to the quality of life for communities in Reading’</p> <p><u>ACTION:</u> Collaboration on climate change theme for the urban room with UoR approved by RCCP and Lorraine to contact Tracey, Tim and Peter with next steps.</p>	<p>LF</p>

<p>Royal Berkshire Hospital Carbon Plan Alison Foster – Programme director for RBH hospital redevelopment ‘Building Berkshire together’, and Trust lead on Net Zero Carbon. Green Plan for RBH will be signed off by board in Dec, and resourcing is being sought.</p> <p>AF indicated willingness to take on health theme leadership. <u>ACTION:</u> Alison to convene meeting with Paul Harrison and Becky Pollard by way of reinstating the health and wellbeing theme group. Suggested that this group link with Resources (Paul Ducker) and Nature (Trish Marcouse) theme leads too. AF to share final RBH Green Plan with all when complete.</p>	AF
<p>AOB</p> <p>TD confirmed we are working hard to fill Chris Beales vacancy on the board – currently liaising with Thames Water.</p> <p><u>ACTION:</u> All to please give details of any public speaking activities to Rachel and Katie so we can build up a list and further details for possible blogs etc.</p> <p><u>ACTION:</u> Ops team to consider how best to formalise links with RVA including potential place on board.</p> <p><u>ACTION:</u> Ops team to consider the best way of bringing together the theme leads and others in the next cross-cutting workshop.</p> <p><u>ACTION:</u> RH to explore possibility of Workplace Platform for improved theme communication and look at newsletter concept in more detail so this can be achieved.</p> <p>Date for the next meetings: Tues 25th Jan 10-12noon, Tues 26th April 10- 12noon</p>	<p>All</p> <p>Ops team</p> <p>Ops team</p> <p>RH</p>

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	14 MARCH 2022	AGENDA ITEM:	8
TITLE:	HIGHWAY MAINTENANCE PROGRAMME 2022/2023 & 2021/2022 HIGHWAY MAINTENANCE UPDATE		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT BOROUGH WIDE
SERVICE:	ENVIRONMENTAL & COMMERCIAL SERVICES	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	HIGHWAYS & TRAFFIC SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To update the Committee on the progress of year-2 (2021/22) of the 3-year £9M Highway Capital Investment Programme 2020/21 to 2022/23.
- 1.2 To inform the Committee of the proposed year-3 (2022/23) of the 3-year £9M Highway Capital Investment Programme 2020/21 to 2022/23 and to give spend approval for the remaining £3.75M investment.
- 1.3 To inform the Committee of the Highway Maintenance 2022/2023 Award announcement from the Department for Transport (DfT) Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement and to give spend approval.
- 1.4 To provide the Committee with an update on the completed Highway Maintenance 2021/2022 DfT Local Transport Block Funding Capital Works Programme.
- 1.5 Appendix 1: £9M Residential Roads & Pavements 3-Year Programme (2020/21 to 2022/23)
Appendix 2: DfT Bridges Programme (2022/23) & 5-Year Rolling Programme
Appendix 3 Financial Implications Report

2. RECOMMENDED ACTION

- 2.1 That the Committee grants spend approval for the £ 3.75M Residential Road & Pavement Maintenance Year-3 Programme 2022/2023.

- 2.2 That the Committee grants spend approval for the DFT Local Transport Block Grant Funding award for 2022/2023.
- 2.3 That the Committee gives delegated authority 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 Assistant Director of Finance to enter into relevant contracts required to undertake the proposed 2022/23 Capital Highway Maintenance Programme, as per section 4 of this report.

3. POLICY CONTEXT

- 3.1 Council in June 2018 approved Shaping Reading's Future - Our Corporate Plan 2019-22, (updated in Spring 2021). The Plan reflects the Council's priorities for Reading and provides direction for staff in delivering services to meet the needs of the communities within the Borough whilst working to a budget and Medium-Term Financial Strategy (MTFS) agreed at Council in February 2021. An annual refresh of the Plan was published at Council in June 2021.
- 3.2 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.3 To make travel more secure, safe and comfortable for all users of the public highway.
- 3.4 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

4. THE PROPOSAL

BACKGROUND

£9M COUNCIL FUNDED 3-YEAR (2020-2023) RESIDENTIAL ROADS & PAVEMENTS INVESTMENT PROGRAMME

- 4.1 The Council's Medium Term Financial Strategy is informed by and supports delivery of the Council's Corporate Plan priorities including its commitment to address the climate change emergency and seeks to ensure that the Council is "fit for the future", with sound finances that allow the Council's future funding challenges and spending pressures to be met in as sustainable a way as possible.
- 4.2 The underpinning rationale of the Medium-Term Financial Strategy is to deliver a balanced and affordable budget that ensures the Council's finances are sustainable in both the short (one year) and medium term (three years). The Strategy is also informed by the Council's Vision: "to ensure that Reading realises its potential - and that everyone who lives and works in Reading can share in the benefits of its success", as well as its Corporate Plan priorities:

- Securing the economic success of Reading;
 - Improving access to decent housing to meet local needs;
 - Protecting and enhancing the life outcomes of vulnerable adults and children;
- 4.3 The Strategy builds on work over the previous 3-4 years to stabilise the Council's financial position and build reserves back to a more robust level and seeks to facilitate vital investment in core infrastructure to drive efficiency improvements, facilitate service redesign and thereby manage pressures within demand led services. This invest to save approach provides for a robust financial position going forward and enables vital and valued services can continue to be delivered.
- 4.4 As part of MTFS an ambitious capital investment programme is being delivered with the Council investing **£9M** (over 3-years from 2020/21 to 2022/23) Capital in Reading's local residential road and pavement network. This welcomed investment is over and above the annual Local Transport Block Funding settlement from the (DfT) for highway maintenance work to improve the condition of local residential roads and pavements and reverse a deteriorating highway network.
- 4.5 The Council has and will continue to actively bid for appropriate external funding including Department for Transport (DfT) and Department for Environment Food & Rural Affairs (DEFRA) grants to maximise the use of available funding to improve the condition of all highway assets.

PROPOSED PROGRAMME - Highway Maintenance Spend Proposal 2022/2023

- 4.6 The Council carried out a further Residents' Survey with its Citizen Panel in December 2020 as part of the Council's on-going conversation with residents. The aim of the survey was to gather information to inform customer service delivery in a number of ways. More specifically, the survey asks about residents' views of their neighbourhoods and of Council services, which has helped the Council to understand what residents really value in their local areas and services, in order to make decisions on budgets and services that reflect those values.
- 4.7 Over 77% of respondents (compared with 65% in 2018) said that they were satisfied with their local area as a place to live. Respondents were asked what they thought needed improving and the number one consensus 47% (compared with 58.05% in 2018) said that the condition of roads & pavements needed improving.
- 4.8 The Council continues to listen to the residents of Reading and the £9M Capital Investment over 3 years (2020/21 to 2022/23) in Residential Roads & Pavements will accelerate the resurfacing programmes and reverse the deteriorating condition of our highway asset in Reading's local residential roads and pavements.

- 4.9 The £9M Capital Investment Programme was originally intended to be delivered through allocating £3M per year over the 3-year period. Due to the Covid-19 pandemic delaying the preparation and start of the year-1 programme, it was necessary to reprofile the £9M Capital Investment to £1.5M in year-1 and £3.75M in each of years 2 and 3. The reprofiling of the £9M Capital Investment Programme was approved at Policy Committee on the 18th May 2020.
- 4.10 Year-3 (2022/23) £3.75M Capital Investment in local Residential Roads and Pavements during 2022/23 is set out in the table below:

	2021/22 Spend (Works Only)	2022/23 Spend Proposal (Works Only)
Residential Roads Surfacing	£3,125,000	£3,100,000
Pavement Resurfacing	£625,000	£ 650,000
Bridges /Structures	£200,000	
TOTAL	£3,950,000	£3,750,000

Residential Roads Surfacing 2022/2023 (£3,100,000) - Financed by the £3.75M Year-3 Council Investment (year-3 of the £9M over 3-years)

- 4.11 For category 3 roads (residential and other distributor roads) there is generally no skid or condition information available therefore priorities have to be established as a result of visual condition surveys to determine deterioration. The common types of deterioration are, for example, the number of potholes, rutting, the amount of patching and cracking.
- 4.12 A visual assessment of the road surface condition for minor roads is therefore carried out annually using the Council’s agreed criteria. The assessment process consists of scoring the carriageway condition against various criteria. Those roads with the highest scores are then subjected to a further engineering assessment and those which, again, score highly through this process as well as being considered appropriate, are recommended for inclusion in the next Financial Year’s minor roads surfacing programme, subject to budget availability.
- 4.13 Based on the above a list of schemes was prepared as detailed in Appendix 1. Estimated costs based on current contract expenditure are shown against each scheme and would suggest that nearly all the remaining schemes on the original list (417 roads) will be achieved in year 3 of the 3-year programme.
- 4.14 In the event of unforeseen carriageway deterioration outside of the scope of normal maintenance work, the programme of works would be reviewed and if

necessary, a reallocation of funding within the budgets would be made to undertake higher priority carriageway schemes.

- 4.15 Due to the size of the 3-Year investment programme, the Council will engage Statutory Undertakers / Utility companies early to reduce the risk of newly resurfaced roads being dug up and also ensure that other planned major transport schemes are considered within the 3-year programme.
- 4.16 A number of cycle routes are included in year- 2 & 3 programme where they are located on residential roads.

It should be noted that a number of local cycle routes are on classified main roads. Funding for those roads will come from the Department for Transport's capital funding award, rather than out of the Council's £9M 3-year capital investment programme. The annual highway maintenance programme will consider improvements to routes identified in the Local Cycling and Walking Infrastructure Plan, which will be available for public consultation as part of our transport strategy consultation next month.

Pavement Resurfacing (£650,000) - Financed by the £3.75M Year-3 Council Investment (year-3 of the £9M over 3-years)

- 4.17 Potential pavement resurfacing schemes are identified as a result of visual condition surveys to determine deterioration. An assessment of the pavement surface is carried out on a rolling programme using the Council's agreed criteria. The assessment process consists of scoring the pavement condition against various criteria; those pavements with the highest scores, as well as being considered appropriate, are then recommended for inclusion in the next Financial Year's pavement maintenance programme, subject to budget availability.
- 4.18 It is proposed to split the focus of the Council's Capital Investment year-3 pavement programme between a combination of resurfacing and/or reconstructing damaged pavements/stretches of pavements , (as delivered in Year-1 & 2) and surfacing with a slurry sealing or equivalent product, as this cost-effective process which provides a new 'veneer' overlain surface that seals and ultimately extends the life of pavements, and which will accelerate the Pavement surfacing programme considerably. Both solutions will be delivered by the Council's in-house Highway Works Team.
- 4.19 The schemes listed in Appendix 1 are recommended for action in 2022/2023. Estimated costs based on current information would suggest that schemes 1 to 30 (tbc) could be achieved this year with a number of reserve schemes should funding allow their inclusion.
- 4.20 As in year-1 & 2 of the Residential Pavement Programmes, the Council is offering residents discounted vehicle crossings in residential roads where pavement works are being carried out, provided they are requested in advance and satisfy the Council's Vehicle Crossing Policy. To date we have

installed 14 No. vehicle crossings as part of the pavement year-1 & 2 programmes, which is providing affordability to the residents of Reading.

- 4.21 As in year-1 & 2 of the Residential Pavement Programmes, the Council will look to include highway trees where appropriate taking into account underground services and sight line visibility/safety requirements, to support the Council's carbon reduction and bio-diversity ambitions. To date 20 No. trees have been planted with a further 30 No. tree locations identified.
- 4.22 As in year-1 & 2 of the Residential Pavement Programmes, the Council will look to install pedestrian dropped crossings at road junctions on the pavements being resurfaced to improve accessibility for all users of the public highway. The Council recognises that Reading is an old established town with historically older roads that were built at a time when accessibility was not considered during the design process. The pavement programme is an ideal opportunity to address this matter and to date 25 No. pedestrian crossings at road junctions have been installed as part of Year- 1 & 2 of the programmes.

Other Carriageway Maintenance Works - To be financed by the remaining £3.75M Council Investment in years 3 of the £ 9M 3-year investment

- 4.23 It is recognised that there are roads which repeatedly do not meet the appropriate criteria for inclusion within the major carriageway resurfacing or residential roads surfacing programmes but would benefit from other maintenance treatment(s) to extend the life of these assets. Examples of such maintenance works are explained in more detail below:
- Following a SCRIM (Sideway-force Coefficient Routine Investigation Machine) survey, where a carriageway surface appears, overall, to be in a good condition but would benefit from a surface rejuvenation to improve/restore skid resistance, extending the life of the road. This process would prove to be a cost-effective treatment, when compared with full scale resurfacing, enabling more roads to be treated.
 - There are a number of concrete roads across the Borough which have previously been overlain with a thin flexible surfacing course. Over time this surfacing has locally worn away leaving a 'scabbed' surface. Typically, these areas do not meet the Council's current defect investigatory level to trigger repairs and as long as the underlying concrete slabs are in a stable condition, they are unlikely to increase in depth. Although such deterioration is aesthetically not pleasing, if the underlying concrete slabs are in reasonable condition, such roads do not score/rank as high as other roads for programmed maintenance work. Nevertheless, these roads would benefit from an appropriate treatment whereby the existing surfacing is either rejuvenated or replaced to not only improve the running surface but to also seal and protect the underlying concrete slabs, in turn, extending the life expectancy of these

roads. The full length of Southcote Lane, The Meadway and Cressingham Road, as well as a section of Northumberland Avenue have successfully been treated/resurfaced during the 2021/2022 Financial Year using a proprietary product/process.

- There are also examples of localised carriageway deterioration where the surfacing and/or sub-structure show signs of wear and tear in specific areas but not extensive enough to justify full-scale maintenance work to the complete carriageway area. In these situations, substantially sized patching, whether in the form of a surfacing only repair, a surfacing and base course repair or perhaps a greater depth full reconstruction repair, can rectify the issue locally and help to extend the overall life expectancy of the complete road.

4.24 The Council’s £9M 3-year capital investment has enabled the Highways Team to develop a programme for year-3 address these ‘other’ carriageway maintenance works.

LOCAL TRANSPORT BLOCK FUNDING (INTEGRATED TRANSPORT & HIGHWAY MAINTENANCE) SETTLEMENT FOR 2022/2023

4.25 The Department of Transport (DfT) has indicated that there is going to be a 5-year Local Transport Block Funding (Integrated Transport and Highway Maintenance) settlement from 2021/22 Financial Year, with an initial National funding pot of £1.7bn year-1 Funding, £3.8bn year-2 and then increasing to £4.4bn in future years, as part of the Local Roads Spending Review.

4.26 The DfT has provided a 3-year settlement for the period 2022/23 to 2024/25 for the Local Transport Block Funding allocations. It is proposed to allocate funding broadly based on the same allocation of 2020/21 funding.

4.27 This settlement will cover general headings of Major Carriageway, Pothole Reduction, Bridge / Structural Maintenance & Lead Local Flood Alleviation. The Highway Authority then needs to demonstrate that it has made suitable use of their allocation in accordance with highway needs and within the general criteria for which LTP maintenance funding is allocated.

4.28 In previous years the Local Transport Block Funding settlement has been split into a number of different areas to make best use of the funds available, and it is intended to continue with this approach.

Against each heading is the proposed works allocation based on the DfT settlement for Carriageways & Bridges, the Lead Local Flood Authority Flood Alleviation award as follows:

TOTAL £ (1,838,000) for 2022/2023

	2021/22 Spend	2022/23 Spend Proposal
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	(Works Only)	(Works Only)
Major Carriageway Resurfacing	£1,000,000	£1,100,000
Pothole Reduction: Major and Minor Carriageway Resurfacing	£ 38,000	£ 38,000
Bridge/Structural Maintenance	£650,000	£ 650,000
Lead Local Flood Alleviation Grant (LLFA) Funding	£150,000	50,000
TOTAL	£ 1,838,000	£ 1,838,000

Major Carriageway Resurfacing 2022/2023 £ 1,100,000 - Financed by the DfT Award

- 4.29 With the funding available we have prioritised the schemes based on nationally accepted technical assessment processes as well as visual engineering assessments.
- 4.30 The provisional programme for category 1 and 2 roads (mainly class A and class B roads and roads with high volumes of commercial traffic) surface treatment has been prioritised after assessment of carriageways using information from:
- SCANNER surveys which checks the structural integrity and residual life of existing carriageways;
 - SCRIM (sideways-force coefficient routine investigation machine) surveys to check skidding resistance.
 - VISUAL/ENGINEERING ASSESSMENT by Highways Maintenance (Engineering) Team.
- 4.31 Based on the above assessments the roads/sections of roads are recommended for treatment over the next 2-years 2022/23 to 2023/24. These are shown in priority order and will be progressed until the available allocation is spent. To make the most effective use of the budget available only the sections of the roads with a poor and deteriorating residual life, as identified from the SCANNER surveys and visual engineering assessments, will be treated.
- 4.32 Tenders for this work will be invited shortly and the documents will include reserve schemes so that in the event that returned tender prices prove to be more favourable than current estimates suggest, we will be able to undertake further scheme(s) within the available budget. In the event of unforeseen carriageway deterioration on roads not currently on the 2-year list, the programme of works would be reviewed and if necessary, a reallocation of funding within the budgets would be made to undertake higher priority carriageway schemes.

Bridge/Structural Maintenance £ 650,000 - Financed by the DfT Award

- 4.33 The Council has maintenance responsibility for around 80 bridges and 300 other structures. Each structure is inspected in line with the Code of Practice for Highway Structures. Based on these inspections the priority for works within the capital programme is determined and a rolling 5-year programme is developed and updated annually. Appendix 2 details the schemes proposed for 2022/2023 that are achievable within the available budget. Whilst these schemes are all high priority, they will not necessarily be completed in the order they are listed, as other factors have to be considered when developing a scheme and programme to ensure they are achievable within the timescale / financial year. The current bridge backlog is managed by risk assessment, monitoring and if necessary interim measures.

Street Lighting (£775,000) - Financed by the remaining LED streetlighting Capital Programme

- 4.34 The LED streetlighting upgrade programme has delivered over 60% annual energy consumption saving. The Council's additional investment is addressing those units not included within the original LED programme, including conversion of all sign lighting, subway lighting and bespoke lighting units.
- 4.35 Streetlighting maintenance has reverted to its normal cycle of works, predominantly dealing with emergencies such as RTA damage, column testing and inventory updates. Street lighting will be managed according to Highways asset management principles and inventory management and life cycle planning will be managed using the lighting module of the WDM system to coordinate with the pavement management and roads maintenance system. Once populated and operational the system will support web based self-serve reporting of street lighting faults via a dedicated portal improving customer reporting and reducing the reliance on the current communication channels.

Pothole Repair Plan 2021/22 (£38,000) - Financed by the DfT Award

- 4.36 Funding from the Department for Transport Award allocation for 2022/23 will be allocated to addressing potholes. It is proposed to allocate any un-used pothole funding towards the carriageway resurfacing programmes, which will further improve the condition of Readings roads.

Lead Local Flood Alleviation Grant (LLFA) Funding

- 4.37 No announcement has yet been made by DEFRA on the Lead Local Flood Alleviation grant for 2022/23. However, £50,000 of DfT Grant will be allocated toward reducing the risk of flooding Boroughwide. Should appropriate funding become available from DEFRA this will be reported accordingly to a future Strategic Environment Planning and Transport Committee.

There are several costly flood risk/surface water management priority schemes identified for Reading under the 'Local Flood Risk Management

Strategy’ and the ‘Surface Water Management Plan’. However, given that these are very costly schemes and, unfortunately, are unsupported by appropriate funding at this moment in time, it is highly unlikely that they will form part of the 2022/23 works programme.

- 4.38 Any future grant will, however, be used towards the annual ditch cleaning programme and to investigate/progress further several smaller schemes identified through flood modelling. A detailed list of works/schemes will be presented to this Committee for approval at a future meeting during the year to keep Councillors updated.

HIGHWAY MAINTENANCE DELIVERY UPDATE 2021/2022

- 4.39 The Council has carried out an extensive works programme of major carriageway resurfacing, specialist carriageway surfacing of concrete roads, minor residential roads surfacing, pavement resurfacing, streetlighting (LED Replacement), as well as a bridges/structural maintenance programme.

Year 2 of the £9M COUNCIL 3-YEAR CAPITAL INVESTMENT IN LOCAL ROADS & PAVEMENTS

- 4.40 Year-2 (2021/22) **£3.75M Capital Investment** in local residential roads and pavements is set out in the table below:

2021 / 2022	Spend (Works Only)
Minor Residential Roads Surfacing	£ 3,000,000
Pre-Patching Minor Residential Roads	£ 125,000
Pavement (footway) Resurfacing	£ 625,000
TOTAL	£ 3,750,000

- 4.41 The Council advertised and awarded a competitive tender to Kiely Bros. Limited to deliver up to 327 local residential ‘micro asphalt’ road improvements and a further 24 ‘hot rolled asphalt’ major roads, refer to Appendix 1 covers the Council’s 3-year Residential Roads & Pavement investment programme.
- 4.42 An extensive Communications Strategy was developed to inform residents of the investment and improvement by the Council at the start of the year-1 local residential roads and pavement programme. The Communications Plan included residents’ letters, an infographic to visually explain the surfacing process, as well as a colouring competition. An extensive and proactive social media strategy was also undertaken by the Council’s Communication Team.
- 4.43 A review of the communication strategy was carried out after Phase 1 of the local residential road year-2 programme. Following feedback from residents and Local Ward Councillors a ‘lessons learnt’ exercise was carried out and these will be incorporated in future work programmes.

- 4.44 The contractor commenced with the residential road surfacing on the in October 2021 using 2 No. surfacing teams. The process involved surfacing of Micro-Asphalt material which is an appropriate local residential road product. The material is water based so cannot be laid during heavy rain nor during very cold spells, which prevents the material setting.
- 4.45 Although October was late in the year to be surfacing with this material there was still enough daytime warmth to progress the schemes until later in the Autumn, when colder weather and shorter days prohibit any further laying. Schemes which were not completed are being carried out in early spring 2022, when the contractor returned to complete the surfacing programme and to carry out any necessary remedial works. To date the contractor has surfaced 92 number of roads as part of Year-2 Phase-1, which represents approx. 25 % of the overall programme. The Contractor then re-commenced the Year-2 Phase -2 programme early February 2022 and at the time of writing this report a further 85 residential roads have had their surfacing material laid.
- 4.46 The Highways & Drainage (H&D) in-house operations team carried out extensive pre-patching in advance of the residential road surfacing programme. Any defect that warranted attention, irrespective of its depth were repaired, thereby providing added structural integrity to the road construction.

Major Roads Resurfacing Programme (2021/22) - Financed by the DfT Award

- 4.47 The Council advertised and awarded the competitive tender to FM Conway. Limited to deliver 18 Major Strategic Road improvements across the Borough, refer to Appendix 1.

The contractor commenced with the resurfacing on the early October 2021 and completed the full programme of roads.

Pavement Resurfacing (£625,000) - Financed by the Year-2 Council Investment (year-2 of the £9M over 3-years)

- 4.48 As was the case with the 2019/20 pavement maintenance programme, it was intended to focus the Council's Capital Investment year-2 programme on resurfacing and/or reconstructing damaged pavements/stretches of pavement in 2020/2021 using the Council's in-house Highway Teams, as they are a competitive and cost effective team, who are experienced in delivering patching and minor road & pavement schemes.

4.49 The residential pavement / footway schemes programme commenced in early June 2021 and due for completion by the end of March 2022, refer to Appendix 1.

Bridge/Structural Maintenance - Financed by the DfT Award

4.50 The Council has maintenance responsibility for around 80 bridges and 300 other structures. Each structure is inspected in line with the Code of Practice for Highway Structures. Based on these inspections the priority for works within the capital programme is determined and a rolling 5-year programme is developed and updated annually. Appendix 2 details the completed schemes for 2021/2022.

4.51 A range of schemes are underway including phase 3 of Kings Road Culvert, strengthening of phase 5 Kennetside Retaining Wall, bridge inspections & assessments, managing the abnormal loads, planned maintenance and reactive maintenance response.

4.52 Appendix 1 & 2 refers to the works programme delivered by the Highway Maintenance 2021/2022 Award from the DfT Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.

Appendix 1 & 2 satisfies the Grant Determination requirements on the use of the funding allocation by the DfT for Local Transport Block Funding (Integrated Transport & Highway Maintenance) 2021/2022 settlement.

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 Highway Maintenance Programmes will contribute to the Council's Corporate Plan 2022/2023 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

Make a Difference - Providing a safe inclusive public highway for all users

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 which will form part of the quality element of the tender evaluation. A social value quality submission will also be required to be submitted with tenders and evaluation.
- 6.3 Tenders also needed 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, lower temperature bitumen's, reducing the uncontrolled waste in the environment to reduce pollution of the natural environment, use of electric vehicles and plant, as well as how they will achieve their carbon reduction targets.
- 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 highway defects to the Council, including road and structures condition concerns, which are assessed and included within the annual review of the highway assets that inform the 'Annual Status Option Reports' (ASOR) with the proposed high priority schemes brought to Committee for consideration and approval should they meet the assessment criteria.
- 7.3 This report 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 Highway Maintenance programme 2022/2023 consists of improvement work to the Council’s existing public highway network and will be making improvements to existing highway assets. 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 to ensure, so far as is reasonably practicable, that safe passage along a highway.
- 9.2 The Council as Lead Local Flood Authority, has a duty under the Flood and Water Management Act 2010 to reduce the risk of flooding.

10. FINANCIAL IMPLICATIONS

- 10.1 The Highway Maintenance programme 2022/2023 will be fully funded by the by the following:
- Year-3 of the Council’s £9M 3-year (2019/20 to 2022/23) Capital Residential Roads & Pavement Investment of £3.75M.
 - The Council’s £ 1.371M Investment into LED Streetlighting.
 - The Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement for 2022/2023 (tbc).
 - The Additional DfT Challenge & Pothole fund 2022/2023 (tbc).
 - The DEFRA Lead Local Flood Alleviation Grant (LLFA) Funding 2022/2023 (tbc).

11. BACKGROUND PAPERS

- 11.1 £9m Capital Investment in Highways Maintenance Update Strategic Environment Planning and Transport Committee Report April 2020
- 11.2 Reading Borough Council £ 9M Residential Roads & Pavements Capital Investment over 3-years (2019/20 to 2022/23) press release.

- 11.3 Department for Transport 3-year settlement Award for Bridges & Carriageways 2022/23 to 2024/25
- 11.3 Highway Maintenance Programme 2020/2021 Progress Report & Spend Approval - Strategic Environment, Planning and Transport Committee - March 2021.

