

Local Transport Plan: Future Challenges & Opportunities

Transport Users Forum

7th March 2019

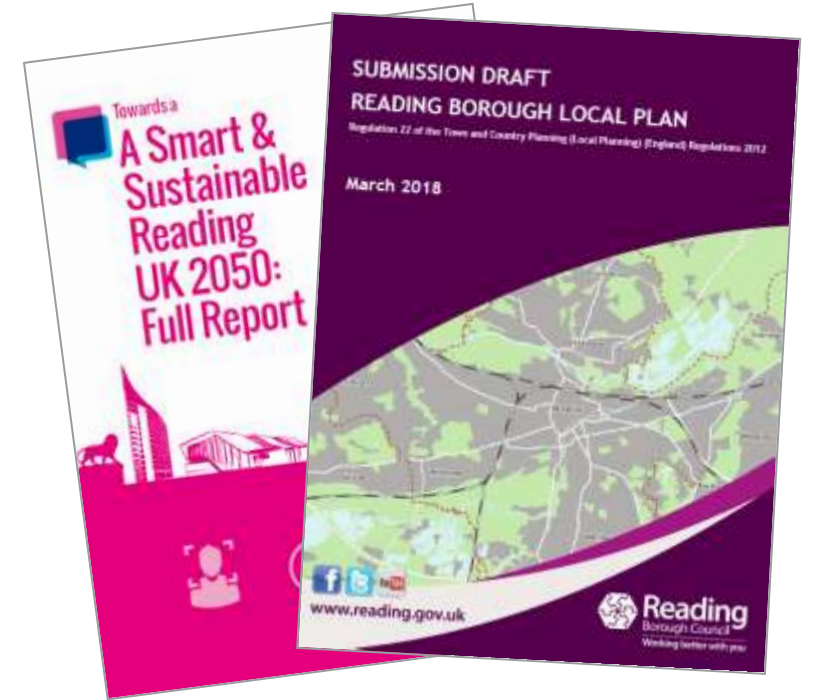
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Presentation Structure

- Background to the Local Transport Plan
- Review of Existing Travel Patterns in Reading
- Overview of Key Future Challenges and Opportunities:
 - Connectivity
 - Air Quality & Climate Change
 - Sustainable Growth
 - Congestion
 - Equality, Health & Wellbeing
 - Future Technology
- Next Steps

Background

- Statutory requirement for the Council to have an up-to-date Local Transport Plan (LTP).
- Current LTP sets the strategy for the period 2011-26, however the majority of schemes within the LTP have been or are in the process of being delivered.
- LTP should set the strategy for transport to, from and within the borough; taking account of existing travel patterns, alongside future challenges and opportunities.
- LTP provides the basis to secure investment and help deliver wider objectives, including the Reading 2050 Vision; Local Plan 2036; Health & Wellbeing, Climate Change and Air Quality Strategies etc.



Existing Travel Patterns - Bus

Bus Usage (Reading Borough)

- 21.6 million bus trips in 2017/18.
- 6th year in succession bus trips have risen in Reading borough.
- Reading has the 3rd highest amount of bus use per person in the country, outside of London.
- Bus use per person in Reading has increased by 23% since 2010, compared to a reduction of 11% across England.



[Source: Department for Transport, Annual Bus Statistics]

Existing Travel Patterns - Rail

Rail Usage (Reading Station)

- Approximately 17 million passenger trips (entries and exits) during 2017/18.
- Reading is the 6th busiest station in Great Britain, outside of London.
- Other local stations annual usage:
 - Reading West: 430k
 - Earley: 620k
 - Winnersh Triangle: 430k
 - Tilehurst: 550k
 - Theale: 480k