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Appendix 1: £9M Residential Roads & Pavement Investment Programme 2020/21 to 2022/23

1. Road Surfacing: Micro Asphalt Sites

No.	Road	Ward	Year	Status
1	Crescent Road	Tilehurst	1	Completed 2020 Year 1
2	Hartslock Way	Kentwood	1	Completed 2020 Year 1
3	Peppard Road	THAMES	1	Completed 2020 Year 1
4	Newlands Avenue	THAMES	1	Completed 2020 Year 1
5	Eric Avenue	PEPPARD	1	Completed 2020 Year 1
6	Prince's Street	ABBEY	1	Completed 2020 Year 1
7	Haldane Road	THAMES	1	Completed 2020 Year 1
8	Lynmouth Road	ABBEY	1	Completed 2020 Year 1
9	Cambridge Street	BATTLE	1	Completed 2020 Year 1
10	Boston Avenue	MINSTER	1	Completed 2020 Year 1
11	Castle Crescent	MINSTER	1	Completed 2020 Year 1
12	Baker Street	MINSTER	1	Completed 2020 Year 1
13	Denmark Road	REDLANDS	1	Completed 2020 Year 1
14	Sun Street	ABBEY/PARK	1	Completed 2020 Year 1
15	Edgehill Street	KATESGROVE	1	Completed 2020 Year 1
16	Clent Road	KATESGROVE	1	Completed 2020 Year 1
17	Canterbury Road	REDLANDS	1	Completed 2020 Year 1
18	Honiton Road	KENTWOOD	1	Completed 2020 Year 1
19	Torrington Road	KENTWOOD	1	Completed 2020 Year 1
20	Modbury Gardens	KENTWOOD	1	Completed 2020 Year 1
21	Barnsdale Road	CHURCH	1	Completed 2020 Year 1
22	Chagford Road	WHITLEY	1	Completed 2020 Year 1
23	Alma Street	BATTLE	1	Completed 2020 Year 1
24	Cranborne Gardens	Kentwood	1	Completed 2020 Year 1
25	Sackville Street	ABBEY	1	Completed 2020 Year 1
26	Poplar Gardens	CHURCH	1	Completed 2020 Year 1
27	Corwen Road	Tilehurst	1	Completed 2020 Year 1
28	Elmstone Drive	Tilehurst	1	Completed 2020 Year 1
29	Taff Way	NORCOT	1	Completed 2020 Year 1
30	Waverley Road	NORCOT/BATTLE	1	Completed 2020 Year 1
31	Dorset Street	BATTLE	1	Completed 2020 Year 1
32	Sherwood Street	BATTLE	1	Completed 2020 Year 1
33	Elm Lodge Avenue	BATTLE	1	Completed 2020 Year 1
34	Belmont Road	BATTLE	1	Completed 2020 Year 1
35	Circuit Lane	SOUTHCOTE	1	Completed 2020 Year 1
36	Westcote Road	MINSTER	1	Completed 2020 Year 1
37	Brunswick Street	MINSTER	1	Completed 2020 Year 1
38	Brownlow Road	MINSTER	1	Completed 2020 Year 1
39	Cannon Street	BATTLE	1	Completed 2020 Year 1
40	Newport Road	ABBEY	1	Completed 2020 Year 1
41	Wolsey Road	CAVERSHAM	1	Completed 2020 Year 1
42	Falkland Road	CAVERSHAM	1	Completed 2020 Year 1

43	Upper Warren Avenue	MAPLEDURHAM	1	Completed 2020 Year 1
44	Hemdean Hill	CAVERSHAM	1	Completed 2020 Year 1
45	Chiltern Road	PEPPARD/THAMES	1	Completed 2020 Year 1
46	The Slopes	CAVERSHAM	1	Completed 2020 Year 1
47	Paddock Road	CAVERSHAM	1	Completed 2020 Year 1
48	Piggott's Road	CAVERSHAM	1	Completed 2020 Year 1
49	Manchester Road	PARK	1	Completed 2020 Year 1
50	Norris Road	PARK	1	Completed 2020 Year 1
51	Saint Edward's Road	PARK	1	Completed 2020 Year 1
52	Grange Avenue	PARK	1	Completed 2020 Year 1
53	Pitcroft Avenue	PARK	1	Completed 2020 Year 1
54	Hollydale Close	CHURCH	1	Completed 2020 Year 1
55	Wentworth Avenue	CHURCH	1	Completed 2020 Year 1
56	Swallowfield Drive	WHITLEY	1	Completed 2020 Year 1
57	Hemdean Rise	CAVERSHAM	1	Completed 2020 Year 1
58	Newlands Avenue	THAMES	1	Completed 2020 Year 1
59	Eric Avenue	PEPPARD	1	Completed 2020 Year 1
60	Cavendish Road	PEPPARD	1	Completed 2020 Year 1
61	Peppard Road	THAMES	1	Completed 2020 Year 1
62	New Lane Hill	Norcot / Southcote / Tilehurst	1	Completed 2020 Year 1
63	Addington Road	REDLANDS	1	Completed 2020 Year 1
64	Portway Close	Minster	2	Completed 2021 (Yr2 Ph1)
65	Southcote Farm Lane	Southcote	2	Completed 2021 (Yr2 Ph1)
66	Donegal Close	Caversham	2	Completed 2021 (Yr2 Ph1)
67	Eccles Close	Caversham	2	Completed 2021 (Yr2 Ph1)
68	Kearsley Road	Southcote	2	Completed 2021 (Yr2 Ph1)
69	Pentland Close	Southcote	2	Completed 2021 (Yr2 Ph1)
70	Coldicutt Street	Caversham	2	Completed 2021 (Yr2 Ph1)
71	Forge Close	Caversham	2	Completed 2021 (Yr2 Ph1)
72	Keston Close	Caversham	2	Completed 2021 (Yr2 Ph1)
73	Peel Close	Caversham	2	Completed 2021 (Yr2 Ph1)
74	Harley Road	Caversham	2	Completed 2021 (Yr2 Ph1)
75	Talbot Close	Caversham	2	Completed 2021 (Yr2 Ph1)
76	Champion Road	Caversham	2	Completed 2021 (Yr2 Ph1)
77	Ian Mikardo Way	Caversham	2	Completed 2021 (Yr2 Ph1)
78	Knighton Close	Caversham	2	Completed 2021 (Yr2 Ph1)
79	Luscombe Close	Caversham	2	Completed 2021 (Yr2 Ph1)
80	Mill Road	Caversham	2	Completed 2021 (Yr2 Ph1)
81	North Street, Caversham	Caversham	2	Completed 2021 (Yr2 Ph1)
82	Anglefield Road	Caversham	2	Completed 2021 (Yr2 Ph1)
83	Heron Island	Caversham	2	Completed 2021 (Yr2 Ph1)
84	Queen Street	Caversham	2	Completed 2021 (Yr2 Ph1)
85	Gloucester Road	Battle	2	Completed 2021 (Yr2 Ph1)
86	Cromwell Road	Caversham	2	Completed 2021 (Yr2 Ph1)
87	Chester Street	Caversham	2	Completed 2021 (Yr2 Ph1)
88	Hampden Road	Caversham	2	Completed 2021 (Yr2 Ph1)
89	Washington Road	Caversham	2	Completed 2021 (Yr2 Ph1)
90	Oxford Street	Caversham	2	Completed 2021 (Yr2 Ph1)

91	Nelson Road	Caversham	2	Completed 2021 (Yr2 Ph1)
92	Sheldon Gardens	Whitley	2	Completed 2021 (Yr2 Ph1)
93	Vicarage Road	Katesgrove/Redlands	2	Completed 2021 (Yr2 Ph1)
94	Blandford Road	Whitley	2	Completed 2021 (Yr2 Ph1)
95	Arkwright Road	Katesgrove	2	Completed 2021 (Yr2 Ph1)
96	Willow Gardens	Church	2	Completed 2021 (Yr2 Ph1)
97	Windermere Road	Church	2	Completed 2021 (Yr2 Ph1)
98	Brunswick Hill	Battle	2	Completed 2021 (Yr2 Ph1)
99	Catherine Street	Battle	2	Completed 2021 (Yr2 Ph1)
100	Chester Street, Reading	Battle	2	Completed 2021 (Yr2 Ph1)
101	Curzon Street	Battle	2	Completed 2021 (Yr2 Ph1)
102	Elgar Road	Katesgrove	2	Completed 2021 (Yr2 Ph1)
103	Kensington Road	Battle	2	Completed 2021 (Yr2 Ph1)
104	Linden Road	Church	2	Completed 2021 (Yr2 Ph1)
105	Moreleigh Close	Whitley	2	Completed 2021 (Yr2 Ph1)
106	Shirley Avenue	Whitley	2	Completed 2021 (Yr2 Ph1)
107	Yelverton Road	Whitley	2	Completed 2021 (Yr2 Ph1)
108	Ashmore Road	Whitley	2	Completed 2021 (Yr2 Ph1)
109	Deepdene Close	Battle	2	Completed 2021 (Yr2 Ph1)
110	Fulmead Road	Battle	2	Completed 2021 (Yr2 Ph1)
111	Merton Road North	Whitley	2	Completed 2021 (Yr2 Ph1)
112	Merton Road South	Whitley	2	Completed 2021 (Yr2 Ph1)
113	Newlyn Gardens	Whitley	2	Completed 2021 (Yr2 Ph1)
114	Salford Close	Whitley	2	Completed 2021 (Yr2 Ph1)
115	Upton Road	Norcot	2	Completed 2021 (Yr2 Ph1)
116	Woodside Way	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
117	Argyle Road	Battle	2 or 3	Completed 2021 (Yr2 Ph1)
118	Argyle Street	Battle	2 or 3	Completed 2021 (Yr2 Ph1)
119	Ashby Court	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
120	Brixham Road	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
121	Chudleigh Gardens	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
122	Connaught Road	Battle	2 or 3	Completed 2021 (Yr2 Ph1)
123	Cooper Close	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
124	Dale Road	Katesgrove	2 or 3	Completed 2021 (Yr2 Ph1)
125	Denbury Gardens	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
126	Durham Close	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
127	Francis Street	Katesgrove	2 or 3	Completed 2021 (Yr2 Ph1)
128	Heatherden Close	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
129	Home Farm Close	Katesgrove	2 or 3	Completed 2021 (Yr2 Ph1)
130	Kingsbridge Road	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
131	Lamerton Road	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
132	Lulworth Road	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
133	Meavy Gardens	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
134	Milman Road	Katesgrove	2 or 3	Completed 2021 (Yr2 Ph1)
135	Mortimer Close	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
136	Norfolk Road	Battle	2 or 3	Completed 2021 (Yr2 Ph1)
137	Ormsby Street	Battle	2 or 3	Completed 2021 (Yr2 Ph1)
138	Seaton Gardens	Church	2 or 3	Completed 2021 (Yr2 Ph1)
139	Spencer Road	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)

140	Spring Gardens	Katesgrove	2 or 3	Completed 2021 (Yr2 Ph1)
141	Stockton Road	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
142	Stratton Gardens	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
143	Thornton Mews	Battle	2 or 3	Completed 2021 (Yr2 Ph1)
144	Village Close	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
145	Woodman Close	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
146	Wrenswood Close	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
147	Blagdon Road	Church	2 or 3	Completed 2021 (Yr2 Ph1)
148	Rushden Drive	Church	2 or 3	Completed 2021 (Yr2 Ph1)
149	Staverton Road	Church	2 or 3	Completed 2021 (Yr2 Ph1)
150	Carey Street	Abbey	2 or 3	Completed 2021 (Yr2 Ph1)
151	Rossington Place	Whitley	2 or 3	Completed 2021 (Yr2 Ph1)
152	Salcombe Road	Church	2 or 3	Completed 2021 (Yr2 Ph1)
153	Tamarisk Avenue	Church	2 or 3	Completed 2021 (Yr2 Ph1)
154	Alpine Street	Katesgrove	2 or 3	Completed 2021 (Yr2 Ph1)
155	Totnes Road	Church	2 or 3	Completed 2021 (Yr2 Ph1)
156	Berkeley Avenue (Service road from 89 - 119)	Minster	2	Completed 2022 (Yr2 Ph2)
157	Kings Meadow Road	Abbey	2	Completed 2022 (Yr2 Ph2)
158	Ross Road	Abbey	2	Completed 2022 (Yr2 Ph2)
159	Queens Road Caversham	Caversham	2	Completed 2022 (Yr2 Ph2)
160	East Street	Katesgrove	2	Completed 2022 (Yr2 Ph2)
161	Short Street	Caversham	2	Completed 2022 (Yr2 Ph2)
162	Gower Street	Battle	2	Completed 2022 (Yr2 Ph2)
163	Hart Street	Battle	2	Completed 2022 (Yr2 Ph2)
164	South View Avenue	Caversham	2	Completed 2022 (Yr2 Ph2)
165	The Mount	Caversham/Thames	2	Completed 2022 (Yr2 Ph2)
166	Usk Road	Norcot	2	Completed 2022 (Yr2 Ph2)
167	Wykeham Road	Park	2	Completed 2022 (Yr2 Ph2)
168	Baker Street	Abbey	2	Completed 2022 (Yr2 Ph2)
169	Bourne Avenue	Katesgrove	2	Completed 2022 (Yr2 Ph2)
170	Garnet Street	Minster	2	Completed 2022 (Yr2 Ph2)
171	Links Drive	Norcot	2	Completed 2022 (Yr2 Ph2)
172	Little Street	Battle	2	Completed 2022 (Yr2 Ph2)
173	Neath Gardens	Tilehurst	2	Completed 2022 (Yr2 Ph2)
174	Recreation Road	Tilehurst	2	Completed 2022 (Yr2 Ph2)
175	Short Street	Katesgrove	2	Completed 2022 (Yr2 Ph2)
176	Addison Road	Abbey	2	Completed 2022 (Yr2 Ph2)
177	Downshire Square	Minster	2	Completed 2022 (Yr2 Ph2)
178	Holland Road	Tilehurst	2	Completed 2022 (Yr2 Ph2)
179	Larissa Close	Kentwood	2	Completed 2022 (Yr2 Ph2)
180	Mowbray Drive	Norcot	2	Completed 2022 (Yr2 Ph2)
181	Padstow Gardens	Whitley	2	Completed 2022 (Yr2 Ph2)
182	Pinetree Court	Peppard	2	Completed 2022 (Yr2 Ph2)
183	Shaftesbury Road	Norcot	2	Completed 2022 (Yr2 Ph2)
184	St Andrews Road	Thames	2	Completed 2022 (Yr2 Ph2)
185	Valentia Road	Battle	2	Completed 2022 (Yr2 Ph2)
186	West Hill	Katesgrove	2 or 3	Completed 2022 (Yr2 Ph2)
187	Wolseley Street	Minster	2 or 3	Completed 2022 (Yr2 Ph2)

188	Callington Road	Whitley	2 or 3	Completed 2022 (Yr2 Ph2)
189	Connaught Close	Battle	2 or 3	Completed 2022 (Yr2 Ph2)
190	Corinne Close	Whitley	2 or 3	Completed 2022 (Yr2 Ph2)
191	Delaney Close	Tilehurst	2 or 3	Completed 2022 (Yr2 Ph2)
192	Glebe Road	Katesgrove	2 or 3	Completed 2022 (Yr2 Ph2)
193	Hagley Road	Katesgrove	2 or 3	Completed 2022 (Yr2 Ph2)
194	Hatherley Road	Redlands	2 or 3	Completed 2022 (Yr2 Ph2)
195	Helston Gardens	Whitley	2 or 3	Completed 2022 (Yr2 Ph2)
196	Highgrove Street	Katesgrove	2 or 3	Completed 2022 (Yr2 Ph2)
197	Kingston Gardens	Whitley	2 or 3	Completed 2022 (Yr2 Ph2)
198	Kinson Road	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
199	Landrake Crescent	Whitley	2 or 3	Completed 2022 (Yr2 Ph2)
200	Maitland Road	Minster	2 or 3	Completed 2022 (Yr2 Ph2)
201	Maldon Close	Minster	2 or 3	Completed 2022 (Yr2 Ph2)
202	Merrivale Gardens	Whitley	2 or 3	Completed 2022 (Yr2 Ph2)
203	Newark Street	Katesgrove	2 or 3	Completed 2022 (Yr2 Ph2)
204	Redruth Gardens	Whitley	2 or 3	Completed 2022 (Yr2 Ph2)
205	Rowley Road	Katesgrove	2 or 3	Completed 2022 (Yr2 Ph2)
206	St Georges Terrace	Norcot	2 or 3	Completed 2022 (Yr2 Ph2)
207	Tern Close	Norcot	2 or 3	Completed 2022 (Yr2 Ph2)
208	Thurlestone Gardens	Whitley	2 or 3	Completed 2022 (Yr2 Ph2)
209	Tintern Crescent	Minster	2 or 3	Completed 2022 (Yr2 Ph2)
210	Trelleck Road	Minster	2 or 3	Completed 2022 (Yr2 Ph2)
211	Wantage Road	Battle/Norcot	2 or 3	Completed 2022 (Yr2 Ph2)
212	Whitstone Gardens	Whitley	2 or 3	Completed 2022 (Yr2 Ph2)
213	Bellingham Walk	Peppard	2 or 3	Completed 2022 (Yr2 Ph2)
214	Berkshire Drive	Tilehurst	2 or 3	Completed 2022 (Yr2 Ph2)
215	Brooksby Road	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
216	Chepstow Road	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
217	Chieveley Close	Tilehurst	2 or 3	Completed 2022 (Yr2 Ph2)
218	Elvaston Way	Tilehurst/Norcot	2 or 3	Completed 2022 (Yr2 Ph2)
219	Felton Way	Tilehurst	2 or 3	Completed 2022 (Yr2 Ph2)
220	Hazelwood Close	Tilehurst	2 or 3	Completed 2022 (Yr2 Ph2)
221	Junction Road	Redlands	2 or 3	Completed 2022 (Yr2 Ph2)
222	Matlock Road	Thames	2 or 3	Completed 2022 (Yr2 Ph2)
223	Pottery Road	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
224	Rockbourne Gardens	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
225	Ullswater Drive	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
226	Bramshaw Road	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
227	Coalport Way	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
228	Forest Hill	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
229	Grasmere Avenue	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
230	Great Knollys Street	Abbey	2 or 3	Completed 2022 (Yr2 Ph2)
231	Green Acre Mount	Tilehurst	2 or 3	Completed 2022 (Yr2 Ph2)
232	Oakham Close	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
233	Orts Road	Abbey	2 or 3	Completed 2022 (Yr2 Ph2)
234	Rydal Avenue	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
235	Weald Rise	Kentwood	2 or 3	Completed 2022 (Yr2 Ph2)
236	Chesterman Street	Katesgrove	2 or 3	Completed 2022 (Yr2 Ph2)

237	Lancing Close	Battle	2 or 3	Completed 2022 (Yr2 Ph2)
238	St Johns Road	Abbey	2	In programme for Year 2/3
239	Greenwood Road	Southcote	2	In programme for Year 2/3
240	Norman Road	Thames	2	In programme for Year 2/3
241	Scholars Close	Thames	2	In programme for Year 2/3
242	Crawshay Drive	Peppard	2	In programme for Year 2/3
243	Lorne Street	Battle	2	In programme for Year 2/3
244	St Johns Road	Caversham	2	In programme for Year 2/3
245	Moss Close	Thames	2	In programme for Year 2/3
246	Clifton Park Road	Caversham	2	In programme for Year 2/3
247	Old Barn Close	Peppard	2	In programme for Year 2/3
248	Richmond Road	Caversham	2	In programme for Year 2/3
249	Onslow Gardens	Thames	2	In programme for Year 2/3
250	Foxhays Road	Church	2	In programme for Year 2/3
251	Alexandra Road	Redlands	2	In programme for Year 2/3
252	Ashburton Road	Church	2	In programme for Year 2/3
253	Benyon Court	Minster	2	In programme for Year 2/3
254	Buckingham Drive (service road in front of 51 - 87)	Peppard	2	In programme for Year 2/3
255	Buckingham Drive (service road jun Marshland Sq to 49)	Peppard	2	In programme for Year 2/3
256	Conisboro Avenue	Mapledurham/Thames	2	In programme for Year 2/3
257	Culver Road	Park	2	In programme for Year 2/3
258	Darwin Close	Whitley	2	In programme for Year 2/3
259	Emmer Green Court	Peppard	2	In programme for Year 2/3
260	Epsom Court	Minster	2	In programme for Year 2/3
261	Granby Gardens	Redlands	2	In programme for Year 2/3
262	Lower Brook Street	Minster	2	In programme for Year 2/3
263	Marlborough Court	Minster	2	In programme for Year 2/3
264	Mundesley Street	Katesgrove	2	In programme for Year 2/3
265	Raglan Gardens (Off Chiltern Road)	Thames	2	In programme for Year 2/3
266	Shepherds Lane	Mapledurham	2	In programme for Year 2/3
267	St Saviours Road	Minster	2	In programme for Year 2/3
268	Swallows Croft	Minster	2	In programme for Year 2/3
269	Valentine Crescent	Thames	2	In programme for Year 2/3
270	Woods Road	Peppard	2	In programme for Year 2/3
271	Bramber Mews	Peppard	2	In programme for Year 2/3
272	Carsdale Close	Minster	2	In programme for Year 2/3
273	Chestnut Avenue	Peppard	2	In programme for Year 2/3
274	Corfe Mews	Peppard	2	In programme for Year 2/3
275	Dacre Avenue	Peppard	2	In programme for Year 2/3
276	Dunster Close	Peppard	2	In programme for Year 2/3
277	Earlsfield Close	Peppard	2	In programme for Year 2/3
278	Eliot Close	Thames	2	In programme for Year 2/3
279	Fraser Avenue	Peppard	2	In programme for Year 2/3
280	Galsworthy Drive	Peppard	2	In programme for Year 2/3
281	Goodrich Close	Peppard	2	In programme for Year 2/3
282	Greenleas Avenue	Peppard	2	In programme for Year 2/3

283	Hertford Close	Peppard	2	In programme for Year 2/3
284	Montpelier Drive	Peppard	2	In programme for Year 2/3
285	Oaklands (part)	Park	2	In programme for Year 2/3
286	Pendennis Avenue	Peppard	2	In programme for Year 2/3
287	Picton Way	Thames	2	In programme for Year 2/3
288	Rosehill Park	Peppard	2	In programme for Year 2/3
289	Tenby Avenue	Peppard	2	In programme for Year 2/3
290	Upavon Drive	Minster	2	In programme for Year 2/3
291	Yarnton Close	Peppard	2 or 3	In programme for Year 2/3
292	Abingdon Drive	Peppard	2 or 3	In programme for Year 2/3
293	Amity Road	Park	2 or 3	In programme for Year 2/3
294	Banbury Gardens	Thames	2 or 3	In programme for Year 2/3
295	Birchwood Close	Peppard	2 or 3	In programme for Year 2/3
296	Brook Street West	Minster	2 or 3	In programme for Year 2/3
297	Cawsam Gardens	Thames	2 or 3	In programme for Year 2/3
298	Cholmeley Place	Park	2 or 3	In programme for Year 2/3
299	Coley Park Road	Minster	2 or 3	In programme for Year 2/3
300	College Road	Park	2 or 3	In programme for Year 2/3
301	Coventry Road	Park	2 or 3	In programme for Year 2/3
302	Devon Drive	Peppard	2 or 3	In programme for Year 2/3
303	Dorothy Street	Katesgrove	2 or 3	In programme for Year 2/3
304	Elstow Avenue	Peppard	2 or 3	In programme for Year 2/3
305	Eynsford Close	Peppard	2 or 3	In programme for Year 2/3
306	Farleigh Mews	Peppard	2 or 3	In programme for Year 2/3
307	Farnham Drive	Peppard	2 or 3	In programme for Year 2/3
308	Framlingham Drive	Peppard	2 or 3	In programme for Year 2/3
309	Froxfield Avenue	Minster	2 or 3	In programme for Year 2/3
310	Hadleigh Rise	Peppard	2 or 3	In programme for Year 2/3
311	Harrow Court	Minster	2 or 3	In programme for Year 2/3
312	Highmoor Road	Mapledurham / Thames	2 or 3	In programme for Year 2/3
313	Holyrood Close	Peppard	2 or 3	In programme for Year 2/3
314	Janson Court	Minster	2 or 3	In programme for Year 2/3
315	Jubilee Square	Katesgrove	2 or 3	In programme for Year 2/3
316	Kimberley Close	Minster	2 or 3	In programme for Year 2/3
317	Letcombe Street	Katesgrove	2 or 3	In programme for Year 2/3
318	Lima Court	Minster	2 or 3	In programme for Year 2/3
319	Lincoln Road	Katesgrove	2 or 3	In programme for Year 2/3
320	Littlecote Drive	Minster	2 or 3	In programme for Year 2/3
321	Lower Field Road	Minster	2 or 3	In programme for Year 2/3
322	Mansfield Road	Minster	2 or 3	In programme for Year 2/3
323	Marshland Square	Peppard	2 or 3	In programme for Year 2/3
324	Mount Street	Katesgrove	2 or 3	In programme for Year 2/3
325	Norton Road	Park	2 or 3	In programme for Year 2/3
326	Rutland Road	Battle	2 or 3	In programme for Year 2/3
327	Shenstone Road	Katesgrove	2 or 3	In programme for Year 2/3
328	Suffolk Road	Battle	2 or 3	In programme for Year 2/3
329	Surley Row	Thames/ Peppard	2 or 3	In programme for Year 2/3
330	Templeton Gardens	Whitley	2 or 3	In programme for Year 2/3
331	Tippett Rise	Katesgrove	2 or 3	In programme for Year 2/3

332	Ulster Close	Peppard	2 or 3	In programme for Year 2/3
333	Upper Crown Street	Katesgrove	2 or 3	In programme for Year 2/3
334	Uppingham Gardens	Peppard	2 or 3	In programme for Year 2/3
335	Waybrook Crescent	Park	2 or 3	In programme for Year 2/3
336	Aldeburgh Close	Peppard	2 or 3	In programme for Year 2/3
337	Amity Street	Park	2 or 3	In programme for Year 2/3
338	Barnard Close	Peppard	2 or 3	In programme for Year 2/3
339	Blackwater Close	Peppard	2 or 3	In programme for Year 2/3
340	Briar Close	Thames	2 or 3	In programme for Year 2/3
341	Burcombe Way	Peppard	2 or 3	In programme for Year 2/3
342	Buxton Avenue	Thames	2 or 3	In programme for Year 2/3
343	Cedarwood Crescent	Thames	2 or 3	In programme for Year 2/3
344	Chalgrove Way	Peppard	2 or 3	In programme for Year 2/3
345	Copse Avenue	Peppard	2 or 3	In programme for Year 2/3
346	Courtenay Drive	Peppard	2 or 3	In programme for Year 2/3
347	Ellesmere Close	Thames	2 or 3	In programme for Year 2/3
348	Erleigh Road	Redlands	2 or 3	In programme for Year 2/3
349	Fairsted Close	Norcot	2 or 3	In programme for Year 2/3
350	Gifford Close	Peppard	2 or 3	In programme for Year 2/3
351	Harlech Avenue	Peppard	2 or 3	In programme for Year 2/3
352	Hexham Road	Redlands	2 or 3	In programme for Year 2/3
353	Hilltop Road	Mapledurham	2 or 3	In programme for Year 2/3
354	Ibstone Avenue	Peppard	2 or 3	In programme for Year 2/3
355	Illingworth Avenue	Peppard	2 or 3	In programme for Year 2/3
356	Kildare Gardens	Thames	2 or 3	In programme for Year 2/3
357	Knights Way	Peppard	2 or 3	In programme for Year 2/3
358	Lady Jane Court	Thames	2 or 3	In programme for Year 2/3
359	Littlestead Close	Peppard	2 or 3	In programme for Year 2/3
360	Lomond Avenue	Peppard	2 or 3	In programme for Year 2/3
361	Lowfield Green	Peppard	2 or 3	In programme for Year 2/3
362	Micklands Road	Peppard	2 or 3	In programme for Year 2/3
363	Netley Close	Peppard	2 or 3	In programme for Year 2/3
364	Oakley Road	Thames	2 or 3	In programme for Year 2/3
365	Penn Close	Thames	2 or 3	In programme for Year 2/3
366	Queensway	Peppard	2 or 3	In programme for Year 2/3
367	Ragley Mews	Peppard	2 or 3	In programme for Year 2/3
368	Rowallan Close	Peppard	2 or 3	In programme for Year 2/3
369	South Street, Reading (London st to Sidmouth St)	Katesgrove	2 or 3	In programme for Year 2/3
370	Spinney Close	Peppard	2 or 3	In programme for Year 2/3
371	St Barnabas Road	Peppard/Thames	2 or 3	In programme for Year 2/3
372	St Peters Avenue	Thames/Mapledurham	2 or 3	In programme for Year 2/3
373	The Ridgeway	Thames	2 or 3	In programme for Year 2/3
374	Thetford Mews	Peppard	2 or 3	In programme for Year 2/3
375	Tofrek Terrace	Norcot	2 or 3	In programme for Year 2/3
376	Twin Oaks	Peppard	2 or 3	In programme for Year 2/3
377	Valley Close	Thames	2 or 3	In programme for Year 2/3
378	Venetia Close	Peppard	2 or 3	In programme for Year 2/3
379	Warwick Road	Redlands	2 or 3	In programme for Year 2/3

380	Whitby Green	Peppard	2 or 3	In programme for Year 2/3
381	Wincroft Road	Mapledurham	2 or 3	In programme for Year 2/3
382	Woodberry Close	Thames	2 or 3	In programme for Year 2/3
383	Aldenham Close	Peppard	2 or 3	In programme for Year 2/3
384	All Hallows Road	Peppard	2 or 3	In programme for Year 2/3
385	Amherst Road	Park	2 or 3	In programme for Year 2/3
386	Blenheim Gardens	Redlands	2 or 3	In programme for Year 2/3
387	Carisbrooke Close	Peppard	2 or 3	In programme for Year 2/3
388	Chatsworth Close	Peppard	2 or 3	In programme for Year 2/3
389	Cintra Avenue	Redlands	2 or 3	In programme for Year 2/3
390	Dovedale Close	Thames	2 or 3	In programme for Year 2/3
391	Fallowfield Close	Peppard	2 or 3	In programme for Year 2/3
392	Fernbrook Road	Mapledurham	2 or 3	In programme for Year 2/3
393	Foxhill Road	Redlands	2 or 3	In programme for Year 2/3
394	Gayhurst Close	Peppard	2 or 3	In programme for Year 2/3
395	Harrogate Road	Thames	2 or 3	In programme for Year 2/3
396	Hawkchurch Road	Church	2 or 3	In programme for Year 2/3
397	Highbridge Close	Peppard	2 or 3	In programme for Year 2/3
398	Ilchester Mews	Peppard	2 or 3	In programme for Year 2/3
399	Jordan Close	Peppard	2 or 3	In programme for Year 2/3
400	Kendal Avenue	Peppard	2 or 3	In programme for Year 2/3
401	Kirkham Close	Peppard	2 or 3	In programme for Year 2/3
402	Launceston Avenue	Peppard	2 or 3	Reserved for Y3 / future surfacing
403	Liverpool Road	Park	2 or 3	Reserved for Y3 / future surfacing
404	Longhurst Close	Thames	2 or 3	Reserved for Y3 / future surfacing
405	Mallory Avenue	Peppard	2 or 3	Reserved for Y3 / future surfacing
406	Melford Green	Peppard	2 or 3	Reserved for Y3 / future surfacing
407	Morecambe Avenue	Thames	2 or 3	Reserved for Y3 / future surfacing
408	Normanstead Road	Tilehurst	2 or 3	Reserved for Y3 / future surfacing
409	Northbrook Road	Peppard	2 or 3	Reserved for Y3 / future surfacing
410	Odiham Avenue	Peppard	2 or 3	Reserved for Y3 / future surfacing
411	Orwell Close	Thames	2 or 3	Reserved for Y3 / future surfacing
412	Osterley Drive	Peppard	2 or 3	Reserved for Y3 / future surfacing
413	Portland Gardens	Tilehurst	2 or 3	Reserved for Y3 / future surfacing
414	Queensborough Drive	Mapledurham	2 or 3	Reserved for Y3 / future surfacing
415	St Davids Close	Thames	2 or 3	Reserved for Y3 / future surfacing
416	Stanhope Road	Redlands / Church	2 or 3	Reserved for Y3 / future surfacing
417	Stirling Close	Peppard	2 or 3	Reserved for Y3 / future surfacing

418	The Ridings	Peppard	2 or 3	Reserved for Y3 / future surfacing
419	Tokers Green Lane	Mapledurham	2 or 3	Reserved for Y3 / future surfacing
420	Uplands Road	Thames	2 or 3	Reserved for Y3 / future surfacing
421	Windrush Way	Norcot	2 or 3	Reserved for Y3 / future surfacing
422	Silverthorne Drive	Mapledurham	2 or 3	Reserved for Y3 / future surfacing
423	Dumbarton Way	Peppard	2 or 3	Reserved for Y3 / future surfacing
424	Brill Close	Thames	2 or 3	Reserved for Y3 / future surfacing
425	Burnham Rise	Peppard	2 or 3	Reserved for Y3 / future surfacing
426	Combe Road	Norcot	2 or 3	Reserved for Y3 / future surfacing
427	Wilwyne Close	Thames	2 or 3	Reserved for Y3 / future surfacing
428	Hawthorne Road	Peppard	2 or 3	Reserved for Y3 / future surfacing
429	Woodcote Way	Mapledurham	1 or 2	Reserved for Y3 / future surfacing
430	Radstock Road	Park	2 or 3	Reserved for Y3 / future surfacing
431	The Triangle	Tilehurst	2	Site to be assessed for suitable treatment
432	Spring Grove	Katesgrove	2 or 3	Site to be assessed for suitable treatment
433	Kidmore End Road	Peppard	2 or 3	Site to be assessed for suitable treatment

2. Road Resurfacing: Hot Rolled Asphalt Sites (HRA)

No.	Road	Ward	Year	Status
1	Whiteknights Road	Park	2	Completed in 2021
2	Kentwood Hill	Kentwood	2	Completed in 2021
3	Whitley Street	Katesgrove	2	Completed in 2021
4	Beresford Road	Battle	2	Completed in 2021
5	Little Johns Lane	Battle	2	Completed in 2021
6	Vicarage Road	Katesgrove/Redlands	2	Completed in 2021
7	Eaton Place	Abbey	2	Completed in 2021
8	Hemdean Road (Oakley Rd to Sheridan Ave)	Caversham/Thames	2 or 3	Completed in 2021
9	Liebenrood Road	Southcote	2 or 3	Completed in 2021
10	Scours Lane	Kentwood	2 or 3	Completed in 2021
11	Trafford Road	Abbey	2 or 3	Completed in 2021
12	St Annes Road	Caversham	2 or 3	Completed in 2021
13	Park Lane	Norcot	2	Completed in 2021
14	Bath Road	Minster	2	Completed in 2021
15	Water Road	Norcot	2	Completed in 2021
16	Woodcote Road	Caversham	2	Completed in 2021
17	Peppard Road	Caversham	2	Completed in 2021

18	Oxford Road (Beresford Rd to Russell St)	Battle	2	Completed in 2021
19	Russell Street	Caversham	2	Completed in 2021
20	Tilehurst Road	Abbey/Battle	2	Completed in 2021
21	Berkeley Avenue	Minster	2	Completed in 2021
22	Sidmouth Street	Abbey/Battle	2	Completed in 2021
23	Pell Street	Katesgrove	2	Completed in 2021
24	Christchurch Road	Redlands / Katesgrove	2	Completed in 2021
25	Basingstoke Road	Katesgrove	2	Completed in 2021
26	Little John's Lane	Battle	2	Completed in 2021
27	Portman Road	Battle	2	Completed in 2021
28	St Anne's Road	Caversham	2	Completed in 2021
29	IDR Castle St	Abbey	2	Completed in 2021
30	IDR Bridge St	Abbey	2	Completed in 2021
31	Forbury Road	Abbey	2	Completed in 2021
32	Shinfield Road	Caversham	2	Completed in 2021
33	Elm Road	Church	2	Completed in 2021
34	Wokingham Road	Park	2	Completed in 2021
35	Upton Road	Norcot	2	Completed in 2021
36	Oxford Road (Shaftesbury Rd to Gordon Pl)	Norcot/Battle/Kentwood	2	Completed in 2021
37	Erleigh Road	Redlands	2	Patching completed - Surface dressing on summer 2022
38	George Street, Reading	Abbey/Battle	2	HRA completion 2021 Small section surfaced with Micro Asphalt in 2022
39	Albert Road	Thames	2 or 3	Patching completed - Surface dressing on summer 2022
40	Garrard Street	Abbey	2	Reserved for future surfacing
41	Gillette Way	Whitley	2	Reserved for future surfacing
42	The Warren	Caversham / Thames / Mapledurham	2	Reserved for future surfacing
43	Commercial Road	Whitley	2	Reserved for future surfacing
44	Cradock Road	Katesgrove	2	Reserved for future surfacing
45	Christchurch Gardens	Katesgrove/Redlands	2	Reserved for future surfacing
46	Southcote Road	Minster	2	Reserved for future surfacing
47	Hemdean Road (Church St to Oakley Rd)	Caversham/Thames	2 or 3	Reserved for future surfacing
48	Lowfield Road	Peppard	2 or 3	Reserved for future surfacing
49	Bennet Road	Whitley	2 or 3	Reserved for future surfacing
50	Elmhurst Road	Redlands / Church	2 or 3	Reserved for future surfacing

51	Marcus Close	Norcot	2 or 3	Reserved for future surfacing
52	Palmer Park Avenue	Park	2 or 3	Reserved for future surfacing
53	Priest Hill	Caversham/Thames	2 or 3	Reserved for future surfacing
54	Loverock Road	Battle	2 or 3	Reserved for future surfacing
55	Coley Avenue	Minster	2 or 3	Reserved for future surfacing
56	Kybes Lane	Whitley	2 or 3	Reserved for future surfacing

3. Road Surfacing: Concrete Road Sites

No.	Road	Ward	Year	Status
1	Cressingham Road	Whitley	2	Completed 2021
2	The Meadway	Norcot	2	Completed 2021
3	Southcote Lane (remaining sections)	Southcote	2	Completed 2021
4	Northumberland Avenue (Honiton R/A to Hartland Rd)	Whitley	2	Completed 2021
5	Wensley Road	Minster	2	Reserved for future surfacing
6	Holybrook Road	Minster	2	Reserved for future surfacing
7	Hartland Road	Whitley	2	Reserved for future surfacing
8	Northcourt Avenue	Whitley	2	Reserved for future surfacing
9	Evesham Road	Peppard	2	Reserved for future surfacing
10	Boulton Road	Katesgrove	2	Reserved for future surfacing
11	Acre Road	Whitley	2	Reserved for future surfacing
12	Dawlish Road	Whitley	2 or 3	Reserved for future surfacing
13	Cockney Hill	Southcote/Norcot	2 or 3	Reserved for future surfacing
14	Balliol Road	Mapledurham	2 or 3	Reserved for future surfacing
15	Faircross Road	Southcote	2 or 3	Reserved for future surfacing
16	Gainsborough Road	Southcote	2 or 3	Reserved for future surfacing
17	Virginia Way	Southcote	2 or 3	Reserved for future surfacing

4. Pavement (footway) Sites

No.	Road	Ward	Status
1	Lancaster Close	Redlands	Completed 2020-21
2	Willow Gardens	Church	Completed 2020-21
3	Dovedale Close	Thames	Completed 2020-21
4	Hollydale Close	Church	Completed 2020-21
5	Erleigh Road	Redlands	Completed 2020-21
6	School Terrace	Park	Completed 2020-21
7	Venetia Close	Peppard	Completed 2020-21
8	Bourne Avenue	Katesgrove	Completed 2020-21
9	Deacon Way	Kentwood	Completed 2020-21
10	Dulverton Gardens	Church	Completed 2020-21
11	Highmead Close	Church	Completed 2020-21
12	Westcote Road	Minster	Completed 2020-21
13	Woolacombe Drive	Church	Completed 2020-21
14	Aldeburgh Close	Peppard	Completed 2020-21
15	Blandford Road	Whitley	Completed 2020-21
16	Bridgewater Close	Battle	Completed 2020-21
17	The Mount, Reading	Redlands	Completed 2020-21
18	Addington Road	Redlands	Completed 2021-22
19	Torrington Road	Church	Completed 2021-22
20	Western Elms Avenue	Battle	Completed 2021-22
21	Ambrook Road	Whitley	Completed 2021-22
22	Brybur Close	Church	Completed 2021-22
23	Holberton Road	Church	Completed 2021-22
24	Newcastle Road	Redlands	Completed 2021-22
25	Pitcroft Avenue	Park	Completed 2021-22
26	Wantage Road	Battle / Norcot	Completed 2021-22
27	Addington Road	Redlands	Completed 2021-22
28	Home Farm Close	Katesgrove	Completed 2021-22
29	Norcot Road	Kentwood / Norcot / Tilehurst	Completed 2021-22
30	Shirley Avenue	Whitley	Completed 2021-22
31	Bath Road (Castle Hill to Southcote Rd)	Minster	Completed 2021-22
32	Foxhays Road	Church	Completed 2021-22
33	Watlington Street (Queens Rd to Kings Rd)	Abbey	Completed 2021-22
34	Northumberland Avenue	Katesgrove / Whitley / Redlands / Church	In Programme for Year 2
35	Scours Lane	Kentwood	In Programme for Year 2
36	New Lane Hill	Norcot / Southcote / Tilehurst	Reserved for future surfacing
37	Forbury Road	Abbey	Reserved for future surfacing
38	St Peters Avenue	Thames / Mapledurham	Reserved for future surfacing
39	Cressingham Road	Church	Reserved for future surfacing
40	Hexham Road	Redlands	Reserved for future surfacing

41	Spencer Road	Whitley	Reserved for future surfacing
42	Stanhope Road	Redlands / Church	Reserved for future surfacing
43	Tamarisk Avenue	Church	Reserved for future surfacing
44	Orts Road	Abbey	Reserved for future surfacing
45	Waverley Road	Battle	Reserved for future surfacing
46	Windermere Road	Church	Reserved for future surfacing
47	Sutton Walk	Redlands	Reserved for future surfacing
48	Heath Road	Park	Reserved for future surfacing
49	London Road (Kings Road to A4 Bridge)	Abbey / Katesgrove / Park / Redlands	Reserved for future surfacing
50	London Road (Kings Road to Eldon Road)	Abbey / Katesgrove / Park / Redlands	Reserved for future surfacing
51	London Road (Queens Road to Eldon Road)	Abbey / Katesgrove / Park / Redlands	Reserved for future surfacing
52	London Road (Sidmouth Street to London Street)	Abbey / Katesgrove / Park / Redlands	Reserved for future surfacing
53	Picton Way	Thames	Reserved for future surfacing
54	Sheridan Avenue	Thames	Reserved for future surfacing
55	St Andrews Road	Thames	Reserved for future surfacing
56	Alma Street	Battle	Reserved for future surfacing
57	Alpine Street	Katesgrove	Reserved for future surfacing
58	Cheddington Close	Southcote	Reserved for future surfacing
59	Cherry Close	Peppard	Reserved for future surfacing
60	Cockney Hill	Southcote / Norcot	Reserved for future surfacing
61	Corbridge Road	Redlands	Reserved for future surfacing
62	Dorset Street	Battle	Reserved for future surfacing
63	Elgar Road South	Katesgrove	Reserved for future surfacing
64	Exwick Square	Church	Reserved for future surfacing
65	Fawley Road	Southcote	Reserved for future surfacing
66	Gillette Way	Whitley	Reserved for future surfacing
67	Kendrick Road	Redlands / Katesgrove	Reserved for future surfacing
68	Morlands Avenue	Southcote	Reserved for future surfacing
69	Morpeth Close	Redlands	Reserved for future surfacing
70	Norris Road	Park	Reserved for future surfacing
71	Norwood Road	Park	Reserved for future surfacing
72	Overdown Road	Kentwood	Reserved for future surfacing
73	Pell Street	Katesgrove	Reserved for future surfacing
74	Pepper Lane	Church	Reserved for future surfacing
75	Sackville Street	Abbey	Reserved for future surfacing
76	Southcote Road	Minster	Reserved for future surfacing
77	Stanley Street	Abbey	Reserved for future surfacing
78	Taff Way	Norcot	Reserved for future surfacing
79	Taynton Walk	Katesgrove	Reserved for future surfacing
80	Upper Crown Street	Katesgrove	Reserved for future surfacing
81	Waterloo Road	Katesgrove	Reserved for future surfacing
82	Wilwyne Close	Thames	Reserved for future surfacing
83	Abingdon Drive	Peppard	Reserved for future surfacing
84	Albert Road	Thames	Reserved for future surfacing

85	Alexandra Road	Redlands	Reserved for future surfacing
86	Barnsdale Road	Church	Reserved for future surfacing
87	Bennet Road	Whitley	Reserved for future surfacing
88	Clarendon Road	Park	Reserved for future surfacing
89	Clayton Walk	Redlands	Reserved for future surfacing
90	Commercial Road	Whitley	Reserved for future surfacing
91	Cornwood Gardens	Church	Reserved for future surfacing
92	Courtenay Drive	Peppard	Reserved for future surfacing
93	Denmark Road	Redlands	Reserved for future surfacing
94	Douglas Road	Caversham	Reserved for future surfacing
95	Downshire Square	Minster	Reserved for future surfacing
96	Elm Road	Church	Reserved for future surfacing
97	Forge Close	Caversham	Reserved for future surfacing
98	Geoffreyson Road	Mapledurham	Reserved for future surfacing
99	Grange Avenue	Park	Reserved for future surfacing
100	Hazelwood Close	Tilehurst	Reserved for future surfacing
101	Hewett Avenue	Mapledurham	Reserved for future surfacing
102	Hewett Close	Mapledurham	Reserved for future surfacing
103	Kelmscott Close	Thames	Reserved for future surfacing
104	Kildare Gardens	Thames	Reserved for future surfacing
105	Kings Meadow Road	Abbey	Reserved for future surfacing
106	Kirkham Close	Peppard	Reserved for future surfacing
107	Knowle Close	Mapledurham	Reserved for future surfacing
108	Longhurst Close	Thames	Reserved for future surfacing
109	Luscombe Close	Caversham	Reserved for future surfacing
110	Maitland Road	Minster	Reserved for future surfacing
111	Matlock Road	Thames	Reserved for future surfacing
112	Oak Tree Road	Kentwood	Reserved for future surfacing
113	Peel Close	Caversham	Reserved for future surfacing
114	Raglan Gardens	Thames	Reserved for future surfacing
115	Rosehill Park	Peppard	Reserved for future surfacing
116	Silverthorne Drive	Mapledurham	Reserved for future surfacing
117	South Street, Reading (Sidmouth st to Watlington St)	Abbey	Reserved for future surfacing
118	Spring Grove	Katesgrove	Reserved for future surfacing
119	St Davids Close	Thames	Reserved for future surfacing
120	Tyler Close	Thames	Reserved for future surfacing
121	Waterman Place	Abbey	Reserved for future surfacing
122	Waybrook Crescent	Park	Reserved for future surfacing
123	Welland Close	Tilehurst	Reserved for future surfacing
124	Wincanton Road	Whitley	Reserved for future surfacing
125	Winton Road	Church	Reserved for future surfacing
126	Acre Road	Whitley	Reserved for future surfacing
127	All Hallows Road	Peppard	Reserved for future surfacing
128	Allcroft Road	Redlands	Reserved for future surfacing
129	Arkwright Road	Katesgrove	Reserved for future surfacing
130	Ashburton Road	Church	Reserved for future surfacing
131	Ashby Court	Whitley	Reserved for future surfacing

132	Ashmore Road	Whitley	Reserved for future surfacing
133	Axbridge Road	Church	Reserved for future surfacing
134	Balliol Road	Mapledurham	Reserved for future surfacing
135	Belle Avenue	Park	Reserved for future surfacing
136	Benyon Court	Minster	Reserved for future surfacing
137	Beresford Road	Battle	Reserved for future surfacing
138	Blenheim Road, Caversham	Thames	Reserved for future surfacing
139	Blyth Walk	Katesgrove	Reserved for future surfacing
140	Boulton Road	Katesgrove	Reserved for future surfacing
141	Brayford Road	Whitley	Reserved for future surfacing
142	Brill Close	Thames	Reserved for future surfacing
143	Brooklyn Drive	Peppard	Reserved for future surfacing
144	Brownlow Road	Minster	Reserved for future surfacing
145	Canterbury Road	Katesgrove	Reserved for future surfacing
146	Chagford Road	Whitley	Reserved for future surfacing
147	Chalgrove Way	Peppard	Reserved for future surfacing
148	Champion Road	Caversham	Reserved for future surfacing
149	Charles Evans Way	Caversham	Reserved for future surfacing
150	Chelford Way	Thames	Reserved for future surfacing
151	Chepstow Road	Kentwood	Reserved for future surfacing
152	Chiltern Road	Peppard / Thames	Reserved for future surfacing
153	Coley Avenue	Minster	Reserved for future surfacing
154	Corinne Close	Whitley	Reserved for future surfacing
155	Crescent Road	Park / Redlands	Reserved for future surfacing
156	Darell Road	Thames	Reserved for future surfacing
157	Darwin Close	Whitley	Reserved for future surfacing
158	Denbury Gardens	Whitley	Reserved for future surfacing
159	Elstree Close	Kentwood	Reserved for future surfacing
160	Emmer Green Court	Peppard	Reserved for future surfacing
161	Fernbrook Road	Mapledurham	Reserved for future surfacing
162	Francis Street	Katesgrove	Reserved for future surfacing
163	Galsworthy Drive	Peppard	Reserved for future surfacing
164	Garrard Street	Abbey	Reserved for future surfacing
165	Green Road	Park	Reserved for future surfacing
166	Hadrian Walk West	Redlands	Reserved for future surfacing
167	Haldane Road	Thames	Reserved for future surfacing
168	Hartland Road	Whitley	Reserved for future surfacing
169	Hawkchurch Road	Church	Reserved for future surfacing
170	Hay Road	Minster	Reserved for future surfacing
171	Hemdean Rise	Caversham	Reserved for future surfacing
172	Hill Street	Katesgrove	Reserved for future surfacing
173	Hilltop Road	Mapledurham	Reserved for future surfacing
174	Howard Street	Abbey	Reserved for future surfacing
175	Kelvedon Way	Thames	Reserved for future surfacing
176	Kennet Side (Part)	Abbey	Reserved for future surfacing
177	Keston Close	Caversham	Reserved for future surfacing
178	Lamerton Road	Whitley	Reserved for future surfacing
179	Mellor Walk	Katesgrove	Reserved for future surfacing

180	Mill Road	Caversham	Reserved for future surfacing
181	Mortimer Close	Whitley	Reserved for future surfacing
182	Norman Road	Thames	Reserved for future surfacing
183	Orwell Close	Thames	Reserved for future surfacing
184	Oxford Road (Prospect st to Wantage rd)	Battle	Reserved for future surfacing
185	Palmer Park Avenue	Park	Reserved for future surfacing
186	Parkhouse Lane	Minster	Reserved for future surfacing
187	Queens Road Reading	Abbey / Katesgrove	Reserved for future surfacing
188	Redlands Road	Redlands	Reserved for future surfacing
189	Richmond Road	Battle	Reserved for future surfacing
190	Richmond Road, Caversham	Mapledurham / Thames	Reserved for future surfacing
191	Romany Close	Kentwood	Reserved for future surfacing
192	Rowley Road	Katesgrove	Reserved for future surfacing
193	Russet Glade	Peppard	Reserved for future surfacing
194	Scholars Close	Thames	Reserved for future surfacing
195	Shenstone Road	Katesgrove	Reserved for future surfacing
196	Southampton Street	Katesgrove	Reserved for future surfacing
197	St Bartholomews Road	Park	Reserved for future surfacing
198	St Edwards Road	Park	Reserved for future surfacing
199	St Saviours Road	Minster	Reserved for future surfacing
200	The Ridgeway	Thames	Reserved for future surfacing
201	Tilehurst Road (Russell to Parkside)	Minster / Battle	Reserved for future surfacing
202	Trafford Road	Abbey	Reserved for future surfacing
203	Upton Road	Norcot	Reserved for future surfacing
204	Whiteknights Road	Park	Reserved for future surfacing
205	Whitley Street	Katesgrove	Reserved for future surfacing
206	Whitley Wood Lane	Whitley	Reserved for future surfacing
207	Wrenfield Drive	Thames	Reserved for future surfacing

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Appendix 2: DfT Bridges Programme (2022/23) & 5-Year Rolling Programme

No	Scheme / Project	Cost Estimate	Cumulative Total
1	Kennetside Retaining Wall Strengthening - Phase 5 (approximately 60m length of river wall east of Watlington St Bridge)	£ 550,000.00	£ 550,000.00
2	Kings Road Culvert Strengthening (including Abbey Square and Duke Street Culverts) Phase 3	£ 95,000.00	£ 645,000.00
	FUTURE SCHEMES		
3	Post Tension Special Inspection (PTSI) of Fobney Bridge		
4	Bridge Assessment Programme (structural reviews of circa 30no. structures)		
5	Kings Meadow Footbridge Repair/Replacement		
6	General Management		
7	Oxford Road Bridge bearing replacement	**	
8	Bearing replacement on 5 other IDR structures	**	
9	Repair/Replacement of Stone Parapet on High Bridge (Grade II listed structure)		
10	Refurbishment of Berkeley Avenue Canal and Railway Bridges	**	
11	Deck Repairs to Orbit Footbridge		
12	Kennetside Retaining Wall strengthening (remaining 0.8km length)		
13	Bridge Assessment Programme (Local Transport Corridor structures including inspection/investigation for structural details and load assessment)		
14	Strengthening works to Local Transport Corridor structures (estimate only - to be confirmed after investigations and load assessments)		
15	Desilting of Culverts (circa 20no.)		
16	Structural Concrete, Brickwork and Metal Repairs to various structures (circa 20no.)		
17	Bearing Replacements on various bridges (circa 5no.)		
18	Parapet Improvements at various locations		
19	Waterproofing & Joint Replacements on various bridges (circa 20no.)		

** Denotes schemes to bid when DfT open bidding round

APPENDIX 3:

READING BOROUGH COUNCIL

FINANCIAL IMPLICATIONS - CAPITAL & REVENUE BUDGET AND RISK ASSESSMENT

£9M ROADS & PAVEMENT INVESTMENT PROGRAMME 2020/21 TO 2022/23

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 (On-going Maint.)	0	0	0
Capital financings costs	0	0	0
Expenditure	0	0	0
Income from: Fees and charges (see note2) Grant funding (specify) Other income	0	0	0
Total Income	0	0	0
Net Cost (+)/saving (-)	0	0	0

2. Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	3,750	3,750	0
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	3,750	3,750	0
Total Funding	3,750	3,750	0

3. Value for Money (VFM)

This is a statutory service provision.

The tender was advertised in accordance with Public Contract Regulations 2015 and included a 60/40 split between tender price and quality.

The size of the 3-year programme ensured that very competitive tenders were received and the rate per m2 has come in considerably lower than in previous contract years showing a 15% decrease in like for like costs.

4. Risk Assessment.

The Council has a duty under the Highways Act 1980 to maintain the public highway. The investment programme will reduce the risk to the Council and the public for decades to come. The on-going maintenance costs will be absorbed within existing revenue budgets for highway maintenance.

Method statements agreed with winning contractor to ensure delivery during the Covid Pandemic to minimise disruption.

Supply chain for products risk mitigated by the contractor buying large volumes & stockpiling materials based on the size of the Residential Road surfacing programme.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ECONOMIC AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT COMMITTEE		
DATE:	14 MARCH 2022	AGENDA ITEM:	9
TITLE:	HIGHWAY ASSET MANAGEMENT - ADOPTION OF CARRIAGEWAY SAFETY DEFECT INVESTIGATORY CRITERIA		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	ENVIRONMENTAL & COMMERCIAL SERVICES	WARDS:	BOROUGH WIDE
LEAD OFFICER:	SAM SHEAN	TEL:	0118 937 2138
JOB TITLE:	HIGHWAY & TRAFFIC SERVICES MANAGER	E-MAIL:	sam.shean@reading.gov.uk

1.0 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report seeks to inform the Committee on the outcome of the 6-month trial to lower the investigatory level safety defect criteria in relation to highway carriageway defects.
- 1.2 This report seeks Committee approval to formally adopt the lower Investigatory level safety defect criteria in carriageways following the successful 6-month trial.

2.0 RECOMMENDED ACTION

- 2.1 That the outcome of the 6-month trial to reduce the highway investigatory level safety defect criteria in the carriageway be noted;
- 2.2 That proposed change to the highway investigatory level safety defect criteria in the carriageway, as set out in section 4 of this report, be approved.