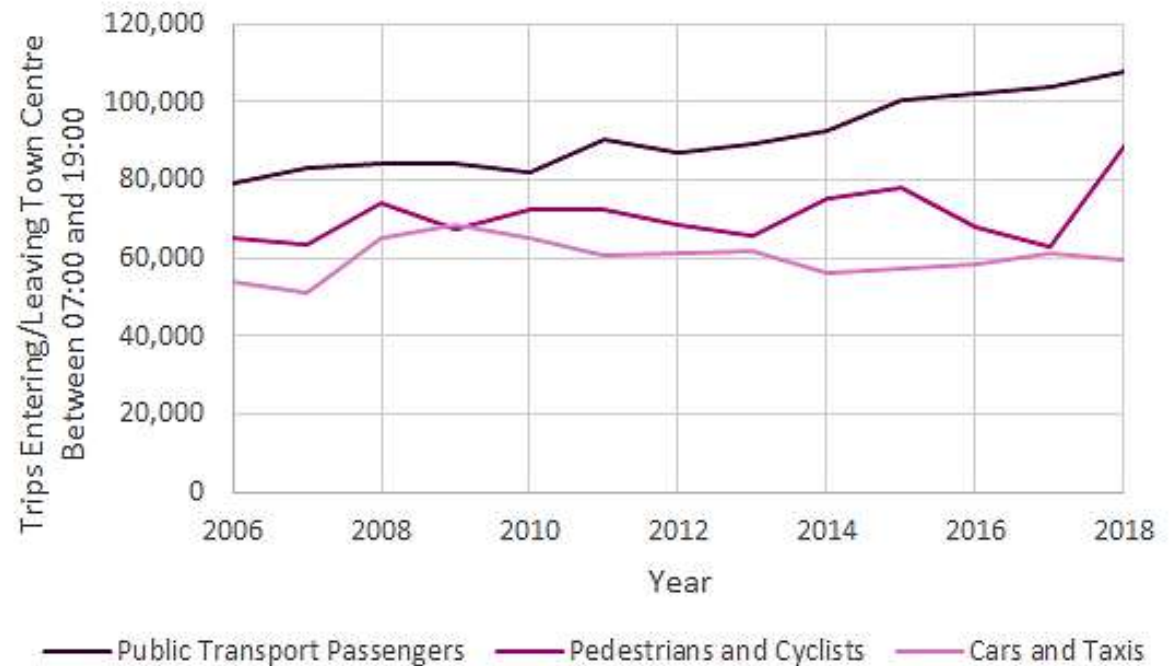


[Source: Office of Rail and Road, Annual Station Usage Estimates]

Existing Travel Patterns - Reading Town Centre

Trips to/from Reading Town Centre

- Total daily trips have increased by 14% from 2008 to 2018 (from 224k to 256k).
- The proportion of trips is around 40% by public transport, 35% walking & cycling, and 25% by car & taxi.
- Historic trends show a steady increase in public transport, walking and cycling trips; whilst car and taxi trips have remained relatively consistent.



[Source: RBC, Annual Cordon Count Surveys]

Existing Travel Patterns - General Traffic

Vehicular Traffic Patterns

- Key trend - high proportion of car based commuter trips to/from Reading:
 - Car mode share for commuter trips within Reading is 51%, however this rises to 86% for journeys starting or ending outside Reading.
- Key trend - high amount of through trips:
 - Through trips (with no origin or destination within the Borough) account for around a third of all trips on the IDR during the peak periods.

[Source: Office for National Statistics, Census 2011]

[Source: RBC, Reading Transport Model]