3.0 POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.
- 3.3 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

4.0 PROPOSED CARRIAGEWAY SAFETY DEFECT INVESTIGATORY LEVEL CRITERIA

- 4.1 Reading Borough Council prior to the 6-month trial classed an actionable carriageway defect as having a minimum of 50mm depth over an approx. area of 300mm x 300mm. The Highway Inspector can also action defects of a smaller size if they are concerned that leaving that defect would pose too great a risk when taking into account various criteria including the location within the highway, traffic and pedestrian volumes and the classification of the road.
- 4.2 The Highways Team reviewed their inspection and repair regime 3 years ago. Service improvements include the introduction of an electronic system allowing inspections to be carried out by handheld tablet with the defects being sent electronically to the Highways & Drainage Works Manager who then assigns them to the repair gangs directly on their tablets. This has shown an increase in efficiency of the process and repair response times have improved significantly.
- 4.3 It should be noted that the Council's £9M Capital Investment into residential roads and pavements over 3 years (2020/21 to 2022/23) is addressing the residential roads in most need. Associated with this programme is an extensive pre-patching regime in advance of surfacing, which is addressing defects of a lesser depth and increasing the structural integrity of the carriageway prior to surfacing. This programme has reduced the demand on pothole repairs, which, along with the service improvements mentioned above, enabled the transition to addressing defects of a lesser depth manageable. This improved efficiency provides an opportunity to review our current safety defect investigatory level criteria. By amending the investigatory level criteria to anything over 40mm depth over an approx. area of 300mm x 300mm, then in theory the Council should be able to improve customer satisfaction, road safety and improve on an existing good record of successfully defending public liability claims, as we would be treating some 'defects' earlier than we currently do. Analysis of our performance compared with our standard defect repair times has shown that the Highway Works Team are exceeding the performance standard for repair times, (defects are being repaired quicker than required), which shows that there is currently capacity to continue with this lower investigatory level criteria.
- 4.4 Benchmarking has shown that there is a variation nationally in what councils define as a defect (although 40mm is now more widely used). It should be noted that the code of practice requires the inspection and repair regime to be developed based on a risk assessment and provide a practical and reasonable approach, so it does not automatically follow that if others do something, the Council needs to do it too. The Council does need to review processes and check that they consider them reasonable and that any change to the intervention levels criteria would not affect deliverability nor adversely affect the risk to the Council.
- 4.5 **Options to consider:**
- Option 1 - Maintain the 'pre-trial' investigatory level criteria of 50 mm over an approx. area of 300mm x 300mm. This has provided a robust defence against claims over the last two decades.
- Option 2 - Amend the investigatory level criteria to anything over 40 mm depth over an approx. area of 300mm x 300mm following the successful 6-month trial.

- 4.6 The recommendation is to approve Option 2 and formally adopt the carriageway safety defect investigatory level criteria to over 40 mm depth over an approx. area of 300mm x 300mm, which will address defects earlier thereby improving customer satisfaction and reducing risk to the Council.
- 4.7 The Highway Inspectors, as part of the risk-based approach, are able to raise repair orders on defects of a lesser depth in areas where they consider appropriate. These additional defect repairs have been accommodated within the current budgets and there has not been a repair time pressure in dealing with these additional defects.
- 4.8 Due to a proactive residential roads & pavement surfacing programme, there has been a manageable number of potholes requiring repair during the 6-month trial period resulting in actionable potholes repaired remaining comparable to previous years, (except for during 2020 when Covid 19 lockdown measures were in place), the table below refers:
- There were 3,664 potholes repaired during 2021
 - There were 2,813 potholes repaired during 2020*
 - There were 3,863 potholes repaired during 2019
 - There were 3,116 potholes repaired during 2018
 - There were 5,020 potholes repaired during 2017
- * Reduced number predominately due to Covid 19 lockdown measures with reduced traffic volumes and mild weather during 2020.*
- 4.9 The Highway Works Team are repairing the statutory pothole safety defect repairs within repair timescales and the vast majority of 28-day repairs orders are being completed within the first week of issue. This has created capacity within the team to not only manage the statutory repair work, but also take on additional income generation opportunities.
- 4.10 Residential unclassified roads receive a cyclical highway safety inspection every 18-months. There was an expectation of increased pothole defects numbers requiring action due to the lowering of the investigatory level from 50mm depth to above 40mm depth, and that this increase would last for an 18 months period when the next cycle of safety inspections was to be undertaken. The assumption was that once a full 18-month inspection cycle had passed the lowered investigatory level would become the standard action and there would be no further increase or surge in pothole safety defect numbers requiring action.
- 4.11 Year- 1 & 2 of the £9M Residential Road Programme has contributed significantly and will continue to assist the Highways Team in managing the expected number of actionable carriageway defects / potholes, as more roads are surfaced during Year- 3 of the programme, which will further reduce potholes forming in the first place.
- 4.12 It is noted that the initial expected surge in defects requiring repair during the 6-month trial, (when investigatory level was lowered from 50mm depth to above 40mm depth), has not materialised and is now no longer expected to be a concern for the foreseeable future. Performance Indicator monitoring of actionable defects are provided quarterly and this will flag up any increase should this current position change.

4.13 The Highway Asset Management Board (HAM Board) has reviewed the outcome of the 6-month trial to lower the investigatory level safety defect criteria in relation to highway carriageway defects and recommended that formal approval be obtained at Strategic Environment Planning & Transport Committee to adopt the new investigatory criteria.

5.0 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 Highway Asset Management Policy, the Well Managed Highway Infrastructure: A Code of Practice and the Adopted Lower Investigatory Level Safety Defect Criteria in relation to highway carriageway defects will contribute to the Council's Corporate Plan 2022/2023 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, contractors and the public

Efficiency - Continue to explore efficiency savings within the Highway Asset Management Plan

Ambitious - Investing into the public highway

Make a Difference - Providing a safe inclusive public highway for all users

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 The Highway Asset Management Plan assists the Highways Team by annually reviewing and making efficiency savings to improve productivity and reduce our Environmental Implications.

6.3 The Highways Team also need to reduce carbon and improve sustainability within their works programmes by ensuring that there is a reduction in the amount of carbon used to produce the materials at source, using recycled materials and lower temperature bitumen's, reducing the uncontrolled waste in the environment to

reduce pollution of the natural environment, as well as electrification of our fleet, plant and hand tools.

- 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.

7.0 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 highway defects to the Council, including road and structures condition concerns, which are assessed and included within the annual review of the highway assets that inform the 'Annual Status Option Reports' (ASOR) with the proposed high priority schemes brought to Committee for consideration and approval should they meet the assessment criteria.

- 7.3 The Highway Asset Management Policy includes managing community expectations about how the Council manages its Highway Assets. As progress is made on implementation of Asset Management new policies and standards will be made available on the Council's website once approved by the Highway Asset Management Board.

- 7.4 The Highway Asset Management Policy is also available on the Council's website.

8.0 EQUALITY IMPACT ASSESSMENT

- 8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 8.2 The Highway Asset Management Policy and Well Managed Highway Infrastructure: A Code of Practice are part of procedures to maintain the Council's existing public highway network. The lowering of the investigatory level safety defect criteria in relation to highway carriageway defects will reduce risk to all users of the public highway. There is no overall reduction to service delivery at this time only how those service requirements are met. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

9.0 LEGAL IMPLICATIONS

- 9.1 The Council, as Highway Authority, has a duty under the Highways Act 1980 to carry out highway maintenance and maintain public highway structures.

10.0 FINANCIAL IMPLICATIONS

- 10.1 The proposed Highway Asset Management Programme as determined by the Highway Asset Management Policy will be fully funded by the Council's Highways & Traffic Services revenue budget for 2022/2023. The proposals set out in this report are a result of the investment in the repair of roads and from efficiencies and service improvements.
- 10.2 If the adoption of the new investigatory policy in relation to carriageway safety defects as set out in this report results in higher repair costs these will and must be met within the existing Revenue budgets, plus other pothole Department for Transport (DfT) grants for this purpose that may be confirmed for 2022/23.

12.0 BACKGROUND PAPERS

- 12.1 Well-managed Highway Infrastructure: A code of practice
- 12.2 Highway Asset Management Policy
- 12.3 Highway Maintenance Manual
- 12.4 Highway Asset Management Update Report to Strategic Environment Planning & Transport Committee March 2021.

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	ADMINISTRATION BRIEFING & STRATEGIC ENVIRONMENT PLANNING & TRANSPORT COMMITTEE		
DATE:	14 MARCH 2022	AGENDA ITEM	10
TITLE:	CHATHAM STREET & VASTERN ROAD PUMPING STATIONS REFURBISHMENT: SPEND AUTHORITY TO AWARD CONTRACT		
LEAD COUNCILLOR:	COUNCILLOR TONY 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 The purpose of the report is to inform Councillors of the successful procurement process for the Refurbishment of the Chatham Street & Vastern Road Pumping Stations and to seek spend authority to enter into a contract with the successful tenderer in accordance with the Public Contracts Regulations 2015.
- 1.2 Appendix 1: Financial Implications Report

2. RECOMMENDED ACTION

- 2.1 That Strategic Environment Planning & Transport Committee notes the successful outcome of the Refurbishment of the Chatham Street & Vastern Road Pumping Stations contract procurement.
- 2.2 That Strategic Environment Planning & Transport Committee grants spend approval for the Refurbishment of the Chatham Street & Vastern Road Pumping Stations.

3. POLICY CONTEXT

- 3.1 The aim of the refurbishment of the Chatham Street & Vastern Road pumping stations is to provide a service to reduce, as far as reasonably possible, the effects of adverse weather on the public highway during heavy rainfall periods.
- 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 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 Reading Borough Council, as Highway Authority, has a duty under the Highways Act 1980 to maintain public highway at public expense and as far as reasonably practicable providing safe passage along the public highway.
- 4.2 Reading Borough Council, as Lead Local Flood Authority, has a duty under the Flood and Water Management Act 2010 to reduce the risk of flooding.
- 4.3 The Council is responsible for the maintenance of a limited number of public highway surface water pumping stations including the Chatham Street & Vastern Road pumping stations.
- 4.4 The pumping station within the Chatham Street roundabout was installed to drain parts of the Inner Distribution Road in the Town Centre when it was constructed. The pumping station in the Vastern Road roundabout was installed to drain the carriageway under railway bridge which was constructed at a similar time.
- 4.5 The pumping stations were installed and commissioned approximately 40 to 50 years ago and were maintained and operated by Thames Water on the Council's behalf. Following changes in legislation in 2011, all surface water pumping stations were handed back to Reading Borough Council, as they only drained surface water from the highway, not private property.
- 4.6 The pumping stations protect strategic routes within the Town Centre for all road users.

By upgrading, the stations will:

- Reduce risks to all road users for the next 20 - 30 years.
- Reduce the risk to personnel maintaining the equipment.
- Reduce long term operating costs.

The requirements are that both pumping stations are to be totally upgraded to current standards with new pumps and equipment and up to date monitoring technology. This is to ensure their long-term future and ease of ongoing maintenance burden and reduce any potential liability for the traveling public, the Council and maintenance contractors for at least the next 20-30 years.

- 4.7 Funding of £250k for the upgrade of the Chatham Street & Vastern Road Pumping Stations was secured at Council on 26th February 2019, link to committee report [Agenda for Council on Tuesday, 26th February, 2019, 6.30 pm - Reading Borough Council](#) refer to item 45: 2019/20 Budget and Medium Term Financial Strategy.

4.8 Options Proposed:

- 4.8.1 A total refurbishment and replacement of the pumps and equipment, including energy efficient power supply and telemetry is included within the tendered documents, as well as an option for future maintenance to keep them running in good order for the next 2 to 3 decades and beyond.
- 4.8.2 This report seeks to obtain spend approval of the secured £250k funding awarded on 26th February 2019 at Council to carry out the refurbishment of the Chatham Street & Vastern Road pumping stations.

4.9 Other Options Considered

- 4.9.1 The Highways Team have explored options to replace individual elements and pumps, however, regular failures have caused severe flooding within the carriageway resulting in increasing maintenance and call out costs. The internal electrical equipment is reaching its 'end of life' and cannot be replaced in isolation to the rest of the pumping station equipment.
- 4.9.2 Allowing the pumping stations to fail is not an option, as the Council as Highway and Lead Local Flood Authority has a duty to maintain both pumping stations and to reduce the risk of flooding.
- 4.10 **Tender**
- 4.10.1 An Open Procurement Tender format was undertaken without an OJEU notice as the works values are significantly below the current threshold. A notice in Contracts Finder was placed enabling smaller pump specialist companies to tender directly offering best value and social value for Reading.
- 4.10.2 Following the tender process an independent expert evaluation was carried out by Jacobs UK, setting out the 50 % quality scoring of the 4 No. tender returns, along with the 50% financial score, resulting in Paradigm Systems Ltd being the preferred contractor and recommended to be awarded the contract.
- 4.10.3 In accordance with the Public Contract Regulations 2015 and under the Council's delegated powers, the Executive Director for Economic Growth and Neighbourhood Services awarded the Chatham Street and Vastern Road pumping station upgrades contract to Paradigm Systems Ltd. All decisions made by Officers for a contract value below £500k are Key/Non-key decisions, Officer Decision Form Award of Chatham Street & Vastern Road Pumping Stations contract is a background paper.

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 refurbishment of the Chatham Street & Vastern Road pumping stations 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

Make a Difference - Providing a safe inclusive public highway for all users

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 were invited to submit Environmental Implications proposals and their responses were evaluated as part of the 50% Quality element of the tender evaluation.
- 6.3 Tenders needed 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. The tenderers had to also ensure that energy efficient electrical equipment and pumps we installed to reduce the carbon footprint of these essential highway pumping stations.
- 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 flood risk to the Council which are assessed and included in the annual review of the Flood Risk Register and brought to Committee for consideration and approval should they meet the assessment criteria.
- 7.3 This report 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 refurbishment of the Chatham Street & Vastern Road pumping stations is an upgrade of existing apparatus on the public highway. 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 to ensure, so far as is reasonably practicable, that safe passage along a highway.
- 9.2 The Council as Lead Local Flood Authority, has a duty under the Flood and Water Management Act 2010 to reduce the risk of flooding.

10. FINANCIAL IMPLICATIONS

- 10.1 The refurbishment of the Chatham Street & Vastern Road pumping stations will be fully funded by the following:
- The works will be funded by the capital award of £250k obtained at Council on 26th February 2019, which is within the current 2021/2022 capital programme.
 - The on-going maintenance costs will be funded by the existing Highway pumping station maintenance revenue budget.

11. BACKGROUND PAPERS

- 11.1 Council Policy Committee Report of 26th February 2019
- 11.2 Officer Decision Form Award of Chatham Street & Vastern Road Pumping Stations contract

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APPENDIX 1:

READING BOROUGH COUNCIL

FINANCIAL IMPLICATIONS - CAPITAL & 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 (On-going Maint.)	0	1	1
Capital financings costs	0	0	0
Expenditure	0	1	1
Income from: Fees and charges (see note2)	0	0	0
Grant funding (specify)			
Other income			
Total Income	0	0	0
Net Cost(+)/saving (-)	0	1	1

2. Capital Implications

Capital Programme reference from budget book: page line	2021/22 £000	2022/23 £000	2023/24 £000
Proposed Capital Expenditure	50	200	0
Funded by Grant (specify) Section 106 (specify) Other services Capital Receipts/Borrowing	50	200	0
Total Funding	50	200	0

3. Value for Money (VFM)

This is a statutory service.

The tender was advertised in accordance with Public Contract Regulations 2015 and included a 50/50 split between tender price and quality.

This is a bespoke installation, expert advice and support was sought from Jacobs UK to assist with the specification and contractor tender return evaluation.

4. Risk Assessment.

The Council has a duty to maintain the Chatham St & Vastern Rd pumping stations. The upgrade will reduce the risk to the Council and the public for decades to come. The on-going maintenance costs will be absorbed within existing revenue budgets for pumping stations.

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	14 MARCH 2022	AGENDA ITEM:	11
TITLE:	STRATEGIC 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 / JAMES CLEMENTS	TEL:	0118 937 4950 0118 937 4174
JOB TITLE:	STRATEGIC TRANSPORT MANAGER / TRANSPORT PROGRAMME MANAGER	E-MAIL:	chris.maddocks@reading.gov.uk james.clements@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report provides an update on progress with the delivery of the current programme of strategic transport schemes in Reading, including:
- South Reading Mass Rapid Transit
 - Reading Green Park Station
 - Reading West Station Upgrade
 - Tilehurst Station Upgrade
 - Active Travel Fund Tranche 2 - 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 strategic transport schemes as outlined in this report.
- 2.2 That the Committee notes and accepts the additional funding of £2.25m secured from Great Western Railway and £2.015m from Network Rail, which will support the delivery of Reading Green Park Station and the Reading West Station Upgrade scheme.
- 2.3 That the Committee notes the completion of the Funding Agreement with Great Western Railway for the Reading West Station Upgrade scheme.

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 (through Section 106 agreements), investment from Network Rail and GWR, and Council borrowing.
- 3.2 The Council's current Local Transport Plan (LTP) sets out the 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 MereOak 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 had 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, the signal upgrade works are now substantially complete and the new signals have been successfully operating the junction since January. The resolution of a few minor snagging issues with the signal upgrades are on-going to enable the full Phase 4 scheme to be fully complete.

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. Following a review of scheme progress to date, additional funding of £2.25m from Great Western Railway and £2.015m from Network Rail has been secured to support the delivery of both Reading Green Park and the Reading West Station Upgrade scheme.
- 4.6 Construction of the station and multi-modal interchange has continued on-site for the duration of the 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 spring 2022. 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. Additional funding from GWR has been secured for the scheme as noted above, which will deliver enhanced passenger facilities and security improvements in line with the overall vision for the station as part of the current phase of works.
- 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 last year and is progressing well. Works to the northern footway are complete and works on the southern footway are due to be finished in summer, with the remaining work to be undertaken by utility companies to complete the required diversion works. Following completion of these works,

GWR will take possession of the southern footway and commence their station building construction programme. The overall project is currently projected to be completed by the end of 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.

Tilehurst Station Upgrade

- 4.11 The Council has been working with Network Rail and GWR to progress a series of improvements to upgrade passenger facilities at Tilehurst Station. Work undertaken to date includes submitting a funding bid to TVB LEP in partnership with GWR, and working with Network Rail to progress accessibility enhancements at the station.
- 4.12 A decision on TVB LEP funding bid is pending, however Network Rail has successfully secured funding to install lifts at the station. The lifts will be added to the existing station footbridge which had passive provision designed in, which when complete will provide step free access to all platforms at the station.
- 4.13 The indicative timeline for delivery of the lift improvement works is set out below:
- Concept design and site surveys - Complete
 - Design & build contractor appointment - Complete
 - Detailed design - Spring 2022
 - Design approvals - Summer 2022
 - Construction phase plan - Summer 2022
 - Stakeholder communications - Summer 2022
 - Construction commences on site - Autumn 2022

Active Travel Fund Tranche 2 - Shinfield Road

- 4.14 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.
- 4.15 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 2021. 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.

- 4.16 A public consultation on the latest scheme designs was undertaken between 26 October to 6 December 2021. This included information, maps and a survey on the Councils website, a public drop-in event at the University of Reading and presentations and workshop sessions with local user groups. Feedback from this consultation is currently being reviewed and incorporated into the final designs for the scheme.
- 4.17 The indicative timeline for delivery of this scheme is set out below:
- Initial consultation - Complete
 - Initial consultation results review and recommendation for scheme(s) to be taken forward - Complete
 - Committee approval to undertake statutory consultation - Complete
 - Detailed design - Complete
 - Public consultation - Complete
 - Traffic Regulation Orders consultation - Spring 2022
 - Update scheme designs - Summer 2022
 - Scheme delivery - from Summer 2022 onwards
- 4.18 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

- 4.19 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).
- 4.20 A further joint School Street trial scheme for Maiden Erleigh School in Reading, UTC Reading and Alfred Sutton Primary School on Crescent Road commenced on Monday 28th February, following preparations undertaken by the schools, local residents and the Council. The scheme is currently running during the morning period only (8.15-9am) as the schools seek further volunteers to act as marshals for the afternoon period (2.45-3.30pm). The Experimental Traffic Regulation Order (ETRO) for the scheme runs for 6 months from this date, which includes the opportunity for comments and objections to the scheme to be submitted to the Council.
- 4.21 A decision on whether to make individual School Street schemes permanent will need to be made within 18 months of the trial scheme commencing. Applications to establish new School Street schemes are being encouraged, alongside monitoring of the existing scheme to identify any improvements which can be made to help encourage an increase in levels of walking and cycling for children, parents and carers.

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 Work to establish an Experimental Traffic Regulation Order (ETRO) for the School Street scheme at Crescent Road has been completed. The Experimental order is made under the Road Traffic Regulation Act 1984 and has been advertised in accordance with the procedure laid down by Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. Any comments or objections to the order can be made during the first 6 months of operation, after which the Council will consider and decide to either continue with the experiment for a further 12 months, remove the experiment or make the scheme permanent.

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, update to reflect the additional funding recently secured:

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	4,785	-	4,785
RBC funding (S106 / CIL / borrowing)	9,400	-	9,400
Total	47,885	375	48,260

11. BACKGROUND PAPERS

11.1 None.

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READING BOROUGH COUNCIL

REPORT BY EXECUTIVE DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	14 MARCH 2022	AGENDA ITEM:	12
TITLE:	BUS ENHANCED PARTNERSHIP		
LEAD COUNCILLOR:	COUNCILLOR PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	PLANNING, TRANSPORT AND REGULATORY SERVICES	WARDS:	ALL
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

- 1.1 The purpose of this report is to seek approval from the Committee to establish an Enhanced Partnership agreement with local bus operators. The agreement has been prepared to be in accordance with the Council's published Bus Service Improvement Plan, and it is a requirement of the National Bus Strategy for all local highway authorities to establish an Enhanced Partnership with all operators in the local area.
- 1.2 Appendix A - Enhanced Partnership Plan
Appendix B - Enhanced Partnership Scheme
Appendix C - Letter sent in response to objections received from local bus operators

2. RECOMMENDATIONS

- 2.1 That the Committee approves the adoption of the Enhanced Partnership Plan and Enhanced Partnership Scheme from 1st April 2022.
- 2.2 That the Executive Director of Economic Growth and Neighbourhood Services, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport and the Chair of the Strategic Environment, Planning and Transport Committee, be able to make any amendments to the EP Plan and/or Scheme as a result of further announcements from the Department for Transport.

2.3 That the Committee notes the current funding circumstances as announced by the DfT and the implications for the future funding ambitions of bus services in Reading.

3. BACKGROUND

3.1 The Strategy ‘Bus Back Better’ was published on 15th March 2021 as part of a £3 billion funding package aimed at building back Britain’s bus services. The Strategy sets out how the Government intends to deliver on its commitment to achieve ambitious and far-reaching reform of the bus services sector, including: how bus services are planned and delivered through the introduction of new zero emission buses; simpler fares; improved routes; and higher frequencies.

3.2 Key elements and objectives in the Strategy include:

- More frequent ‘turn up and go’ services on key corridors being such that reference to a timetable is not needed.
- Cheaper fares, daily capped fares and local ‘all operator’ fares that lower the cost of bus use and increase interchange options with other public transport services.
- Support for economically as well as socially necessary services, e.g. connecting areas of inequality to employment, education and training.
- Hundreds of miles of more bus lanes which need to be operational 24 hours a day to improve bus journey times and reliability.
- Extensions to bus rapid transit schemes to deliver light rail style service improvements at a fraction of the cost.
- Bus gates to exclude other traffic if insufficient space is available, and a presumption against on street non-residential parking on bus corridors.
- 4,000 new zero emission (battery electric or hydrogen powered) buses to improve air quality and reduce carbon emissions, with changes to the Bus Service Operators Grant (BSOG) scheme to reward mileage operated by zero emission vehicles.

3.3 A core focus of the Strategy is the need for greater cooperation between bus operators and Local Transport Authorities (LTAs). In order to achieve this improved partnership working, the Strategy requires LTAs to produce a Bus Service Improvement Plan (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.

3.4 The Strategy sets out the following timetable for LTAs to adhere to:

- By the end of June 2021, LTAs will need to commit to establishing Enhanced Partnerships under the Bus Services Act 2017 or, in the alternative, 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 Bus Service Improvement Plan (BSIP). 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 (LCWIPs).
- From April 2022, in order to access the new discretionary 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 the new funding streams from the government.

3.5 Reading is highlighted as an example of best practice in the Strategy due to high levels of bus patronage and existing partnership working between the Council and Reading Buses. However, the Strategy is set in the context of reduced patronage levels as a result of the Covid pandemic, and it is made clear that only LTAs and bus operators who comply with the BSIP and the new partnership arrangements will be eligible for any continued support relating to pandemic funding shortfalls that may be announced, and any new opportunities from the £3 billion transformational funding. A key overarching objective of the Strategy is to create the conditions needed for bus patronage to not only return to the pre-pandemic levels, but to ultimately grow beyond these levels.

4. THE PROPOSAL

4.1 In line with the requirements as set out in Strategy, Reading Borough Council has published an adopted BSIP for the local area in October 2021, setting out an ambitious programme of measures to improve bus services in Reading.

4.2 Following adoption of the BSIP, the Council has led the process to establish an Enhanced Partnership (EP) with local bus operators, in order to be in a position to deliver future bus service improvements. As part of this process external legal advice and guidance has been obtained from Freeths LLP who have specialised knowledge of the regulations needed to set up an Enhanced Partnership.

4.3 The EP consists of two documents which are the EP Plan and the EP Scheme. These are attached at **Appendices A and B**. The EP Plan sets out proposals covering the period 2021-2026. It draws on text from the adopted BSIP and does not add any proposals that were not part of the BSIP. Its proposals align with the objectives of the National Bus Strategy. The EP Plan reflects the ambitions for local bus services in Reading as set out in our approved BSIP, this includes a range of enhancements includes improvements to service frequencies, a programme of bus priority measures and upgrading the bus fleet including to electric buses (all subject to securing grant funding) in the following categories:

- More frequent and reliable services

- Improvements to planning / integration with other modes
 - Improvements to fares and ticketing
 - Higher specification buses
 - Improvements to passenger engagement
- 4.4 The EP Plan includes detailed arrangements as to how the partnership will work, on-going governance and partnership working arrangements with all stakeholders including local operators, including the establishment of an EP Board and EP Forum. In addition, officers are currently working with the other Berkshire authorities to establish a Berkshire wide forum to discuss cross-boundary services.
- 4.5 The second document is the EP Scheme. This contains only some of the proposals from the EP Plan, which are those that would take effect from 1 April 2022 in the following categories:
- Proposal (A): Review service frequency
 - Proposal (B): Increase bus priority measures
 - Proposal (E): Integrate services with other transport modes
 - Proposal (F): Simplify services
 - Proposal (G): Review socially necessary services
 - Proposal (J): Simplify fares
 - Proposal (K): Integrate ticketing between operators and other sustainable transport modes
 - Proposal (L): Invest in improved bus specifications
 - Proposal (N): Protect personal safety of bus passengers
 - Proposal (O): Improve buses for tourists
 - Proposal (Q): Passenger charter
 - Proposal (R): Strengthen network identity
 - Proposal (T): Reading town centre package of bus enhancements
- 4.6 It is anticipated that this first EP Scheme will be reviewed once more detail is known about the availability of Government funding and hence the facilities and measures can be further developed in more detail. The EP Plan contains a variation mechanism to enable additional elements to be added to the EP Scheme if funding is made available for elements which do not currently sit within the EP Scheme.
- 4.7 In line with the relevant legislation, the EP Plan and Scheme were formally sent to all local bus operators at the start of a 28-day objection period on 12 January 2022, with the bus operators having until 10 February 2022 to lodge an objection. Objections were received from Arriva and Thames Travel, specifically regarding the proposed governance arrangements for the EP, however further legal advice confirmed that the objections did not meet the threshold required to stop the EP process and therefore the statutory consultation was able to proceed as previously planned. We are however keen to continue working closely with both operators to ensure the EP continues to be a constructive process and the letter issued in response to the objections received is provided at **Appendix C**.

- 4.8 Following a delay to the original programme to enable legal advice to be fully considered, the statutory consultation commenced on 18 February 2022 and closed on 4 March 2022. The statutory consultees are limited within the legislation to the Competition and Markets Authority, the Office of the Traffic Commissioners, Transport Focus, Thames Valley Police and neighbouring local highway authorities. Responses have been received from the consultees with some useful feedback which will be used to refine future versions of the EP and the on-going operation of the EP arrangements.
- 4.9 Subject to approval from this Committee, establishment of the Enhanced Partnership Plan and Scheme from 1 April 2022 will set the future ambitions for bus services in Reading (as set out within the BSIP) into the legislative framework and establish formalised partnership working and governance arrangements to help achieve these objectives. It will also ensure that the Council is able to receive any future BSIP funding which the DfT has made clear will only be paid via an active Enhanced Partnership.
- 4.10 In addition, the EP Plan and Scheme will support the BSIP which will become a sub-strategy to the emerging Local Transport Plan (LTP) for Reading. These documents will inform development of the LTP and ensure it includes the ambitious strategy required to enhance bus services in the town and wider urban area.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The proposals as set out within this report will help to deliver the following service priorities in the Council's Corporate Plan:
- Healthy Environment
 - Thriving Communities
 - Inclusive Economy

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 our target of a carbon neutral Reading by 2030. Reading Climate Change Partnership's Reading Climate Emergency Strategy 2020-25 and the new RBC corporate Carbon Plan 2020-25 were both adopted in November 2020.
- 6.2 Our 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 third 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 A climate impact assessment has been conducted which suggested a ‘net medium positive’ impact arising from the decision. The BSIP/EP is intended to recover bus use to pre-COVID levels where it was the second highest per head of population outside of London. In addition, the BSIP/EP 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/EP would help reduce car use, car congestion, harmful emissions and climate change. The BSIP/EP 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. As part of the BSIP/EP RBC is asking for money to replace low emission diesel buses with zero emission electric buses and to improve and replace RBC 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 Bus Service Improvement Plan and Enhanced Partnership arrangements have been developed in collaboration with all local bus operators and key stakeholders in Reading.

8. EQUALITIES IMPACT ASSESSMENT

- 8.1 An Equalities Impact Assessment was undertaken to ensure the proposals set out within the Bus Service Improvement Plan and Enhanced Partnership arrangements provide improved access, services and facilities for local residents.

9. LEGAL IMPLICATIONS

- 9.1 It is proposed that the Council establishes the Enhanced Partnership with all local bus operators serving Reading Borough, which is a statutory arrangement termed ‘enhanced partnership arrangements’ under the 2017 Bus Services Act.
- 9.2 Following consultation with Legal Services, Freeths LLP a specialist advisor was appointed to assist with the development of the EP Plan and EP Scheme documents and advise on the necessary procedures to be followed in accordance with the relevant legislation.

10. FINANCIAL IMPLICATIONS

- 10.1 The Department for Transport has provided the Council with £100k grant funding to assist with the development of the Bus Service Improvement Plan and establishing Enhanced Partnerships with local operators.
- 10.2 Following the earlier published figures of £3 billion to be invested by DfT in transforming bus services in accordance with the National Bus Strategy, local authorities were encouraged to be ambitious and innovative in formulating bids for BSIP funding. From January 2022, the DfT has stated that £1.4 billion is available for BSIP funding, however no definitive announcement on the level of funding available to individual authorities or bus operators has been made at the time of writing this report.

11. BACKGROUND PAPERS

- 11.1 None

APPENDIX C - LETTER SENT IN RESPONSE TO OBJECTIONS RECEIVED FROM LOCAL BUS OPERATORS

Thank you for your letter of 8th Feb 2022. Naturally the Borough Council is disappointed to learn that you have raised an objection to our proposed Enhanced Partnership (EP) scheme. We had taken note of your comments during our previous communication and had made changes to address them in the EP.

Reading Borough Council strongly supports public transport and values your services as part of the network serving our borough. We are conscious that operators are currently enduring challenging conditions and we would be very hesitant to do anything that added to the pressure on your services.

The Council is aware that the bus network currently operating involves a significant concentration of services in Reading Buses which is wholly owned by the Council. We want to be clear that the Council fully understands its position and that competition law considerations must be taken into account at all times as between Reading Borough Council and Reading Buses. You will have noted that the Chair of the EPB will be expected to remind those present at board meetings of participants responsibilities in this regard.

Your objection added to any raised by other operators does not meet the required threshold, required under the relevant legislation to halt the process of consultation and implementation of the EP Plan and Scheme.

However, we would like to explore any way that we can address your concerns without our needing to halt the implementation process.

Consequently, we would like to arrange a conference call with you to discuss your objection and to determine whether it can be overcome without fundamental changes to the EP Plan and Scheme. If you are happy to agree to this, please advise some suitable times and dates.

**NATIONAL BUS STRATEGY
TRANSPORT ACT 2000
ENHANCED PARTNERSHIP PLAN**

READING BOROUGH COUNCIL (RBC)

EP PLAN - CONTENTS

Part 1 – EP Plan

Annex A – Vision & Headline Targets

Annex B – Registered Distance by Bus Operator

PART 1 - EP PLAN

**THE READING ENHANCED PARTNERSHIP PLAN FOR BUSES IS MADE IN
ACCORDANCE WITH SECTION 138G(1) OF THE TRANSPORT ACT 2000 BY:**

READING BOROUGH COUNCIL (RBC)

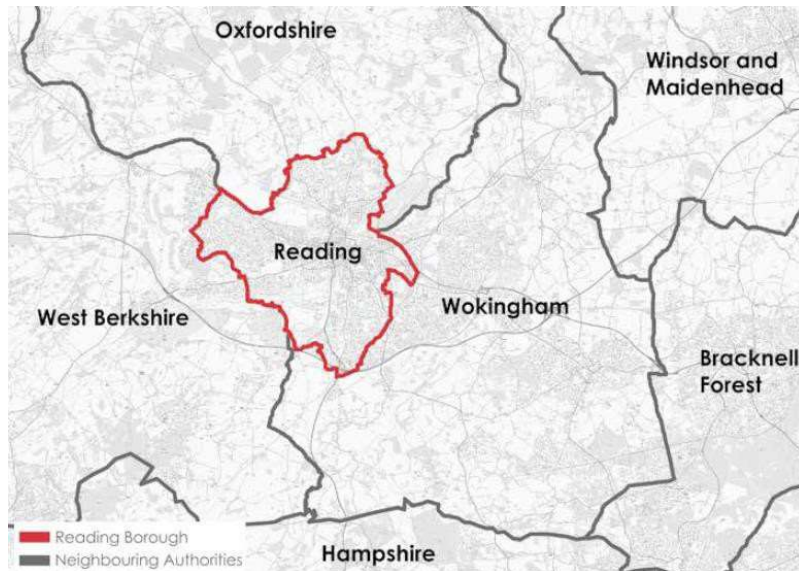
1 OVERVIEW

This EP Plan will support the improvement of all local bus services operating in the Reading Borough Council (RBC) Local Transport Authority (LTA) area and neighbouring LTA areas where services are cross-boundary. A map of the geographical area it covers is provided in Figure 1-1. This EP Plan aligns with the Reading Bus Service Improvement Plan (BSIP) and covers the period 2021-2026.

It has been developed in partnership with local bus operators and neighbouring local authorities, taking account of feedback from residents and key stakeholders.

Our strategy has been aligned with the ambitions of the National Bus Strategy (NBS) – Bus Back Better, and it has been prepared in accordance with the guidance 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 EP Coverage



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.

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 Annex A 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



1.1 ALIGNMENT WITH NATIONAL, REGIONAL & LOCAL OBJECTIVES

This EP Plan / 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.

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 3 of this document.

This strategy is fully aligned with our emerging Local Transport Plan 4 (LTP), the Reading Transport Strategy 2036, which promotes a vision for ‘a sustainable transport system in Reading that creates an attractive, green and vibrant town’. The EP Plan / 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.

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.

The EP Plan / BSIP builds on this through proposals to improve the operation of buses through investing in bus priority measures, providing more capacity, higher frequency, higher quality and faster journeys. We will achieve this by working with bus operators to re-invest efficiency savings in improved services for passengers.

Figure 1-3: Reading Transport Strategy 2036 Objectives



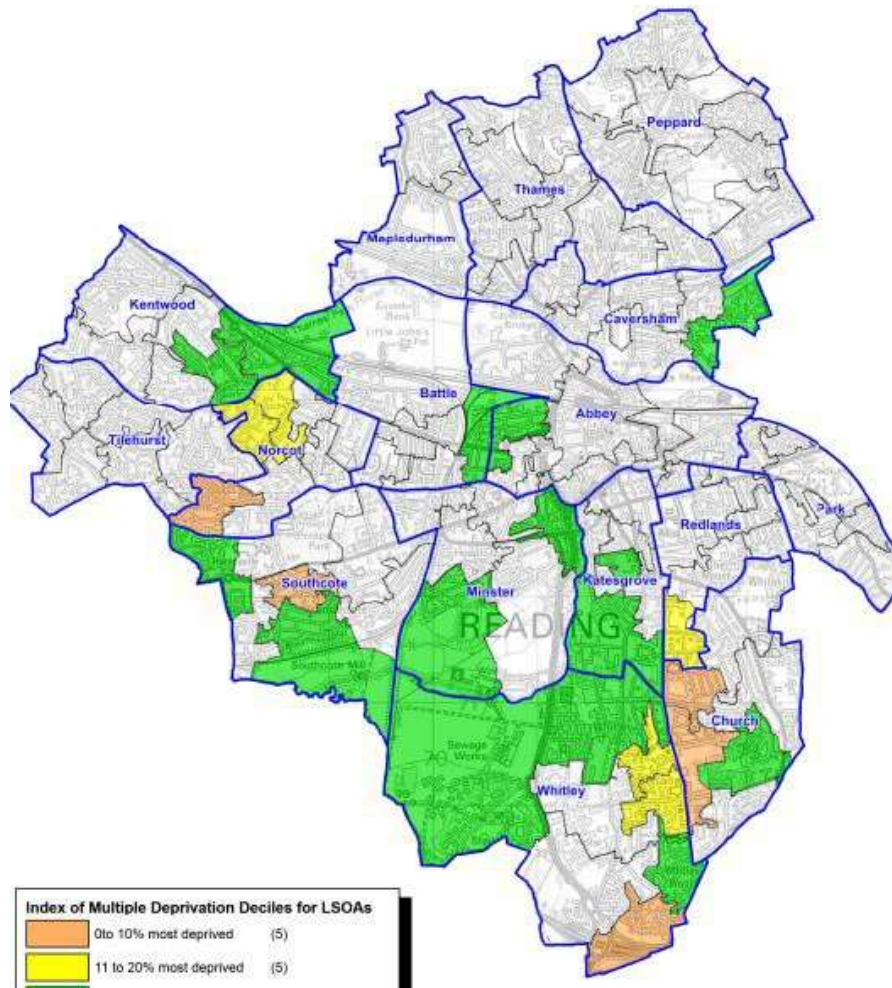
1.2 REDUCING INEQUALITIES WITHIN READING

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.

The proposals contained within this EP Plan / 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 support the economic recovery following the impact of the Covid pandemic.

Figure 1-4: Reading Borough Index of Multiple Deprivation



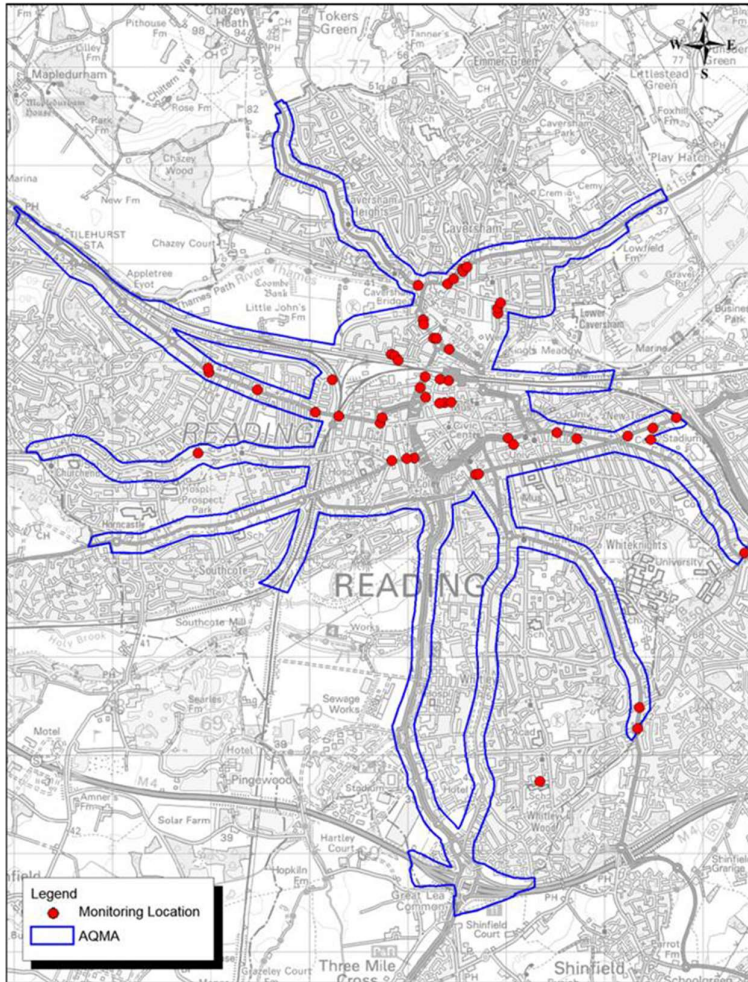
1.3 DECARBONISATION & IMPROVED AIR QUALITY

Further vitally important elements of both national and local policy which aligns strongly with the EP Plan / 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 Strategy, and our ambition to become a net zero carbon town by 2030.

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.

The importance of our EP Plan / BSIP policies to improve air quality are highlighted by our Air Quality Action Plan 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)



1.4 CROSS-BOUNDARY SERVICES & PARTNERSHIP WORKING

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/The Oxford Bus Company and smaller operators with services that come to Reading from well outside of the urban area.

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.

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.

The ongoing 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 Plan (LCWIP) which has been aligned to this strategy.

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.

2 CURRENT BUS OFFER TO PASSENGERS

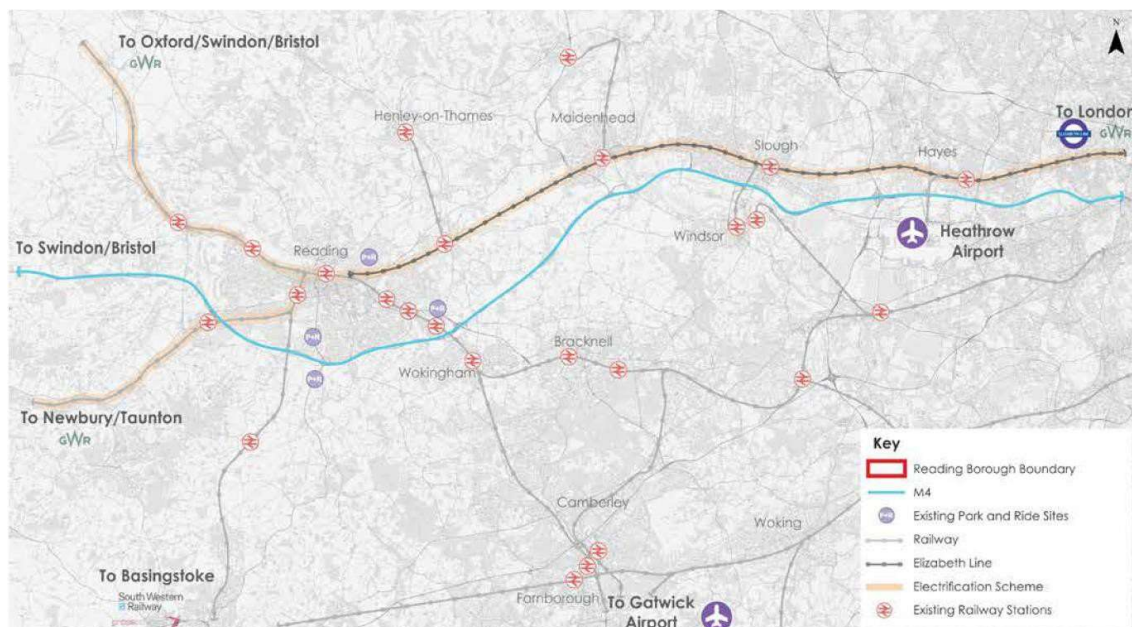
Reading is a unitary authority in the ceremonial county of Berkshire, and an important strategic location in the wider Thames Valley region. The borough had a population of 161,780 in mid-2020 and an area of 40.4 sq.km, giving Reading a population density of 3,969 people per sq.km which is similar to 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.

2.1 CONTEXT OF ECONOMIC ACTIVITY & HOUSING GROWTH

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, 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.

Substantial residential growth is planned both within the borough and also in neighbouring authority areas, particularly in Wokingham. Our Local Plan 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.

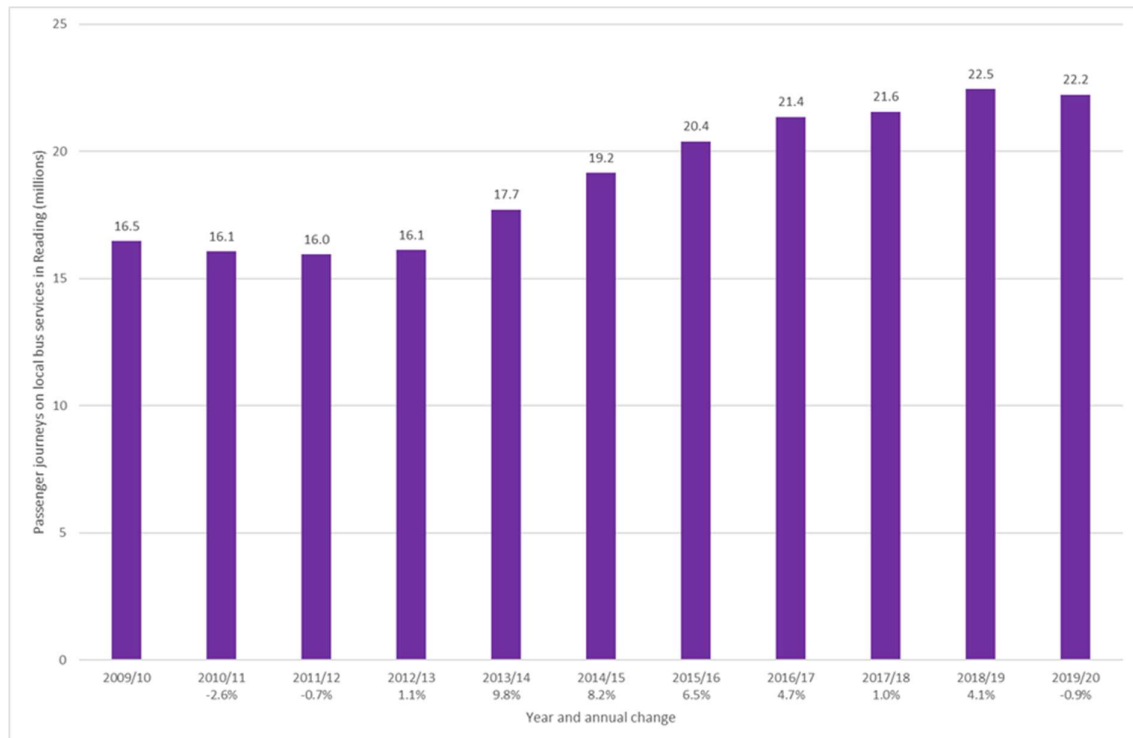
Figure 2-1: Strategic Transport Connections



2.2 BUS PASSENGER USAGE & GROWTH

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



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.

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.

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.

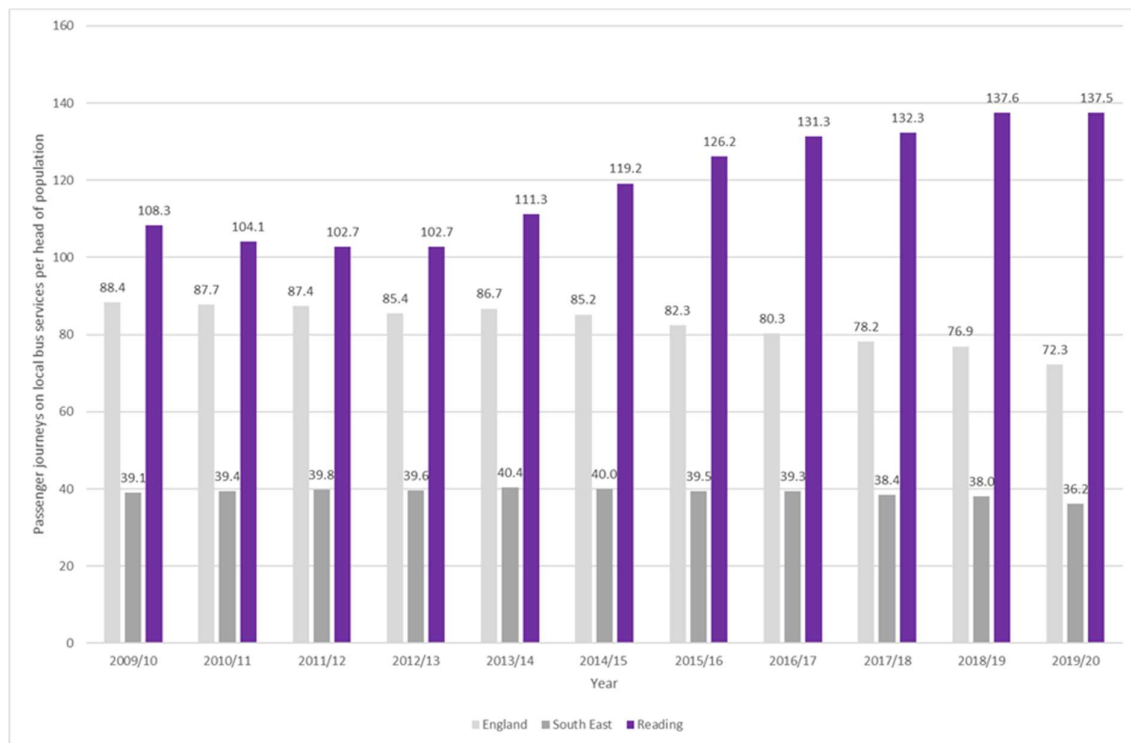
The magnitude of this level of bus patronage is further demonstrated by the fact that it equates to 137.5 annual passenger journeys per head of population in 2019/20, as shown in Figure 2-3. This was the second highest level of bus patronage per head of population in England, outside of London. It is almost twice the average for England and almost three times the average for the South East region.

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.

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.

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.

Figure 2-3: Annual Passenger Journeys on Local Bus Services (per head of population)



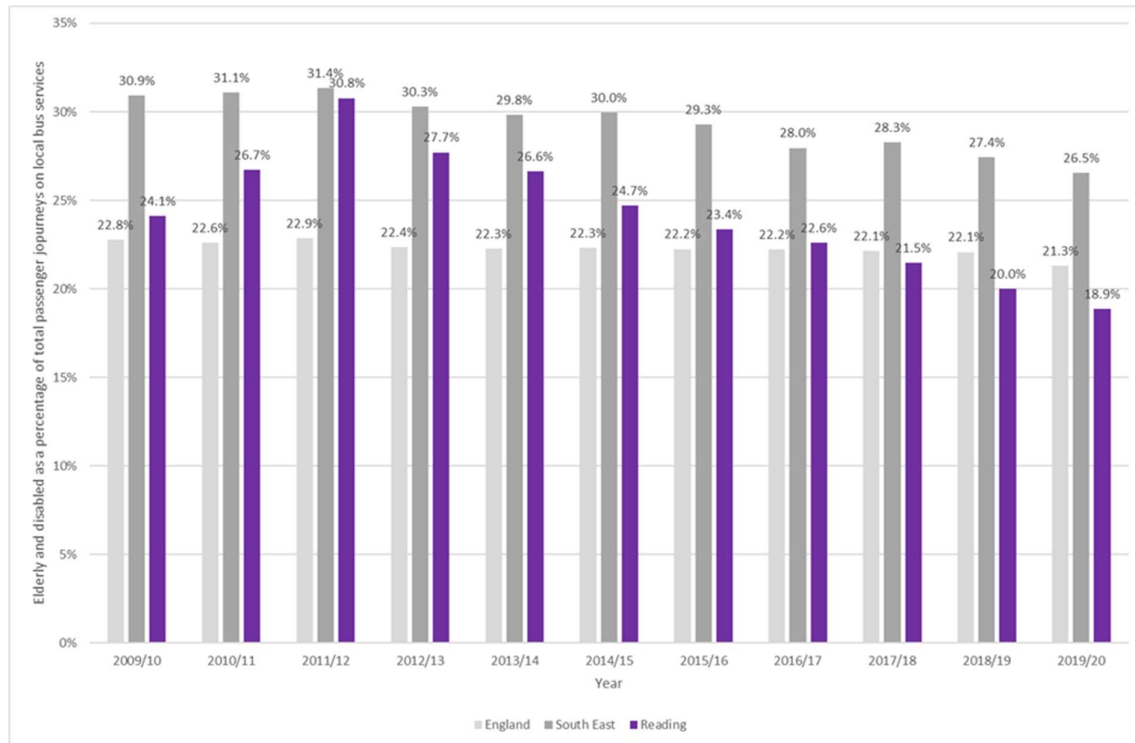
In addition, less than 15% of vehicle kilometres in Reading were supported financially by local authorities in 2019/20, demonstrating that there was strong environment for commercial bus network operations in the borough prior to the pandemic.

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.

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



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.

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.

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.

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.

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.

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%

2.3 BUS FREQUENCY ANALYSIS

An analysis of current bus frequencies throughout the borough has been undertaken to inform development of this strategy.

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 of the BSIP.