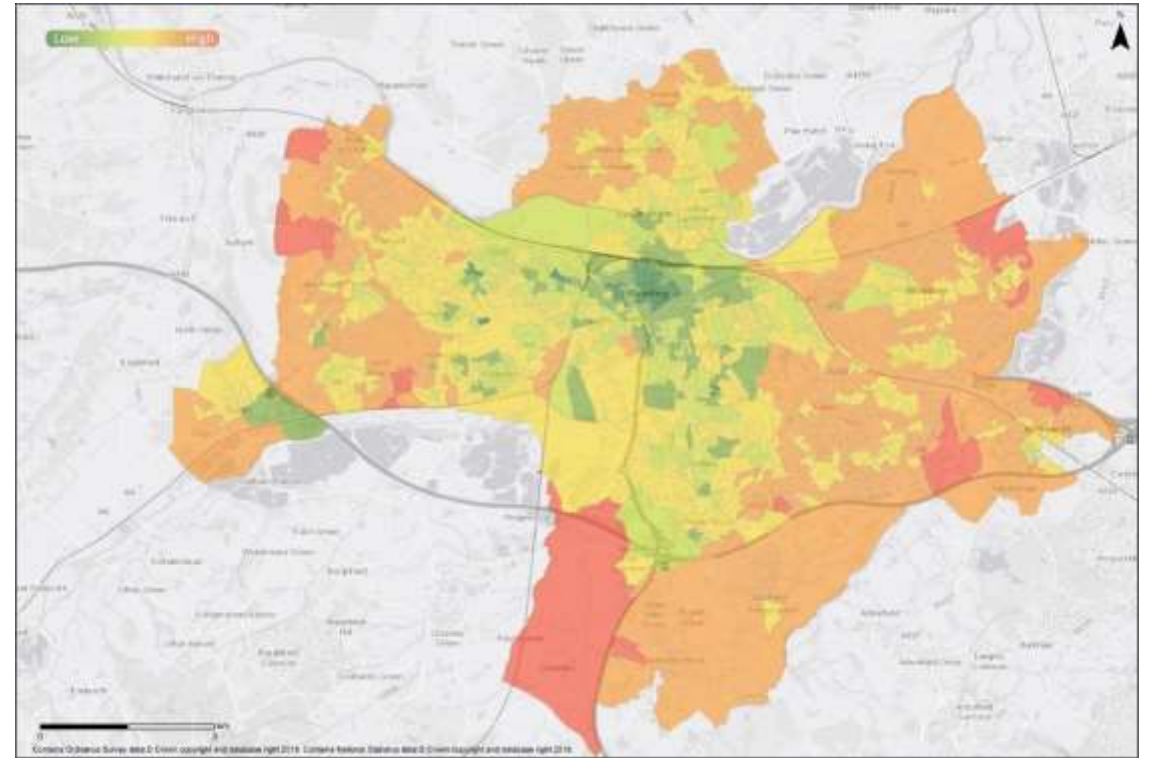
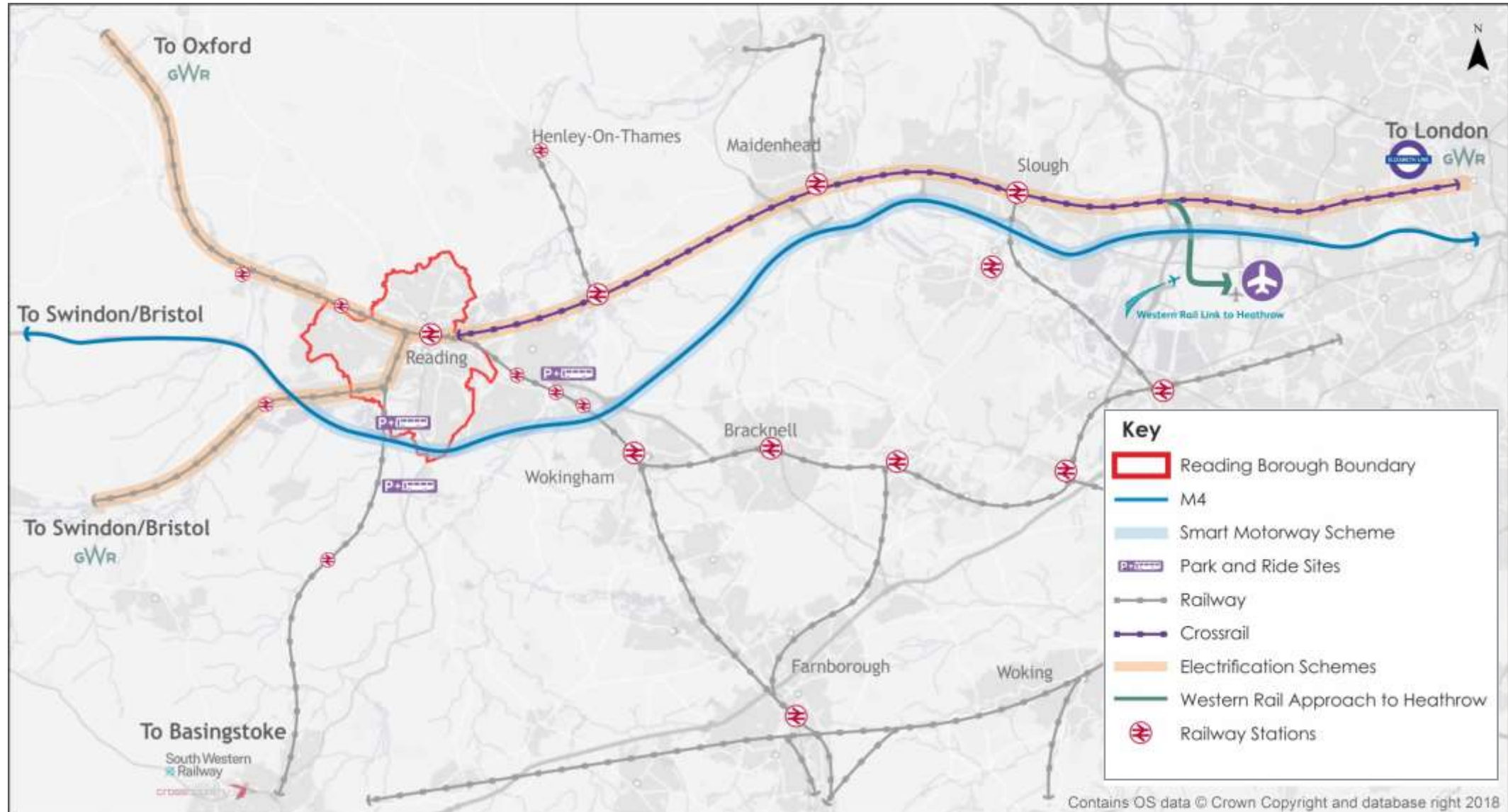