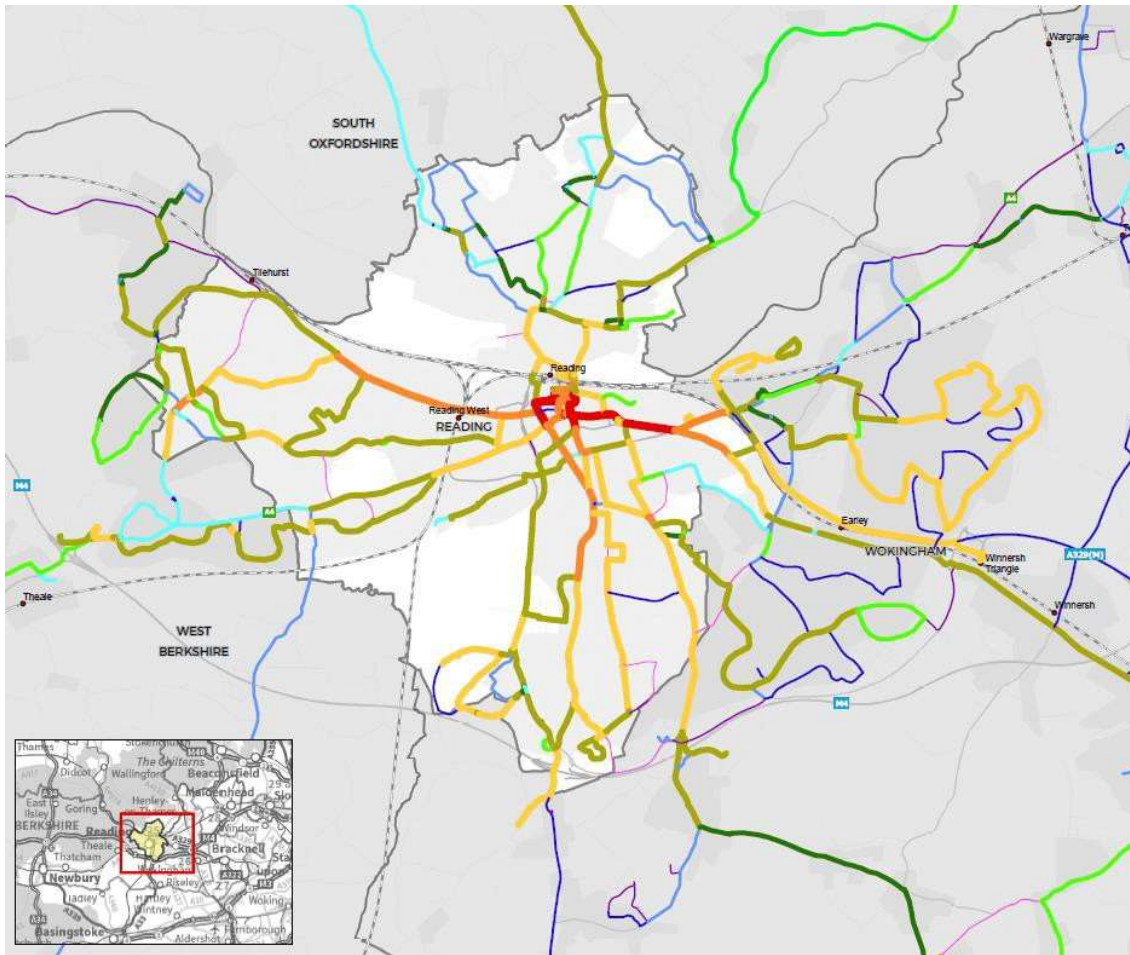
These bus frequency maps cover three days:

- 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)



The frequency maps reflect the bus network pre-pandemic (Q4 2019), as bus networks are changing quickly at the current time to adapt to the latest situation, typically with frequencies returning to pre-pandemic levels on the majority of services. The analysis demonstrates that whilst overall service levels are generally good, the current bus network is largely focused on connecting areas of the borough and access points from outside the borough to the town centre as quickly and directly as possible. This focus is due to the importance of the town centre as a hub for employment, retail and leisure opportunities, alongside interchange with widely available rail services from Reading Station.

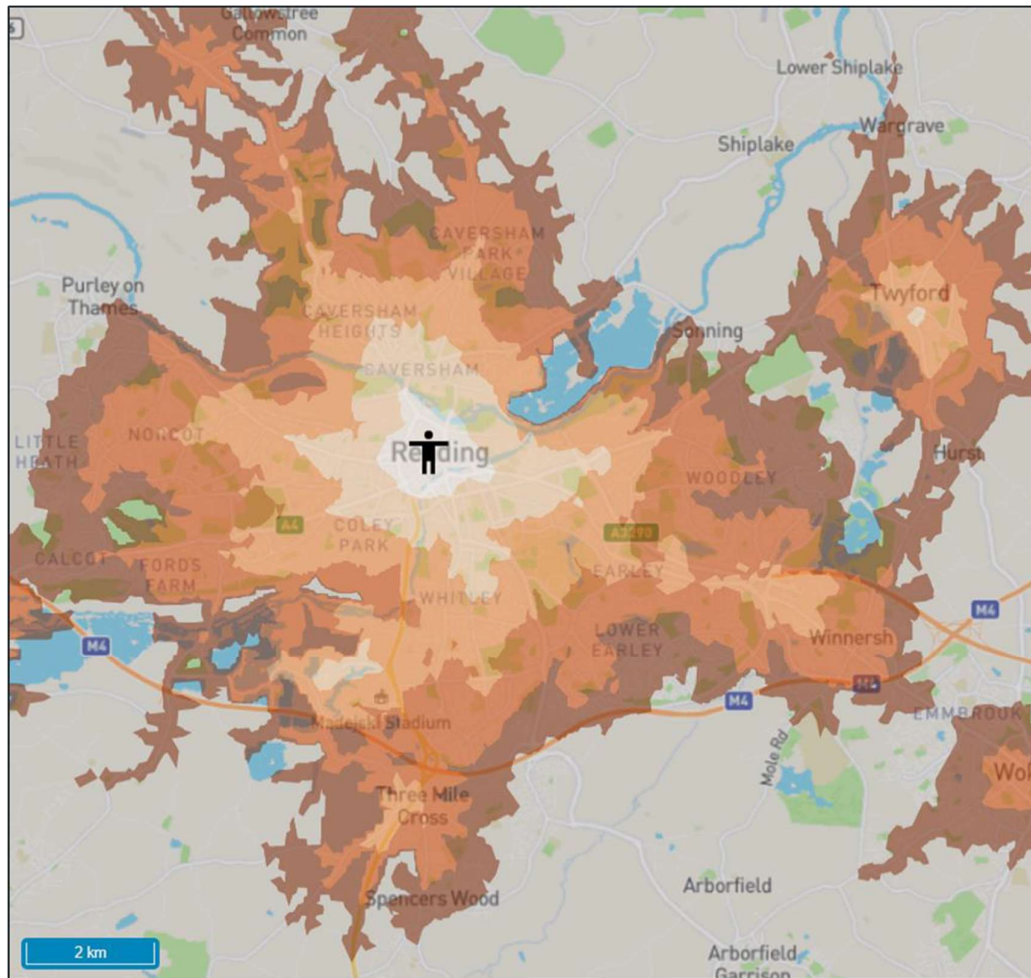
This network arrangement is also a function of the geography of the road layout in the borough, which favours a 'hub and spoke' pattern of bus services, including the limited crossings over the River Thames. The result is for cross-town journeys, it is often necessary to change buses in the town centre. The exception is the main historic west to east transport route from Oxford Road to Kings Road / Wokingham Road, which was established to connect dense Victorian housing with factories like Huntley and Palmers.

For each destination there are two maps:

- Arrive on a Wednesday by 09:00
- Depart on a Wednesday at 22:00

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 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.

Figure 2-8: Reading Town Centre Public Transport Accessibility Map (Wed 09:00)



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.

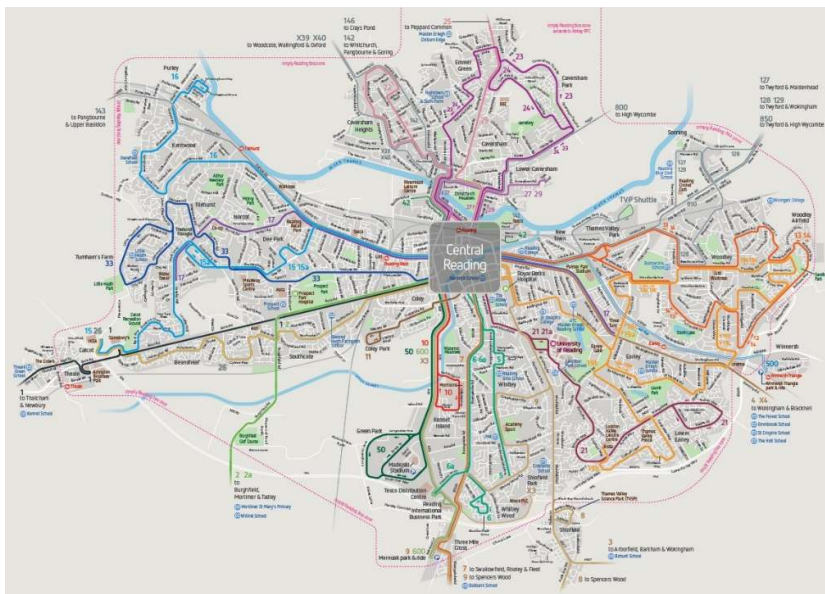
A further trend highlighted by the analysis is that major new housing developments do not always benefit from high levels of service, particularly those located outside of the borough but within the wider Reading urban area. There are extensive new housing developments in Wokingham, particularly located 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.

2.5 CURRENT BUS NETWORK & KEY CORRIDORS

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



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

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.

Several schools and colleges are located on this corridor and it is close to the Royal Berkshire Hospital.

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.

South East Reading Bus Corridor

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.

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.

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.

South Reading Bus Corridor

The South corridor, via Whitley Street, connects Reading town centre with both older and newer suburban housing areas across Whitley, with high-frequency services.

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

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.

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.

South West Reading Bus Corridor

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.

It has reasonably frequent services, however it lacks direct connections to adjacent areas of Reading or to employment areas in the south.

West Reading (Meadway) Bus Corridor

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.

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.

West Reading (Oxford Road) Bus Corridor

The West (Oxford Road) corridor connects Reading town centre through older high-density housing to suburban areas of Tilehurst.

Frequency of service is high along Oxford Road, but then reduces after Norcot as services branch off.

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.

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.

North Reading Bus Corridor

The North corridor connects Reading town centre over the two River Thames bridges to the relatively low-density residential area of Caversham beyond.

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.

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.

2.6 BUS OPERATORS

An overview of operators of local bus routes in Reading and the routes they operate is shown at Figure 2-10.

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.

Three operators have a medium-sized presence, operating bus routes seven days per week:

- Arriva the Shires Limited is a subsidiary of a larger organisation, Arriva plc, and operates two bus routes from High Wycombe in Buckinghamshire.
- First Beeline Buses Limited is a subsidiary of a larger organisation, FirstGroup plc.
- Thames Travel (Wallingford Limited) is a subsidiary of a larger organisation, Go-Ahead Group plc, along with The Oxford Bus Company, and operates two bus routes from Oxford and one bus route from Goring in Oxfordshire.

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 CIC is a small, community operator and operates a one day a week 'shopper' bus route that offers four return trips from Goring (two via Whitchurch Hill) and Cray's Pond in Oxfordshire.
- Horseman Coaches is a small organisation and 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 Limited is a small organisation and operates one school bus route from Woodcote in Oxfordshire
- Stewarts Coaches Limited is a subsidiary of a larger organisation, National Express Group plc, and 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.

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.

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.

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 Mere oak P&R site.

Figure 2-10: 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
First Beeline Buses Limited	Empress Road, Southampton, SO14 0JW	RailAir RA1
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 (a subsidiary of National Express)	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
The Oxford Bus Company (both subsidiaries of the Go-Ahead Group)		

Thames Valley Buses Limited (a subsidiary of Reading Transport Ltd)	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

2.7 OPERATOR VEHICLES

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.

Other local bus operators do not yet use low or zero carbon buses in Reading, however Arriva and Thames Travel/The Oxford Bus Company (part of Go-Ahead Group) have both made corporate commitments to transition to zero carbon vehicles.

2.8 FINANCIAL SUPPORT

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 ongoing financial support for individual services.

2.9 FARES AND TICKETING

The typical adult fares on buses that operate from Reading are shown in Figure 2-11, 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 2-11: 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%

The fare offers available in Reading are shown at Figure 2-12, they differ between operators which can lead to confusion for passengers.

There are a variety of different payment systems currently available on services on Reading, as shown at Figure 2-13. 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//The Oxford Bus Company – only a day ticket is offered by automatic capping of the amount paid.

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/The Oxford Bus Company
- Thames Valley Buses

Figure 2-12: Fare Offers by Operator

Fare Offer	Under 16s	Under 18	Job Seeker	Group Fares
Arriva	✓			✓
Reading Buses	✓	✓	✓	✓
Thames Travel/The Oxford Bus Company	✓			✓
Thames Valley Buses	✓	✓		✓

Figure 2-13: Payment Options by Operator

Payment Option	Cash Fares	Contactless Payment	Mobile Payment	Smart Card
Arriva	✓	✓	✓	
Reading Buses	✓	✓	✓	✓
Thames Travel/The Oxford Bus Company	✓	✓	✓	✓
Thames Valley Buses	✓	✓	✓	✓

- Going Forward Buses accept cash, credit card and mobile payments on most of their services

The following do not accept card payment:

- Horseman Coaches
- Whites Coaches

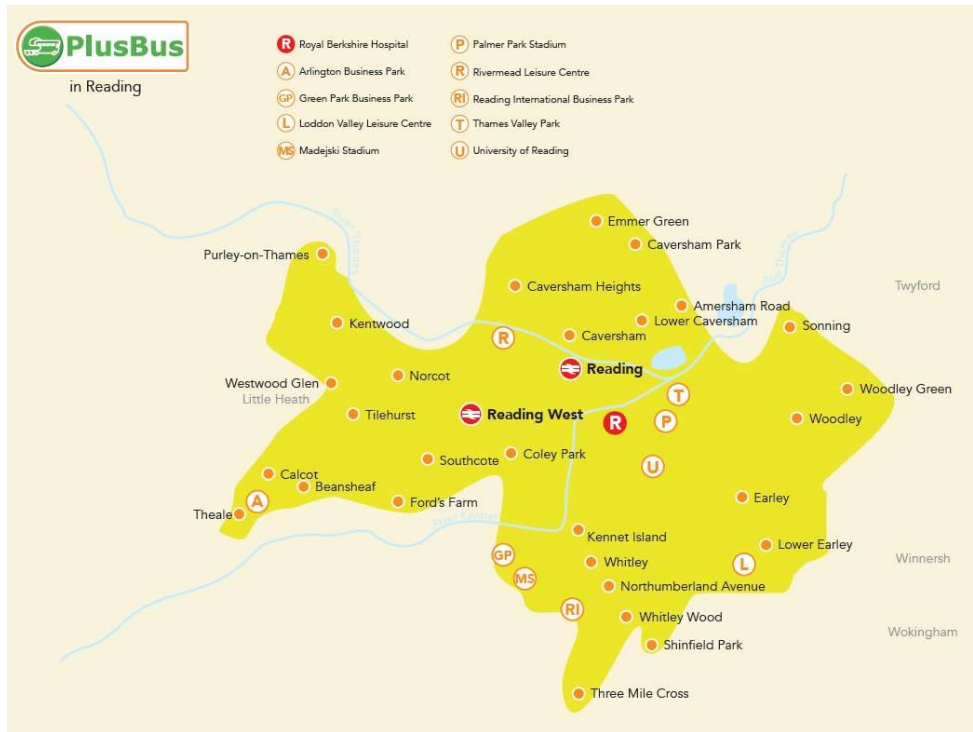
Note that although Reading Buses and Thames Valley Buses are both owned by Reading Buses, the validity of some of their tickets is currently separate. Work on aligning the fares and zones was suspended due to restrictions on fares changes as part of the bus recovery grant funding made available to operators by Government. It is anticipated that this work will be completed shortly.

With regards to multi-modal ticketing, the Reading PlusBus train and bus integrated ticket covers a wide area as shown at Figure 2-14, 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

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.

Figure 2-14: PlusBus Validity Area in Reading



2.10 BUS STOPS

There are 605 bus stops in Reading borough, which equates to 15 bus stops per sq.km. 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.

2.11 CUSTOMER SATISFACTION & CONSULTATION

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.

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

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.

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.

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.

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

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.

Overall the results from this survey are very positive, as shown at Figure 2-15. 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.

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.

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.

Figure 2-15: 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

Transport Focus Passenger Survey

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.

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.

The latest survey was undertaken in autumn 2019 and a summary of the results is provided at Figure 2-16 (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.

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 2-16: 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

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 EP Plan / BSIP. Again, people aged 16-34 had the lowest satisfaction level at 61%, with people aged 35-59 the highest at 74%.

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.

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.

Figure 2-16: 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

2.12 JOURNEY TIME RELIABILITY & EXISTING INFRASTRUCTURE

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:

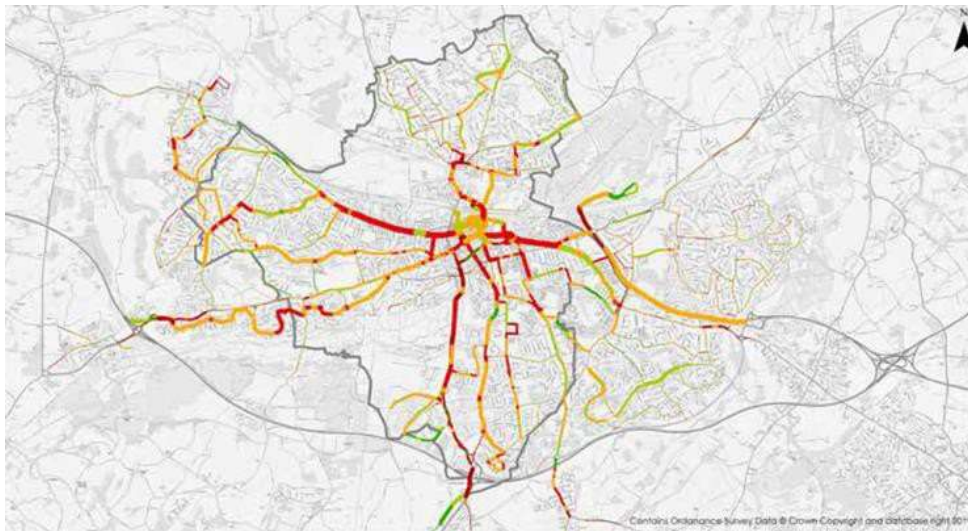
- Bus Priority Measures: A rolling delivery programme of bus priority measures including bus lanes (over 11,000m), bus gates (currently seven within the borough) and bus priority at signalled junctions.
- Bus Stop Infrastructure: Provision of improved bus stop infrastructure including new shelters, accessibility 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.

2.13 TRAFFIC CONGESTION

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 2-17 and Figure 2-18 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 2-17: Bus Frequency and Highway Congestion (PM Peak)



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.

Figure 2-18: 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	04:00	57%
East Corridor	13/14	Westbound	The Drive to Reading Station	08:00	13:00	05:00	63%
South East Corridor	21	South-Eastbound	To Lower Earley (Harcourt Dr)	13:00	21:00	08:00	62%

South East Corridor	21	North-Westbound	Harcourt Dr to Central Reading	15:00	22:00	07:00	47%
South Corridor	6	Southbound	To Whitley Wood	19:00	23:00	04:00	21%
South Corridor	6	Northbound	Whitley Wood to Central Reading	15:00	21:00	05:00	33%
South BRT Corridor	600	Southbound	To Mere oak P&R	15:00	18:00	03:00	20%
South BRT Corridor	600	Northbound	Mere oak P&R to Central Reading	16:00	17:00	01:00	6%
South West Corridor	1	South Westbound	To Greenwood Road	15:00	27:00	12:00	80%
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%

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.

2.14 PARKING

In common with most other towns, the growth of car ownership has created a demand for parking both at or adjacent to people's homes or at destinations such as retail, employment and entertainment. For Reading town centre, the vast majority of parking is off- street either in public car parks provided around the edges of the central area or in private office car parking provision. As the centre of the town is primarily a retail destination there is less office parking provision. Almost no individual retail stores have their own parking in the town centre, however there are major car parks at The Oracle and Broad Street Mall primarily to serve these shopping centres. In addition, multi-story car parks at Queens Road and Q Park Chatham Street serve the central area generally. Reading Station has a large car park intended to provide car access to the extensive rail services available rather than for the town centre itself.

A comparison of size and charges is shown at Figure 2-19, revealing that Reading has a reasonable level of parking charge which makes operation of competitive bus and park and ride services easier. By comparison, an off-peak group ticket for up to 5 people from Mere oak P&R is £7 including parking, a day return with parking for a solo car driver is £4.50. P&R buses give better access to the whole of the town centre compared to any one car park. It has long been recognised that the provision of reasonable parking charges in the central area is a pre-requisite to enabling effective pricing and development of bus and P&R services.

Out of the central area, extensive free on street parking exists on many roads although dense areas of residential housing are subject to resident's parking schemes. Many main roads are double yellow lined to prevent parking from obstructing bus services along main routes and corridors. Development of out of town retail parks and out of town business parks around the Reading area means that there is great provision of parking for drivers at the destination end of their journeys. However, recent and planned works on the South Reading BRT route on the A33 has included providing bus stops that are adjacent or close to the out of town retail parks to provide a choice and encourage bus usages to these destinations. Overall, future parking provision and charging regimes does remain a key consideration in relation to encouraging greater uses of buses in Reading.

2.15 PENDING FUNDING BIDS

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.

Figure 2-19: Reading Town Centre Car Park Charges

Car Park	Spaces	Charge for 1 Hour	Charge for 4 Hours	Charge for 8 Hours
The Oracle	1,611	£1.70	£8.00	£15.00
Broad Street Mall	720	£1.60	£8.10	£12.20
Queens Road	700	£2.30	£8.90	£16.70
Q Park Chatham St	586	£1.70	£6.80	£13.60
Reading Station	1,600	£4.00	£12.00	£21.00

- 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.

2.16 PROPOSED INFRASTRUCTURE

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.

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.

2.17 SUMMARY OF KEY BARRIERS, CHALLENGES & OPPORTUNITIES

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.

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 as a result of traffic congestion and we have an ambition for Reading to become net carbon zero by 2030. This provides an opportunity through enhancing bus services to attract more passengers, alongside investing in electric buses.

- Future Growth: There are major new residential developments planned, particularly outside of the borough, therefore enhanced services will be crucial to enable sustainable development to take place both within the borough and wider area.

3 DELIVERY ACTION PLAN

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.

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.

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.

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 3-1: 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>				
<p>Proposal (A): Review service frequency</p> <p>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.</p>	<p>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.</p> <p>There is already a high frequency 'turn up and go' service on some corridors during the day, however journey times and 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</p>	(A1) Work with operators on each key corridor to develop detailed proposals to improve service frequency through the Enhanced Partnership arrangements.	From Apr 2022	<p>Reading Borough Council</p> <p>Local Bus Operators</p> <p>Wokingham Borough Council</p> <p>West Berkshire Borough Council</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.	From Apr 22 *Subject to funding	<p>Royal Berkshire Hospital</p> <p>The University of Reading</p>
		(A3) Improved frequency to every 7-8 minutes on key route between Reading Town Centre and Tilehurst.	From Sept 22 *Subject to funding	
		(A4) Improved frequency to every 8 minutes on key route between Reading Town Centre and Whitley.	From Sept 22 *Subject to funding	

Proposal	Existing Situation	Action	Timeframe	Key Partners
	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.	(A5) Improved frequency to every 10 minutes on key route between Reading Town Centre and Southcote and Calcot.	From Apr 23 *Subject to funding	
		(A6) Introduction of Sunday service for Green Park.	From Apr 23 *Subject to funding	
		(A7) Improved frequency of services to redeveloped Rivermead Leisure Centre and new secondary school to residential areas.	From Apr 23 *Subject to funding	
		(A8) Introduce new Park and Ride service for Royal Berkshire Hospital and University of Reading.	From Apr 24 *Subject to funding	
Proposal (B): Increase bus priority measures Develop detailed plans for a programme of new bus priority measures at key pinch points on the	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.	(B1) Develop detailed delivery programme of bus priority measures for all corridors based on level of funding available.	From Apr 2022	Reading Borough Council Wokingham Borough Council West Berkshire Borough Council
		(B2) Implement outbound bus lane on A329 Oxford Road between Eaton Place and George Street	From Apr 23 *Subject to funding	

Proposal	Existing Situation	Action	Timeframe	Key Partners
<p>network, including new bus lanes and traffic signal priority to complement measures already delivered.</p> <p>These will provide faster and more reliable journey times, alongside greater enforcement of red routes and yellow box junctions.</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 Routes on key bus corridors, alongside implementing the most effective enforcement regime on the existing route.</p>	benefitting 16 buses per hour.		Bracknell Forest Borough Council Oxfordshire County Council
		(B3) Implement outbound bus lane on A329 Oxford Road between Pangbourne Street and Norcot Junction benefitting 12 buses per hour.	From Apr 23 *Subject to funding	Local Operators Thames Valley Police
		(B4) Implement inbound bus lane on A327 Southampton Street benefitting 16 buses per hour.	From Sept 23 *Subject to funding	
		(B5) Implement inbound bus lane on A4 London Road between borough boundary and Cemetery Junction benefitting 15 buses per hour.	From Sept 23 *Subject to funding	
		(B6) Implement inbound bus lane on A4 London Road between Sidmouth Street and London Street benefitting 17 buses per hour.	From Apr 24 *Subject to funding	
		(B7) Implement outbound bus lane on A4 Bath Road benefitting 4 buses per hour to avoid traffic congestion	From Apr 24 *Subject to funding	

Proposal	Existing Situation	Action	Timeframe	Key Partners
		towards Burghfield Road.		
		(B8) Introduce package of bus signal priority measures at key junctions to complement new bus priority lanes.	From Apr 24 *Subject to funding	
		(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.	From Sept 23 *Subject to funding	
Proposals (C): Increase demand responsive services Work with operators to support and improve demand-responsive services to better integrate and fill existing gaps within the mainstream network including directly	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. 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. Locations that could be better served include the	(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.	From Apr 24 *Subject to funding	Reading Borough Council Local Operators Local Community Transport Providers Major Employers Royal Berkshire Hospital

Proposal	Existing Situation	Action	Timeframe	Key Partners
connecting residential areas with key destinations through more local and inter-suburban journeys to respond to demand.	Royal Berkshire Hospital, logistics and distribution centres such as Tesco on the A33 and other areas of major employment outside of the town centre.			
<p>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 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</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 Mere oak 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</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>From Apr 23</p> <p>*Subject to funding</p>	<p>Reading Borough Council</p> <p>Local Operators</p> <p>Wokingham Borough Council</p>
	<p>(D2) Develop detailed proposals for the delivery of the full South Reading BRT scheme through future phases.</p>	<p>From Apr 23</p> <p>*Subject to funding</p>	<p>West Berkshire Borough Council</p> <p>Bracknell Forest Borough Council</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>From Apr 24</p> <p>*Subject to funding</p>		

Proposal	Existing Situation	Action	Timeframe	Key Partners
	services increased from 316,000 in 2010 to 1,187,401 in the year 2019.			
<i>NBS Objective: Improvements to planning / integration with other modes</i>				
<p>Proposal (E): Integrate services with other transport modes 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.</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.</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>From Apr 22</p>	<p>Reading Borough Council Wokingham Borough Council West Berkshire Council</p>
	<p>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>(E2) Improve access arrangements and passenger facilities at Mere oak Park and Ride.</p>	<p>From Apr 23</p>	<p>*Subject to funding Oxfordshire County Council South Oxfordshire District Council</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</p>	<p>(E3) Work with operators to introduce services serving the new railway station at Reading Green Park.</p>	<p>From Apr 23</p>	<p>*Subject to funding Local Operators Network Rail Great Western Railway</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>From Apr 23</p>	<p>*Subject to funding</p>

Proposal	Existing Situation	Action	Timeframe	Key Partners
	<p>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 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.</p>	<p>(E5) Work with neighbouring authorities to develop plans for P&R services and associated bus priority infrastructure to Reading from other directions, including the west and the north of Reading.</p> <p>(E6) We will continue to review parking charges in Reading to ensure bus ticket pricing offers a competitive advantage.</p>	<p>From Apr 23</p> <p>*Subject to funding</p> <p>Ongoing</p>	
<p>Proposal (F): Simplify services</p> <p>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</p>	<p>The majority of the existing bus network in Reading is well established with consistent routes on each of the key corridors.</p> <p>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</p>	<p>(F1) Work with operators to simplify and develop services through the Enhanced Partnership arrangements.</p> <p>(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.</p>	<p>From Apr 22</p> <p>From Apr 23</p> <p>*Subject to funding</p>	<p>Reading Borough Council</p> <p>Local Operators</p> <p>Wokingham Borough Council</p> <p>Oxfordshire County Council</p> <p>South Oxfordshire District Council</p> <p>Thames Valley Science Park</p>

Proposal	Existing Situation	Action	Timeframe	Key Partners
Borough. In the north this includes routes serving Caversham and beyond into south Oxfordshire beyond into south Oxfordshire.	<p>offer an attractive alternative. The existing Leopard-branded group of bus routes serve this area, but they are a complicated group of four bus 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.</p> <p>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>	(F3) Co-ordination and simplification of north Reading services in partnership with Oxfordshire and existing operators serving this area.	From Apr 23 *Subject to funding	
Proposal (G): Review socially necessary services Develop enhanced provision of socially necessary services to ensure	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	(G1) Work with operators to develop plans for socially necessary services through the Enhanced Partnership process.	From Apr 22	Reading Borough Council Local Operators Wokingham Borough Council

Proposal	Existing Situation	Action	Timeframe	Key Partners
<p>services are provided to all areas of the borough to improve access to employment, education and leisure opportunities. This includes enabling more direct journeys to workplaces and other destinations outside the town centre, particularly from less socially advantaged areas</p>	<p>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>(G2) Introduce more attractive services for areas of social housing, including Coley Park and Lower Caversham.</p>	<p>From Apr 23 *Subject to funding</p>	<p>West Berkshire Borough Council</p>
	<p>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</p>	<p>(G3) Provide more co-ordinated school bus services to connect residential areas directly to schools in other parts of the urban area.</p>	<p>From Apr 23 *Subject to funding</p>	
	<p>has recovered faster therefore there is higher demand for these services.</p>	<p>(G4) Extend route 42 from Rivermead to Tilehurst connecting residential areas to employment, education and leisure facilities.</p>	<p>From Apr 23 *Subject to funding</p>	
<p>Proposal (H): Invest in Superbus networks Invest in local routes within each bus corridor to achieve a Superbus</p>	<p>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</p>	<p>(H1) Develop a comprehensive 'Superbus' programme for improving the bus network in partnership with operators and neighbouring authorities.</p>	<p>By Sept 22 *Subject to funding</p>	<p>Reading Borough Council Local Operators Wokingham Borough Council</p>

Proposal	Existing Situation	Action	Timeframe	Key Partners
network across the whole of Reading. Building on previous Quality Bus Corridor investment by introducing more bus priority, higher frequencies, reduced	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	(H2) Deliver 'Superbus' improved infrastructure including the installation of green roof bus shelters across the borough.	From Sept 22 *Subject to funding	West Berkshire Council Bracknell Forest Borough Council Thames Valley Police
		(H3) Establish joint traffic control centre with local operators.	From Apr 23 *Subject to funding	
<i>NBS Objective: Improvements to fares and ticketing</i>				
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.	(I1) Work with operators to develop proposals for a consistent, lower fares structure through the Enhanced Partnership arrangements.	From Apr 22 *Subject to funding	Reading Borough Council Local Operators Reading College University of Reading
		(I2) Introducing a flat fare regardless of age between Reading town centre and The University of Reading.	From Apr 22 *Subject to funding	
		(I3) We will work with all operators to ensure low fares are offered to all teenagers under the age of 18 on all services.	From Apr 22 *Subject to funding	

Proposal	Existing Situation	Action	Timeframe	Key Partners
	<p>Most Reading Buses services use a standard flat fare with a short hop option.</p> <p>Day return fares act as all-day rover tickets and carnet, weekly and longer smart cards are available to significantly reduce the cost of journeys for frequent users</p>	(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	
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.	<p>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</p> <p>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.</p>	(J1) Work with operators to develop proposals for a simpler fares structure through the Enhanced Partnership arrangements.	From Apr 22	Reading Borough Council Local Operators Oxfordshire County Council
		(J2) Simplify fares where multi-operators service exist, including in Caversham and on the Oxford Road corridor.	From Apr 23 *Subject to funding	
Proposal (K): Integrate ticketing between operators and other sustainable	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 concerns	(K1) Work with operators to agree principles for multi-operator ticketing to be where more than one operator's services are	From Apr 22	Reading Borough Council Local Network Rail

Proposal	Existing Situation	Action	Timeframe	Key Partners
transport modes. 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.	about ticket validity between operators. However, bus stops in the following areas are served by other operators such as Arriva, Thames Travel/The Oxford Bus Company and Thames Valley Buses, and passengers may have their travel choices restricted by ticket validity between operators: <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 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.	available through the Enhanced Partnership arrangements. (K2) Develop a 'Smartzone' Scheme (potentially using DfT back-office functionality) to allow weekly and longer-term multi-operator ticketing to be made available. (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	 From Apr 23 *Subject to funding From Apr 24 *Subject to funding	Great Western Railway South Western Rail Co-Wheels Thames Valley Berkshire LEP Operators
NBS Theme: Make improvements to bus passenger experience				
<i>NBS Objective: Higher spec buses</i>				
Proposal (L): Invest in improved bus specifications. Work with all bus operators	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	(L1) We will develop a high specification for buses in Reading with operators through the Enhanced	From Apr 22	Reading Borough Council Local Operators

Proposal	Existing Situation	Action	Timeframe	Key Partners
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.	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. 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.	Partnership arrangements.		Access and Disability Working Group
		(L2) We will work with operators to implement accessibility improvements to further cater for wheelchair users and for parents and carers with pushchairs.	Ongoing	
Proposal (M): Invest in accessible and inclusive bus services Support and improve demand-responsive services for people who 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	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. These services have been operating in Reading for 40 years including dial-a-ride services, transport of Adult Social Care 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.	(M1) We will continue to fund the provision of community transport dial-a-ride services.	Ongoing* Subject to funding	Reading Borough Council Local operators Readibus
		(M2) Invest in zero emission mini buses for dial-a-ride accessible assisted bus services.	From Apr 23 *Subject to funding	

Proposal	Existing Situation	Action	Timeframe	Key Partners
service to a wider range of passengers.				
<p>Proposal (N): Protect personal safety of bus passengers 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. 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. Reading Buses drivers are trained to a high standard with a strong ethos on customer service and safety and most Reading buses vehicles are fitted with cctv and radio control system.</p>	(N1) Develop a service specification for bus stop infrastructure throughout Reading.	By Sept 22	<p>Reading Borough Council Local Operators Thames Valley Police Reading UK CIC</p>
		(N2) Deliver a running programme of enhancements to bus stops in line with the recommendations from the service specification.	From Apr 22 *Subject to funding	
		(N3) Establish an online portal for the central reporting of faults or issues with bus shelters or bus infrastructure across Reading.	From Sept 22 *Subject to funding	

Proposal	Existing Situation	Action	Timeframe	Key Partners
<p>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 ride services helping to</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>	Ongoing	<p>Reading Borough Council</p> <p>Reading UK CiC</p> <p>Local Operators</p> <p>Local Businesses and Hotels</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>From Sept 22</p> <p>*Subject to funding</p>	<p>Reading Football Club</p> <p>Reading Half Marathon</p> <p>Festival Republic and other event organisers</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>From Apr 23</p> <p>*Subject to funding</p>	

Proposal	Existing Situation	Action	Timeframe	Key Partners
	reduce the numbers of cars accessing these events.			
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>				
Proposal (Q): Passenger charter Develop and introduce a bus	All bus operators have customer service teams and customers are able to provide feedback and complaints through a	(Q1) Develop and introduce a Passenger Charter alongside establishing the Enhanced	From Apr 22	Reading Borough Council

Proposal	Existing Situation	Action	Timeframe	Key Partners
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.	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 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.	Partnership arrangements.		Local Operators Wokingham Borough Council
		(Q2) We will work with neighbouring authorities to ensure alignment of our Passenger Charters.	From Apr 22	West Berkshire Borough Council Bracknell Forest Borough Council
		(Q3) Establish a bus user group and bus operator forum.	By Sept 22 *Subject to funding	Oxfordshire County Council
		(Q4) We will regularly review progress and publication of targets as set out in our EP Plan / BSIP	Ongoing	
Proposal (R): Strengthen network identity 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	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. On three corridors, services run from other Thames Valley towns, either using buses branded	(R1) Continue to promote a strong network identity for services running in the borough including providing a network map showing all operators services.	Ongoing	Reading Borough Council Local Operators Wokingham Borough Council
		(R2) Work with operators and neighbouring authorities to strengthen and co-ordinate identity of wider Thames	From Sept 22 *Subject to funding	West Berkshire Borough Council Bracknell Forest Borough Council

Proposal	Existing Situation	Action	Timeframe	Key Partners
wider urban area.	for that national operator (Arriva or Thames Travel) or for the specific route (eg Oxford Bus Company "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 Oxford Bus Company 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.	Valley Travel services.		Oxfordshire County Council
Proposal (S): Improve bus information 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	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. 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	(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. (S2) Update on-street RTPI displays in order to offer fully accessible information for	By From 22 *Subject to funding From Apr 23 *Subject to funding	Reading Borough Council Reading Buses Other Local Operators R2P (RTPI system provider)

Proposal	Existing Situation	Action	Timeframe	Key Partners
real-time information displays.	replacement and not all operators' services are currently included in the RTI system such as Thames Travel/The Oxford Bus Company and Arriva services.	people with a disability.		
		(S3) We will improve information available online and through apps such as adding the Amazon Alexa and other providers functionality.	From Apr 23 *Subject to funding	
<i>Other - Reading town centre package of bus enhancements</i>				
Other - Proposal (T): Reading town centre package of bus enhancements 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,	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. 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 disabled parking can also be accommodated. As the focus of Reading's bus network is the town centre and station it is	(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.	Ongoing	Reading Borough Council Reading UK CiC Local Operators Town Centre Businesses
		(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.	Ongoing	Network Rail Great Western Railway Thames Valley Police

Proposal	Existing Situation	Action	Timeframe	Key Partners
including high quality bus infrastructure to raise the profile of the bus services as a high-quality travel choice.	essential that the streets in this area continue to provide full access to bus services for passengers.	(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.	Ongoing *Subject to funding	

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.

3.1 CASE STUDIES

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)

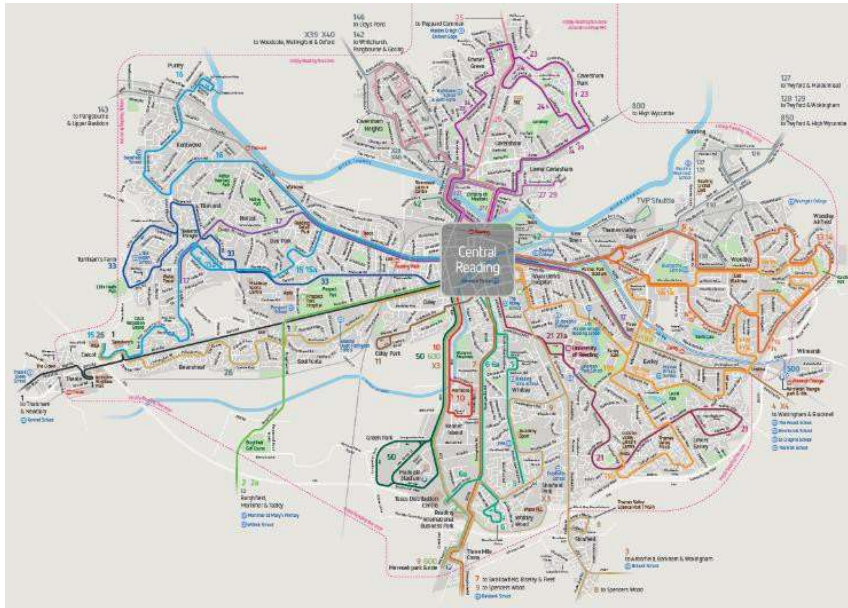
Reading had the second highest level of bus usage in the country (per head of population) before the pandemic and we have ambitious plans to rebuild usage and expand bus mode share even further, in line with the transformational vision of the National Bus Strategy.

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.

Figure 3-2: Existing Reading Urban Area Bus Network Map



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.

Figure 3-3: South Reading BRT bus lane



4 ENHANCED PARTNERSHIP GOVERNANCE ARRANGEMENTS

4.1 OVERVIEW

The Reading BC Enhanced Partnership will be governed by two primary bodies:

- An Enhanced Partnership Forum (“EP Forum”) – in which all bus operators and other key local stakeholders will be entitled to participate and be invited, although attendance by individual Operators is voluntary.
- An Enhanced Partnership Board (“EP Board”) – established by the Enhanced Partnership with terms of reference that engage the Council and Operators in the development and operation of the Enhanced Partnership.

4.2 ENHANCED PARTNERSHIP FORUM

The EP Forum will be an informal group, providing opportunities for discussing issues of all kinds affecting the Reading BC bus network, consulting with and building consensus across the various stakeholders and making recommendations for consideration to the EP Board. The forum will represent a platform for the Council’s to monitor the effectiveness of its transport plans and policies and, in particular the effectiveness of the EP Plan through consultations that it will undertake from time to time in conjunction with the EP Board with both the forum and wider constituent groups within the Reading BC area.

Membership of the Forum will comprise the following:

- Reading Borough Council;
- All operators providing local services within or for which part of any route is travelled within the Reading BC area;
- A representative(s) of community transport operators;
- Representatives of any local authority administrative area adjoining Reading BC;
- All train operating companies serving stations in the Reading BC area;
- The Local Enterprise Partnership;
- any other organisations that should be considered for inclusion;
- A Reading bus user group (to be formed).

In addition, any other external organisations with an interest in bus services in Reading BC not listed above will be invited to join or may request to join the EP Forum. At least once per financial year, the Forum will be invited to review and discuss the progress of, and future opportunities for, the Partnership.

Enhanced Partnership Forum Annual General Meeting (AGM)

The final Forum meeting of each financial year will be the designated EP Forum AGM. All Operators will be invited to self-nominate or nominate other willing Operators for EP Board membership, to represent themselves and all other Operators in their category, ahead of the EP Forum AGM. A ballot will be organised

by the Council at the Annual General Meeting to select Operators' EP Board representatives.

Meeting arrangements

EP Forum meetings will take place not less than twice per year, normally six calendar weeks before each EP Board meeting. EP Forum meetings will be arranged, chaired and minutes taken by the Council in year one of the EP Plan; the Chair may be appointed annually thereafter from among EP Forum members under a procedure for the nomination and appointment of such person as Reading BC considers appropriate following consultation with EP Forum members. Any appointment of a Chair whether being a representative of the Council or some other person will be confirmed at the EP Forum AGM with the elected Chair taking office immediately following the conclusion of the AGM.

Meetings will normally be held at Reading Borough Council, Civic Offices, Bridge Street, Reading RG1 2LU or such other suitable venue as may be agreed at the previously held meeting of the Forum. Forum members may offer to host provided the venue is accessible by bus. Meeting length will vary according to agenda content but ordinarily expected to be one to two hours.

Agendas and meeting papers (including a copy of minutes and decisions resulting from previous recommendations put to the Council by the EP Board) will be circulated by the Council no less than one week in advance of each meeting; draft minutes will be circulated no more than two weeks after each meeting. Draft minutes will be approved at the next EP Forum meeting.

4.3 ENHANCED PARTNERSHIP BOARD

The EP Board will be the key oversight body of the Enhanced Partnership. The Board will make recommendations for consideration by the Council on all matters relevant to the operation and continuing development of the Enhanced Partnership including proposals for variations to existing EP Schemes and proposals for new EP Schemes.

Meetings of the EP Board shall be chaired by the chair for the time being of the EP Forum. The Chair will not have voting rights unless separately available to that person under the Voting Scheme.

The EP Board will be the key oversight body of the Enhanced Partnership. The EP Board will have the following initial terms of reference being to:

- Monitor the progress of the in delivering the BSIP and the EP Plan;
- Monitor the effectiveness of implemented Schemes in achieving the BSIP and EP Plan objectives.
- Work with the Council to respond to Government or other funding opportunities that may arise for delivery of bus service improvement interventions;
- Review, discuss and agree priorities for delivery of interventions to achieve the objectives of the BSIP and the EP Plan;

- Review, discuss and agree programmes of preparatory work (feasibility studies, business case preparation, design, public consultations, impact assessments etc) for interventions that may be taken forward as EP Scheme variations or new EP Schemes;
- Oversee the process of preparing and developing detailed requirements leading to a variation to an existing EP Scheme where this will be subject to the bespoke scheme voting procedure incorporated in any EP Scheme where that is applicable;
- Consider fully detailed proposals for EP Scheme variations or new EP Schemes that are the responsibility of the Council having regard to s.138L of the 2000 Act, once all relevant preparatory work has been completed, and make recommendations to the Council for their adoption (or otherwise).

The EP Board shall be entitled to keep under review these terms of reference and further develop them being responsible for all decisions relating to administration of the affairs of the EP Board including frequency of meeting, requests for the attendance at meetings of the EP Board by individuals and representatives of organisations that are capable of contributing to the work of the EP Board and the manner in which and methods by which reporting of the affairs of the EP Board are made to all Operators.

This EP Plan this will be reviewed by the EP Board in conjunction with the Council on an annual basis with the review to be completed in each year within three months following the anniversary date of the making of the EP Plan. Reviews will take account of the outcome of the Council's annual review of the BSIP. The EP Board will in its review take account of the outcome of comments provided by the EP Forum.

The Chair shall Chair meetings of the EP Board. Should the Chair be unavailable for any meeting those present shall agree amongst themselves an individual to act as chair and the meeting may proceed provided that it is quorate.

EP Board meetings will require a quorum of four parties entitled to vote being:

- At least one Reading BC representative;
- A representative of any Bus Operator operating Local Services that fall to be classified as Qualifying Bus Services under any Scheme then in operation where the aggregate mileage operated is 20% or greater of the overall mileage operated by Qualifying Bus Services under any EP Scheme that has been made and is current at the time of voting.
- Two representatives of other Bus Operators who hold appointments to the Board with voting rights under the Voting Scheme applicable under any EP Scheme that has been made and is current at the time of voting.

In order to determine the operated mileage referred to above and any voting entitlement available to a representative based on operated mileage, the Council will conduct an assessment of the operating mileages of each Bus Operator that as at 1

April in the year in which the assessment is conducted is operated within the EP Plan area under then existing EP Schemes.

Any Board member (with the exception of the Chair) may, if necessary, arrange for an alternate or deputy from the same category to participate using available voting rights. All representatives should have the authority to vote on behalf of their organisation at EP Board meetings.

The EP Plan will interface, so far as practicable, with the EP Plans of other neighbouring local authorities, particularly with regard to cross-boundary travel. The EP Board will work with the neighbouring EP Boards (respecting competition law considerations in doing so) to ensure that EP Schemes with cross boundary implications are implemented in a complementary and collaborative manner.

The EP Board may establish from time to time committees comprised of members of the EP Board and other appropriate persons to undertake specific project assessment work on behalf of the EP Board such as to bring forward ticketing projects, zero emission bus opportunities, support for the Council in pursuing funding bids and approaches to addressing congestion.

Board representatives

Board representatives will ensure that they have

- fully reviewed and understood all meeting papers in advance of attendance; and
- the required mandate from any organisation that they represent.

Conduct of business by the Enhanced Partnership Board

The EP Board will observe the need for confidentiality; any information provided by local bus service operators relating to patronage and/or fare income on individual bus routes will be considered commercially confidential and will only be discussed by the EP Board on this basis.

Where any other matter should remain confidential and not for discussion outside the EP Board, the member raising the matter has the responsibility to make this clear in advance or at the time of discussion. It is the responsibility of the EP Board members to ensure appropriate steps are taken to maintain the confidentiality of the matter.

All meeting of the EP Board shall be held in private.

At the commencement of each meeting the Chair shall remind all participating in the meeting that in conducting the affairs of the EP Board and in taking any actions arising from the meeting of the EP Board each participant has responsibilities under competition law and must observe these.

Enhanced Partnership Board resolution-making

Recommendations of the EP Board will normally be made by way of a vote through a show of hands of those present. However, if any voting parties request the vote is conducted by email after the meeting to allow further consideration, this may be agreed by the EP Board members present if a simple majority support such a

proposal. Unless stated otherwise in this document, recommendations will be passed by way of a majority of all members of the EP Board entitled to vote as follows:

The number of votes available to the Council and to each Bus Operator are:

- For the Council, two votes (if only one representative attends that representative shall be entitled to two votes);
- For any Bus Operator that on the Mileage Determination Date operates 20% or greater of the aggregate mileage operated by all Bus Operators in respect of Qualifying Bus Services within the Scheme area two votes; and
- For any Bus Operator that on the Mileage Determination Date operates less than 20% of the aggregate mileage operated by all Bus Operators in respect of Qualifying Bus Services within the Scheme area one vote.

For avoidance of doubt an elected Chair who is not otherwise entitled to voting rights under the above voting scheme shall not have a vote nor a casting vote should any vote be tied. Nor shall any Chair who is entitled to voting rights have a casting vote.

Council approval

The Council will consider any resolutions of the Board containing recommendations made by the Board for the attention of the Council. Recommendations will be referred to the Council's Executive Director for Economic Growth & Neighbourhood Services for consideration as to the steps that ought to be taken by the Council in order to consider the recommendation and establish the further steps to be taken with that recommendation.

The Council reserves the right to reject recommendations made by the EP Board. The Council will take forward recommendations that it is willing and able to support through such procedures of the Council and in compliance with the statutory requirements as necessary in the circumstances.

Operators will be entitled to make known their concerns in writing to the Council's Executive Director for Economic Growth & Neighbourhood Services if they object to a particular vote of the EP Board. The Director will review the circumstances and consider whether these are such that a recommendation should be rejected

Board meeting observers

Any other Bus Operator, Council and district and any immediately neighbouring council representatives will be able to attend the EP Board meetings as observers but will not have the right to vote. Observers may be invited to make comments or ask questions of the EP Board at the Chair's discretion or invited to defer these until the next Enhanced Partnership Forum meeting.

Meeting arrangements

EP Board meetings will take place not less than twice per year at regular intervals between each EP Forum meeting, with provision for additional meetings as required

to make recommendations which in the opinion of the Chair cannot be deferred to a scheduled meeting, provided that a quorum can be achieved, with not less than one week's notice being given. Meetings will be arranged and minutes taken by the Council and will normally be held at Reading Borough Council, Civic Offices, Bridge Street, Reading RG1 2LU. Meeting length will vary according to agenda content but ordinarily be one to two hours.

Agendas and meeting papers will be circulated to all EP Board members no less than one week in advance of each meeting date, and draft minutes circulated no more than two weeks after each meeting. Copies will also be distributed to all EP Forum members so any issues or concerns can be discussed with the relevant Operator representative, to be raised at the EP Board meeting. Draft minutes will be approved at the next EP Board meeting.

Variations to Enhanced Partnership Plan and any Scheme

In addition to matters falling within the terms of reference set out above the EP Board will:

- receive and consider proposals from the Council for variations to the EP Plan, proposed variations to any existing EP Scheme and proposals for further EP Schemes; and
- receive and consider proposals from its membership to be put to the Council for variations to EP Plan, proposed variations to any existing EP Scheme and proposals for further EP Schemes.

Consideration will be given by the EP Board to potential EP Plan and EP Scheme variations put forward by Board members, including Council officers, or by any Operator of Qualifying Bus Services or by any participant within the EP Forum. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies. Such requests should be set out in writing and submitted to the Chair of the Board with a copy to the following Council email address [transport@reading.gov.uk].

On receipt of a valid request for a variation, the Chair of the Board will include discussion of the proposed variation on the agenda at the next scheduled EP Board meeting or, at the Chair's discretion, convene an extra Board meeting, giving at least 14 days' notice for the meeting, to consider the proposed variation.

In order to limit any circumstances in which the Council may oppose the progression of a proposed variation or a proposal for a further EP Scheme or the requirements arising from the proposal could result in any other material commitment required of the Council that it may not be able to meet the Council shall prepare and deliver to the EP Board a brief summary document setting out the Council's opinion concerning the feasibility of the proposal should it be implemented. The summary document may refer to matters such as:

- The availability or non-availability of funding to support implementation of the proposal including the Council's ability to provide for any future expenditure that the Council would be required to incur;

- Any considerations under competition law that will require to be taken into account;
- The compatibility of the proposal with policies that the Council has committed to follow including in particular policies supporting the Council's equalities duties;
- Should the proposal be implemented the Council would in consequence be in breach of any contracts or other legally binding obligations that it is subject to;
- The proposal requires the co-operation of third parties such as a District Council
- Any governance related considerations that the Council requires to take into account.

For avoidance of doubt the existence of matters raised by the Council need not be taken as reason for the EP Board to decline to deal with the proposal and the Council shall indicate in the summary document or in any other manner at a subsequent date the extent to which it supports the proposal and is willing and able to work with the EP Board in order to progress the proposal on a basis that is not anticipated to lead to the Council being unable to implement the variation proposed.

If the proposed variation is a proposed variation to the EP Plan and is agreed by the EP Board for recommendation to the Council (in line with the majority decision-making process outlined in this document), the Council will give due consideration to taking forward the proposal by initiating the procedures that the Council are required to follow under s.138L and s.138M of the TA2000 and where the procedure followed then so permits make the EP Plan variation.

The Council shall be entitled on its own initiative to progress variations to the EP Plan in accordance with the provisions of s.138L and s.138M of the TA 2000 but shall first consult with the EP Board as to the circumstances and the detail of the proposed variation.

If the proposed variation is a proposed variation to an EP Scheme then, in the event that the conditions set out to permit a bespoke voting mechanism to apply as set out in the relevant EP Scheme are met, the variation shall be taken forward by the EP Board having regard to the provisions of s.138E of the TA 2000 applying the voting procedure provided for in the relevant EP Scheme.

If the proposed variation is a proposed variation to an EP Scheme and the above provision does not apply the variation once resolved upon by the EP Board shall be taken forward by the Council under the procedures provided for at s.138L and s138M.

The Council shall be entitled on its own initiative to progress variations to the EP Scheme in accordance with the provisions of s.138L and s.138M of the TA 2000 but shall first consult with the EP Board as to the circumstances and the detail of the proposed variation.

ANNEX A – VISION & HEADLINE TARGETS

[We will review these targets when we know more about the availability of Government funding and hence the facilities and measures that can be delivered.]

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 Vision.

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.

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

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.

Bus services are a critical element of achieving the LTP4 objectives, as summarised in our vision statement for the EP Plan / BSIP as set out at Figure A-1. Our EP Plan / 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 A-1: EP Plan / BSIP Vision Statement

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.

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.

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 proposals (described in EP Plan Section 3) that will help to deliver that level of change.

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 TIME AND RELIABILITY IMPROVEMENTS

We have identified the following targets for journey time:

Figure A-2: Journey Time Targets

Target	2018/19	2019/20	Target for 2024/25	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)	Proposals (b)1-9	Based on an analysis of timetable data from a sample of services from each bus corridor across the borough

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.

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.

We have identified the following targets for reliability and punctuality:

Figure A-3: Reliability & Punctuality Targets

Target	2018/19	2019/20	Target for 2024/25	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%	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	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%	Proposals (b)1-9	

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.

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

We have identified the following targets for passenger growth:

Figure A-4: Passenger Growth Targets

Target	2018/19	2019/20	Target for 2024/25	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

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.

We have identified the following targets for passenger satisfaction:

Figure A-5: Passenger Satisfaction Targets

Target	2018/19	2019/20	Target for 2024/25	Proposals that contribute to change	Description of how each will be measured (max 50 words)
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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
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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.

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.

ANNEX B – REGISTERED DISTANCE BY BUS OPERATOR

This Annex does not form part of the EP Plan. RBC has provided it for information, to inform the allocation of votes, and can vary it without notice.

Table B1 shows RBC’s estimate of each bus operator’s registered distance operated in the RBC LTA area based on timetable information for November 2021.

Registered distance is as defined in the Enhanced Partnership Plans and Schemes (Objections) Regulations 2018, except that the requirements of the EP Scheme do apply to a service or any part of a service provided under arrangements made under sections 89 to 91 of the Transport Act 1985 in any case where the authority retains all the revenue from that service. For this type of service, EP Plan Section 5 sets out that the relevant authority will be allocated the votes of the bus operator.

RBC anticipates that it will produce a new estimate each quarter and will review the estimate if queried by any bus operator.