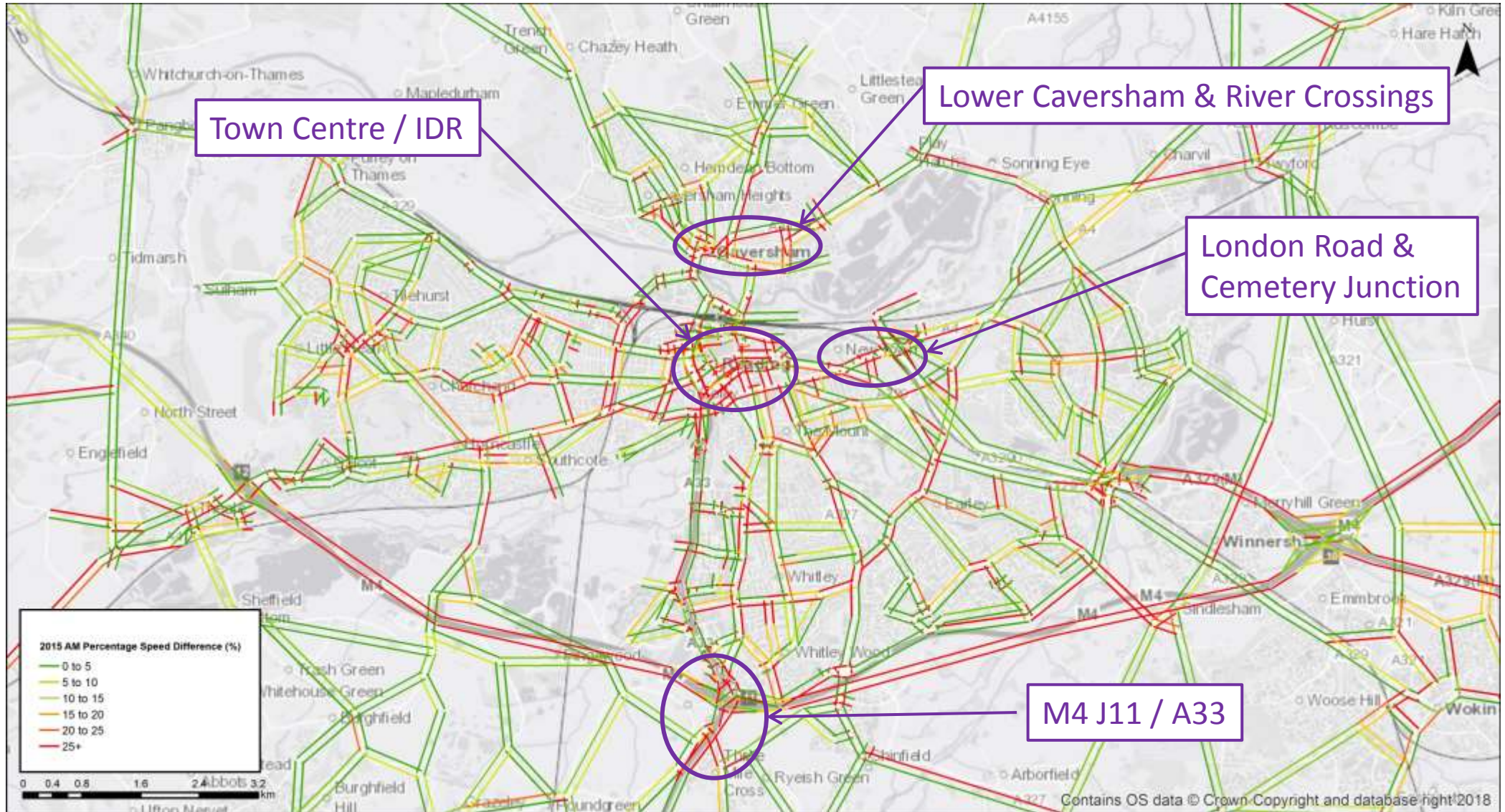