Figure B-1: Bus operator registered distance operated in the RBC LTA area

Bus operator	Registered distance operated in the RBC LTA area (mileage per week)	Percentage of the registered distance operated in the RBC LTA area
Arriva The Shires Limited	1224.83	1.79%
First Beeline Buses Limited	590.15	0.86%
Horseman Coaches	14.21	0.02%
Reading Borough Council (RBC)	611.39	0.89%
Reading Buses (including Thames Valley Buses)	64667.29	94.32%
Thames Travel (Wallingford) Limited/The Oxford Bus Company	1396.10	2.04%
Whites Coaches Limited	57.20	0.08%
Total	68590.39	100.00%

The bus operator sizes in Figure B-1 reflect the percentage of the registered distance operated in Reading, but do not necessarily reflect the overall size of each organisation:

- Reading Buses and Thames Valley Buses are both arms-length subsidiaries of RBC
- Arriva the Shires Limited is a subsidiary of a larger organisation, Arriva plc
- First Beeline Buses Limited is a subsidiary of a larger organisation, FirstGroup plc
- Thames Travel (Wallingford) Limited and The Oxford Bus Company are subsidiaries of a larger organisation, Go-Ahead Group plc

The full picture in Reading includes small organisations that do not have the same level of resource behind them as larger organisations:

- Horseman Coaches
- Whites Coaches Limited

RBC believes that the following bus operators are exempt from the requirements of the EP Scheme:

- Stewarts Coaches Limited is a subsidiary of a larger organisation, National Express Group plc, and 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
- Going Forward Buses CIC is a Section 22 bus operator and therefore exempt.

READING BOROUGH COUNCIL ENHANCED PARTNERSHIP SCHEME

THIS FIRST READING ENHANCED PARTNERSHIP SCHEME IS MADE IN ACCORDANCE WITH SECTIONS 114 – 123 OF THE TRANSPORT ACT 2000 (as amended) (BY **Reading Borough Council**, of Civic Offices, Bridge Street, Reading, RG1 2LU

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1. Enhanced Partnership Scheme – Legal Definitions & Interpretation
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Schedules

- Schedule 1 – Facilities, Measures and Standards of Services
- Schedule 2 – Local bus services excluded from the scheme
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Appendices

Proposed Passenger Charter

1.	ENHANCED PARTNERSHIP SCHEME – LEGAL DEFINITIONS AND INTERPRETATION [relevance of all definitions below to be cross checked – any extraneous definitions will be removed]
“Bus”	means: (a) a motor vehicle constructed or adapted to carry more than eight passengers (exclusive of the driver); and (b) a Local Bus not so constructed or adapted;
“Bus Lane”	has the same meaning as given in regulation 23 in Part I of the TSR&GD 2002;
“Bus Operator (or Operator)”	Means any bus operator operating Qualifying Bus Services;
“Bus Service Improvement Plan “	Means the Bus Service Improvement Plan adopted by the Council on 17 November 2021 as the same may be revised from time to time.
“Bus Stop”	means a location within the scheme area which is intended for waiting by local buses
“Bus Stop Clearway”	means a Bus Stop indicated by road markings of the type shown in either diagram 1025.1, 1025.3 or 1025.4 in Schedule 6 to Part 1 to the TSRGD within which the legend “BUS STOP” area is marked and within which the requirements, prohibitions and exception specified for the term “Bus Stop clearway” given in Schedule 19 to Part 1 of the TSRGD apply;
“Commencement Date”	means the date of commencement of the scheme pursuant to clause 2.1, or such later date as the Scheme may commence following any postponement of the EP Scheme under section 117 of the Transport Act 2000;

“Council” “RBC”	or	means Reading Borough Council whose principal office
“Enhanced Partnership Plan (EP Plan) “		means the Enhanced Partnership Plan for Reading Borough which comes into operation on the 1 st April 2022.
“Enhanced Partnership Scheme Bespoke variation (Bespoke variation mechanism) “		is a reference to a formal bespoke variation of the relevant Enhanced Partnership Scheme as a result of the voting mechanism set out in section 11 and which will then constitute a formal bespoke variation of the relevant scheme for the purposes of s.138E(1) of the 2000 Act.
“EP Board”		the Enhanced Partnership Board created and operating in the manner provided under the EP Plan.
“Excluded Services”		shall mean the category of Local Services listed in Schedule 2.
“Excursion Tour”	or	has the same meaning as given in section 137(1) of the Transport Act 1985.
“Facilities”		means those facilities meeting the requirements of s138D(1) of the 2000 Act intended for the convenience of passengers of local services which are listed in Schedule 1.
“Local Bus”		means a public service vehicle used for the provision of a Local Service:
“Local Service”		has the meaning set out in Section 2 of the Transport Act 1985;
“Measures “		means those measures referred to in Schedule 1 meeting the requirements of s138D(2) of the 2000 Act.

“Mileage Determination Date”	means the 1 st of April in each year.
Qualifying Bus Service	is a reference to registered local bus services with one or more stopping place within the geographical area of the Enhanced Partnership, with the exception of those detailed in schedule 2.
“EP Scheme” or “Scheme”	means this Reading Borough Council Enhanced Partnership Scheme.
“Scheme Area”	means the area where this EP Scheme will apply and which is defined in Schedule 4.
“Standards of Service”	means the standards of service set out in Schedule 1 (<i>Standards</i>).
“Traffic Commissioner”	has the meaning set out in Section 82(1) of the Public Passenger Vehicles Act 1981.
“TSRGD”	means the Traffic Signs Regulations and General Directions 2002 (S.I. 2002/3113) as amended, updated or replaced from time to time.
Voting Entitlement	The number of votes available to the Council and to each Bus Operator under the Voting Scheme and which are: <ul style="list-style-type: none"> • for the Council two votes; • for any Bus Operator that on the Mileage Determination Date operates 20% or greater of the aggregate miles operated by all Bus Operators in respect of Qualifying Bus Services within the Scheme Area two votes; and • for any Bus Operator that on the Mileage Determination Date operates less than 20% of the aggregate miles operated by all Bus Operators in respect of Qualifying Bus Services within the Scheme Area one vote.
“Voting Scheme”	the bespoke voting scheme that is to be utilised as provided for in section 11 of this EP Scheme.
“2000 Act”	Transport Act 2000 (as amended by the 2017 Act).

"2017 Act"	Bus Services Act 2017.
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2	DATE AND PERIOD OF OPERATION
2.1	The EP Scheme will be made on 14 th March 2022 and is to come into effect on 1st April 2022
2.2	The EP Scheme will operate (subject to variation or revocation) for an unspecified period. The EP Board will formally review the operation of the EP Scheme at six month intervals and may review at other times as circumstances require – for example to meet a given timescale for a capital funding bid to government or any other funding organization

3	SCHEME PURPOSE AND OBJECTIVES
3.1	<p>The EP Scheme has been jointly developed by RBC and those Bus Operators that provide local bus services in the Scheme area. It sets out obligations and requirements on both the Local Transport Authority, and operators of local services in order to achieve the intended improvements, with the aim of delivering the objectives of the associated EP Plan.</p> <p>The overall Aim is to build a sustainable, efficient and growing bus network that meets peoples travel needs and expectations.</p>
3.2	The EP Scheme aims to bring benefits to persons using Local Services by improving the quality of those Local Services operating in the Scheme Area and in the case of all Local Services that are Qualifying Bus Services, restricting the use of the Bus Stops in the Scheme Area to those Local Services operated by the relevant Bus Operator that meet the Standards of Service. The Council is satisfied that both the provision of the Facilities and the provision of Local Services to the required standard will achieve this aim.
3.3	The EP aims to enable Bus Operators to achieve more reliable and punctual services in accordance with bus service registrations as part of their commitments to the Traffic Commissioner, reduce journey time, increase bus

	patronage and passenger satisfaction. Measures and funding will be put in place from existing and future funding sources.
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4	SCHEME AREA
4.1	The Scheme Area covers the administrative area of RBC as identified in the plan set out at Schedule 4.
4.2	The EP Scheme shall apply to Bus Operators of Qualifying Bus Services operating within the Scheme Area unless exempted as an Excluded Service. Where following any variation to this EP Scheme a Facility or a Measure is to be implemented by the Council or a new or modified Standard of Service is imposed upon operators from a stated date the relevant Standard of Service shall apply (subject to any provision within the 2000 Act permitting postponement) from the date specified in the variation.
4.3	A summary of all Local Services operating in the Scheme Area at the date of making of the EP Scheme is set out in Schedule 3.. The Council will update Schedule 3 when required for every Service Change Date and the Council will make copies available to the Traffic Commissioner and all Bus Operators of affected Local Services. For the avoidance of doubt, such list will be an indicative list only of those Local Services which the Council believes to fall within the terms of the EP Scheme and are Qualifying Bus Services. An omission from the list in Schedule 3 shall not exempt a Local Service from the EP Scheme, which would otherwise fall within the terms of the EP Scheme by reason of meeting the definition of a Qualifying Bus Service.

5	FACILITIES
5.1	The Council will make the Facilities available (as detailed in Schedule 1) to Qualifying Bus Services and maintain and procure the maintenance of the Facilities from the Commencement Date, until the date the Scheme ceases to have effect. For the avoidance of doubt the Council will not restrict use of the Facilities by Excluded Services.
5.2	Paragraph 5.1 shall not apply in relation to any Qualifying Bus Service using a Facility for any period during which the Council is temporarily unable to fulfill its

	obligations, in respect of that Facility, due to circumstances beyond its control. In such circumstances the Council shall notify any Bus Operator affected by the inability of the Council to meet its obligations in respect of that Facility, confirming the reason for such inability and the anticipated period during that the Facility will not be available or the Facility is not being provided in compliance with the Council's obligations.
5.3	The Facilities are to be maintained (subject to any variation or circumstances referred to in paragraph 5.2) for the duration of the EP Scheme in accordance with existing standards of maintenance generally applied by the Council in its management of local transport assets.
6	MEASURES
6.1	The Council shall continue to take and where relevant commence to take the Measures provided for in this EP Scheme subject to any temporary inability to take the relevant Measure due to circumstances beyond the control of the Council.
7	STANDARDS OF SERVICES TO BE PROVIDED BY BUS OPERATORS
7.1	For the purpose of the Scheme, all Local Services that are Qualifying Bus Services will be operated in accordance with the requirements of paragraph 7.2 of this EP Scheme in order to use the Facilities.
7.2	Qualifying Bus Services shall comply with the Standard of Services as specified in Schedule 1.
8	SCHEME BENEFITS
8.1	The improvements to infrastructure, ticketing, highways, vehicle quality and staff training by introducing this EP Scheme including as further developed through variations, will bring benefits to passengers using Local Services in the Scheme Area by improving the quality of those Local Services.

8.2	Congestion in the Scheme Area is currently one of the causes for unreliability, solved only by the addition of extended journey times, which prevents any significant reductions in scheduled journey times. The introduction of the EP Scheme is anticipated to lead to a number of measures to address congestion. This should improve reliability and accessibility and help towards increasing bus usage. Facilities and Measures will be put in place using available funding as proposed in Schedule 1.
8.3	The targets for passenger benefits for the EP are based on the Bus Service Improvement Plan submitted to the DfT on the 31 st October 2021.
8.5	This EP Scheme is intended over time to support public health in the administrative area of the Council by reducing the emissions of harmful Nitrous Oxide and Particulate Matter from the operators' bus fleets. It will also contribute to a reduction in the Council's Carbon Dioxide emissions and contribute to the Council's climate change commitments.

9	CONDITIONS OF USE
9.1	An Operator of a Qualifying Bus Service may only use the Facilities in the Scheme Area if each Qualifying Bus Service is provided by that Operator to the Standards of Service except for any period during which that Operator is in respect of one or more local services temporarily unable to do so owing to circumstances beyond its control, provided that the Council is notified in writing as soon as practicably possible as to the reasons and period of such non-compliance.
9.2	Any Operator of a Local Service who fails to comply with paragraph 9.1 above (including failing to give any undertaking required by the Traffic Commissioners in relation to the registration of any new or variation to an existing service) may be subject to action by the Traffic Commissioner in accordance with section 26 (Conditions attached to PSV operator's licence) of the Transport Act 1985 and section 155 of the TA 2000.

10	REVIEW AND MONITORING
10.1	The EP Scheme will be reviewed at intervals as described at paragraph 2.2, which will include an assessment of the EP Scheme's benefits in order to determine if any action is required to maintain or develop the Facilities, commit the Council to taking further Measures and vary or add to or remove Standards of Service.
10.2	The Council reserves the right to monitor compliance with the Standards of Services in respect of a Local Service which is using any of the Facilities. Bus Operators of such Local Services will allow the Council (including its officers and employees) reasonable access to any such Local Service for this purpose, and provide any reasonable assistance required for this purpose.
10.3	Instances of Bus Operators failing to comply with the Standard of Services may be reported to the Traffic Commissioner and may be subject to action as detailed in Paragraph 9.2
10.4	The Council is required to provide, maintain and ensure availability of Facilities and continue to take or procure that any third party continues to take Measures throughout the life of the EP Scheme as required under section 138J of the 2000 Act subject to any temporary unavailability of any Facilities or Measures, postponement of an implementation date for a Facility or Measure as permitted by the EP Scheme where necessary and to any variation of the EP Scheme that may arise.
11	VARIATIONS TO THE SCHEME
11.1	<p>Variations to the EP Scheme shall be brought into effect through the formal making of the variation to the EP Scheme by the Council.</p> <p>Variations considered for implementation may include variations to this variation procedure and in particular the Voting Scheme for the EP Scheme in the event that there is (in the opinion of the Council (acting reasonably)) a material change in the ownership of route registrations relating to the provision of Qualifying Bus Services including the introduction into the EP Scheme area of any new Bus Operator.</p> <p>The making of a variation shall be subject to the following:</p> <ul style="list-style-type: none"> the internal procedures required to be pursued by the Council having regard to all relevant governance arrangements that are relevant to any

consequences that arise from the variation (such as requirements to undertake impact assessment, financial implications and any requirements to secure the assistance of other parties in order to deliver the proposed variation); and

- the EP Board being satisfied that the EP Scheme as varied will improve the quality or attractiveness of bus services in the Scheme Area; and/or the EP Scheme as varied will contribute to reducing or limiting congestion, noise or pollution.

Variations to the EP Scheme may be made applying the provisions of this section 11 of the EP Scheme applying in turn the provisions of s.138E of the TA 2000 where the following conditions (required to be specified under that section of the TA 2000) exist namely:

- if implemented it will result in the variation to or the addition of any further Facility, Measure or Standards of Service or the removal of any Facility, Measure or Standards of Service or a combination of the same; and
- the variation is considered by the Council, in principle, to be acceptable and appropriate to be developed into a formal variation for adoption by the Council.

The Council and, where appropriate, other parties as provided for in the EP Plan may from time to time bring forward proposals for variations to this EP Scheme reflecting, in particular, investment opportunities that arise that will lead to enhanced and/or new Facilities intended to improve the quality of bus services operating in the County to which the EP Scheme relates or which if implemented are calculated to increase patronage or meet other objectives within the EP Plan.

The Council and, where appropriate, other participants in the EP Scheme may from time to time bring forward proposals for variations to this EP Scheme reflecting, in particular, Facilities that the Council is able to commit to that will lead to enhanced and/or new Facilities intended to facilitate the improvement of the quality of bus services operating in the County to which this EP Scheme relates, or which if implemented is calculated to increase patronage or meet other objectives within the EP Scheme or the EP Plan.

The Council and, where appropriate, other participants in the EP Scheme may from time to time bring forward proposals for variations to this EP Scheme reflecting, in particular, Measures that the Council is able to commit to or, with co-operation from third parties, secure that will lead to enhanced and/or new Measures intended to facilitate the improvement of the quality of bus services operating in the County to which this EP Scheme relates, or which if implemented is calculated to increase patronage or meet other objectives within the EP Plan.

The Council and where appropriate other participants in the EP Scheme may from time to time bring forward proposals for variations to the Standards of Service applied in this EP Scheme reflecting, in particular, variations to the Vehicle Standards and the Customer Service Standards (where applicable) relevant to this EP Scheme intended to facilitate the improvement of the quality of bus services operating in the Scheme Area or which if implemented is calculated to increase patronage or meet other objectives within the EP Plan.

All participants within the EP Board are accordingly encouraged to bring forward for consideration by the EP Board potential EP Scheme variations and the Board shall also have regard to proposals remitted to it by the EP Forum also established under the EP Plan. The proposer of a variation should demonstrate how the variation is calculated to contribute to achieving the objectives set out in the EP Plan and current local transport policies.

Other variations to the EP Scheme may be brought forward where through the implementation of the variation any of the objectives of the EP Plan will be more effectively achieved or for the purpose of varying any other matter that is the subject of this EP Scheme.

All proposals for Variations shall be set out in writing and submitted to [email address]. The administrator responsible for the conduct of the affairs of the EP Board shall provide copies of the proposal to all members of the Board within three working days of receipt of the proposal.

The EP Board shall be entitled to comment on proposals for variations to and new Facilities and Measures (or variations to or the removal of existing Facilities and or Measures) to be implemented under this EP Scheme proposed under the variation in accordance with the foregoing procedures.

Any proposal brought forward may require to be taken through the internal procedures of the Council in the manner envisaged above and will in all cases include considerations of competition law, in particular to ensure that the competition test provided for at Part 1 to Schedule 10 of the 2000 Act is still satisfied.

If there is a majority agreement (applying the Voting Scheme) the proposed variation is to be regarded as agreed by the EP Board and, if practicable, taken forward by the Council to become a variation to the EP Scheme. The Council in taking forward any variation shall have regard to any views expressed by the EP Board as to the timing of implementation of any revised Standards of Service that may form part of the proposed variation.

Should any category of Bus Operator not be represented either by its nominated representative or any authorised substitute or with another party authorised to exercise its vote on a proxy basis, then the proposed variation shall be put to a

	<p>vote (again applying the Voting Scheme) under arrangements to be made by the Chair of the EP Board for votes to be given by email to be received by such date and time as the Chair (acting reasonably) determines. Should the votes cast present to the Chair a majority in number under the Voting Scheme the proposed variation shall be taken forward in the manner envisaged above.</p>
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12	REVOCATION OF THE SCHEME
	<p>If the LTA or another member of the EP Board believes it is necessary to revoke the EP Scheme, the EP Board will be reconvened. If the decision is taken to revoke the EP Scheme the Council will give consideration to and if thought appropriate apply the legislative procedures for revocation.</p> <p>If at any point in the future, any area covered by this EP Scheme is included in a bus franchising scheme, the relevant requirements set out in this EP Scheme document will cease to apply to areas covered by the franchising scheme, in line with the arrangements set out in the franchising scheme.</p>
13	COMMUNICATIONS CONCERNING THE EP SCHEME
13.1	<p>Any Operator or other person wishing to communicate with the Enhanced Partnership concerning the administration of this EP Scheme should address the communication to Chairman of the Enhanced Partnership Board with a copy provided to the transport@reading.gov.uk inbox.</p>

SCHEDULE 1 – FACILITIES, MEASURES AND STANDARDS OF SERVICE REQUIRED OF BUS OPERATORS

The facilities, measures and Standards of Service outlined in this Schedule reflect what is currently provided using existing resources. Should additional funding be secured, the Facilities, Measures and Standards of Service may be amended following the bespoke procedure for variation set out at section 11 of this EP Scheme or, where relevant, the Variation Mechanism outlined in the EP Plan.

Facilities proposed to be provided and referred to below are subject to detailed development and to funding being secured in order to implement.

Facilities to continue to be provided or provided by RBC

Existing

RBC will continue to provide:

- **Bus Priority Measures:** 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.
- **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.

Proposal (B): Increase bus priority measures

(B1) RBC will develop detailed delivery programme of bus priority measures for all corridors based on level of funding available.

(B4) RBC will, subject to funding, implement an inbound Bus Lane on A327 Southampton Street benefitting 16 buses per hour.

(B5) RBC will, subject to funding, implement an inbound Bus Lane on A4 London Road between borough boundary and Cemetery Junction benefitting 15 buses per hour.

Proposal (E): Integrate services with other transport modes

(E1) RBC will work with Wokingham Borough Council to provide a service between Reading and the new Thames Valley Park P&R site.

Measures taken or proposed to be taken by RBC

Proposal (A): Review service frequency

(A1) RBC will work with bus operators on each key corridor to develop detailed proposals to improve on a commercially sustainable basis service frequency through the Enhanced Partnership arrangements.

Proposal (E): Integrate services with other transport modes

(E6) RBC will continue to review parking charges in Reading to ensure bus ticket pricing offers a competitive advantage.

Proposal (F): Simplify services

(F1) RBC will work with bus operators to develop a plan aimed at simplifying and developing services through the Enhanced Partnership arrangements.

Proposal (G): Review socially necessary services

(G1) RBC will work with bus operators to develop plans for socially necessary services through the Enhanced Partnership process.

Proposals (J): Simplify fares

(J1) RBC will work with bus operators to review fares structures through the Enhanced Partnership arrangements.

Proposal (K): Integrate ticketing between operators and other sustainable transport modes.

(K1) RBC will work with bus operators to agree principles for multi-operator ticketing to be made available where more than one operator's services are available through the Enhanced Partnership arrangements.

Proposal (L): Invest in improved bus specifications

(L1) RBC will work with bus operators to develop a preferred high specification for buses in Reading through the Enhanced Partnership arrangements.

(L2) RBC will continue to work with bus operators to implement agreed accessibility improvements to further cater for wheelchair users and for parents and carers with pushchairs.

Proposal (N): Protect personal safety of bus passengers

(N1) RBC will develop a service specification for Bus Stop infrastructure throughout Reading.

Proposal (O): Improve buses for tourists

(O1) RBC will continue to work with event organisers to expand the provision of bus services serving events to persuade even more visitors to travel sustainably to these events.

Proposal (Q): Passenger charter

(Q1) RBC will work with bus operators to develop and introduce a Passenger Charter alongside establishing the Enhanced Partnership arrangements.

(Q2) RBC will work with neighbouring authorities to ensure alignment of our Passenger Charters.

(Q4) RBC will continue to regularly review progress and publication of targets as set out in our EP Plan / BSIP

Proposal (R): Strengthen network identity

(R1) RBC will continue to promote a strong network identity for services running in the borough including providing a network map showing all bus operators' services.

Other - Proposal (T): Reading town centre package of bus enhancements

(T1) RBC will continue to work with bus 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.

(T2) RBC will continue to work with Bus 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.

Requirements of Operators: Standards of Services including Vehicle Standards required for Qualifying Bus Services

Proposal (A): Review service frequency

(A1) Bus Operators will work with RBC on each key corridor to develop detailed proposals to improve on a commercially sustainable basis service frequency through the Enhanced Partnership arrangements.

Proposal (F): Simplify services

(F1) Bus Operators will work with RBC to develop a plan aimed at simplifying and

developing services through the Enhanced Partnership arrangements.

Proposal (G): Review socially necessary services

(G1) Bus Operators will work with RBC to develop plans for socially necessary services through the Enhanced Partnership process.

Proposals (J): Simplify fares

(J1) Bus Operators will work with RBC to review fares structures through the Enhanced Partnership arrangements.

Proposal (K): Integrate ticketing between operators and other sustainable transport modes.

(K1) Bus Operators will work with RBC to agree principles for multi-operator ticketing to be made available where more than one operator's services are available through the Enhanced Partnership arrangements.

Proposal (L): Invest in improved bus specifications

(L1) Bus Operators will work with RBC to develop a preferred high specification for buses in Reading through the Enhanced Partnership arrangements.

(L2) Bus Operators will continue to work with RBC to implement agreed accessibility improvements to further cater for wheelchair users and for parents and carers with pushchairs.

Proposal (Q): Passenger charter

(Q1) Bus Operators will work with RBC to develop and introduce a Passenger Charter alongside establishing the Enhanced Partnership arrangements.

Other - Proposal (T): Reading town centre package of bus enhancements

(T1) Bus Operators will continue to work with RBC to ensure best use of town centre Bus Stops and bus stands balancing provision of facilities for buses alongside other demands for kerb-space.

(T2) Bus Operators will continue to work with RBC 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.

Operators shall only operate Local Services that are Qualifying Bus Services using vehicles that meet the requirements of the Public Service Accessibility Regulations subject to exceptional circumstances as provided for under this EP Scheme.

SCHEDULE 2 –

The following services are exempt from the requirements of the EP Scheme:

- services which operate for the primary purpose of carrying schoolchildren or students between their home and a school or Further Education College at the start or finish of the relevant school day.
- a service which is registered as a local service under section 6 of the Transport Act 1985 but which would otherwise be an excursion or tour within the meaning in section 137(1) of that Act;
- Community Transport or Dial a Ride services which are restricted to use by pre-registered passengers only;
- any Local Service registered so as to operate on one day of the week only;
- Local Services operated in conjunction with sporting or other leisure events;
- a service in respect of which a community bus permit has been granted under section 22 of the Transport Act 1985;
- a service which is a local service for 10% or less of the overall distance covered by the service; and
- National coach services or coach tours using the Bus Stand/Bus Stop Clearways.

N.B. the requirements of the EP Scheme do apply to a service or any part of a service provided under arrangements made under sections 89 to 91 of the Transport Act 1985 in any case where the authority retains all the revenue from that service.

DRAFT

SCHEDULE 3- LOCAL BUS SERVICES

Operator	Service No	Route	Day of Operation
Reading Buses	1	Reading to Newbury	daily
Reading Buses	2/2a	Reading to Mortimer & Tadley	daily
Reading Buses	3	Reading to Arborfield & Wokingham	daily
Reading Buses	X3	Reading to Shinfield Park	Mon-Fri
Reading Buses	4/X4	Reading to Bracknell	daily
Reading Buses	5	Reading to Northumberland Ave	daily
Reading Buses	6/6a	Reading to Whitley Wood & Tesco Depot	daily
Reading Buses	7	Reading to Riseley	daily
Reading Buses	8	Reading to Spencers Wood	daily
Reading Buses	9	Reading to Whitley Wood & Spencers Wood	Mon-Sat
Reading Buses	10	Reading to Kennet Island	daily
Reading Buses	11	Reading to Coley Park	daily
Reading Buses	13/14	Reading to Woodley circulars	daily
Reading Buses	15/15a	Reading to Dee Park & Calcot	daily
Reading Buses	16	Reading to Purley	daily
Reading Buses	17	Wokingham Road to Tilehurst Water Tower	daily
Reading Buses	19a/c	Reading to Loddon Bridge circulars	Mon-Sat
Reading Buses	19b	Reading to Lower Earley	Mon-Sat
Reading Buses	21/21a	Reading to University & Lower Earley	daily
Reading Buses	22	Reading to Caversham Heights	Mon-Sat
Reading Buses	23/24	Reading to Emmer Green circulars	daily
Reading Buses	25	Reading to Peppard Common	daily
Reading Buses	26	Reading to Calcot	daily
Reading Buses	27/29	Reading to Lower Caversham	daily
Reading Buses	33	Reading to Tilehurst & Little Heath	daily
Reading Buses	42	Kenavon Drive to Rivermead	Mon-Sat
Reading Buses	50	Reading to Green Park	Mon-Sat
Reading Buses	400	Thames Valley Park P&R to Reading	Mon-Sat
Reading Buses	500	Winnersh Triangle P&R to Reading	suspended

Reading Buses	600	Mere oak P&R to Reading	Daily
Reading Buses	702	Reading to Legoland & London	daily
Thames Valley Buses	127-9	Wokingham/Maidenhead to Reading	Mon-Sat
Arriva	800/850	High Wycombe to Reading	daily
Oxford Bus Company	X39/40	Oxford to Reading	daily
Thames Travel	143	Goring/Upper Basildon to Reading	Mon-Sat

SCHEDULE 4 - SCHEME MAP



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APPENDIX– PASSENGER CHARTER

DRAFT BUS PASSENGER CHARTER – KEY ELEMENTS FOR INCLUSION

The Council will develop in conjunction with the EP Board and the Enhanced Partnership will introduce a bus passenger charter to give passengers more of a voice and a say in the future of bus services in Reading, putting passenger at the centre of bus service improvements

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