Figure: Levels of Car Ownership

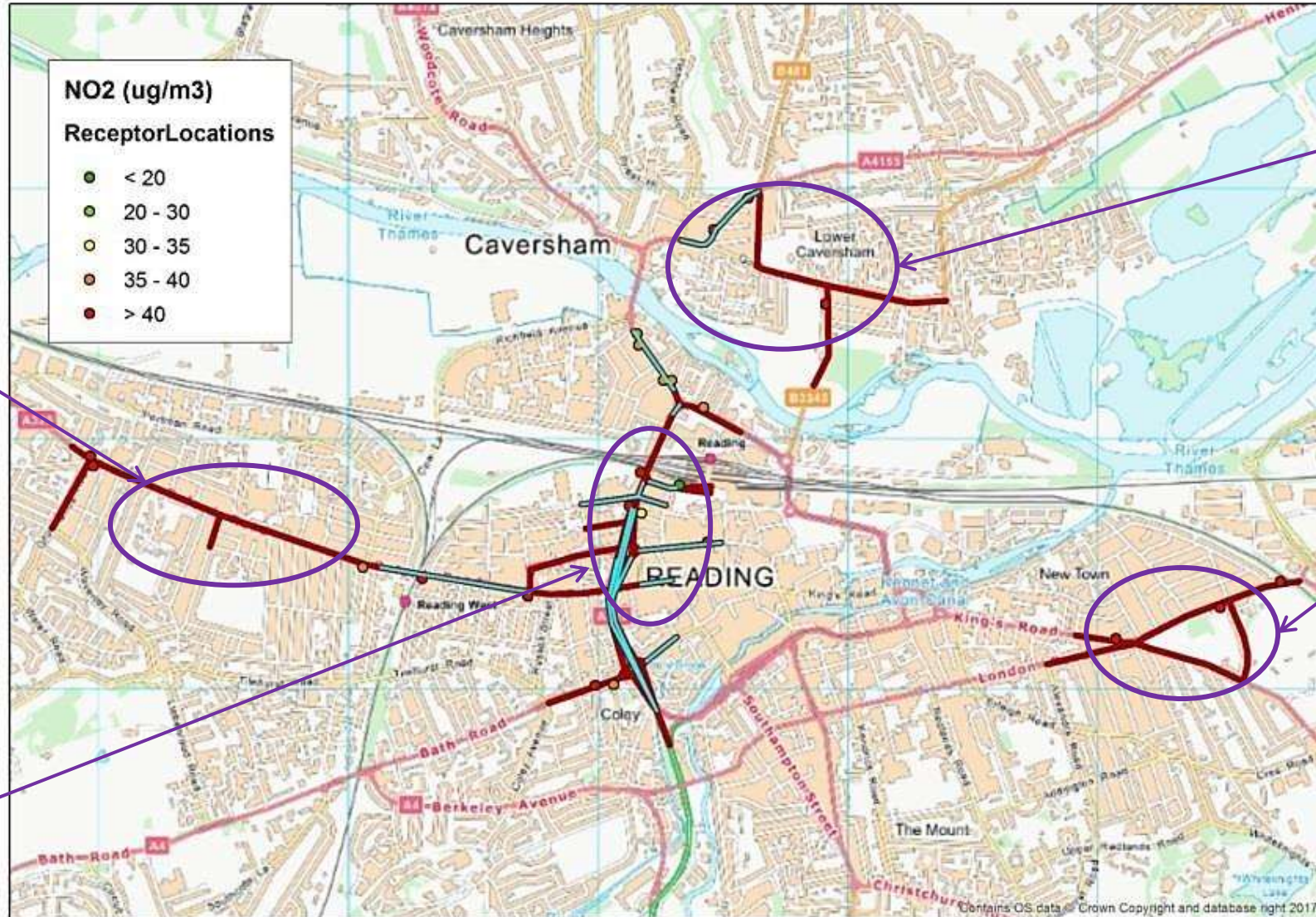
Challenges & Opportunities – Connectivity



Future Challenges – Congestion



Future Challenges – Air Quality & Climate Change



Oxford Road

Prospect Street,
Gosbrook Road &
George Street

IDR / Caversham
Road

London Road &
Cemetery Junction

Future Challenges – Equality, Health & Wellbeing

- Transport can enhance equality and health by improving access to key services, education, employment, training and leisure etc opportunities for all.
- Varying levels of inequality in Reading.
- The average amount of time spent being physically active during a journey is:
 - <1 minute by car
 - 8-15 mins by public transport
 - 17 mins on foot
 - 22 mins on bicycle

[Source: Transport for London]

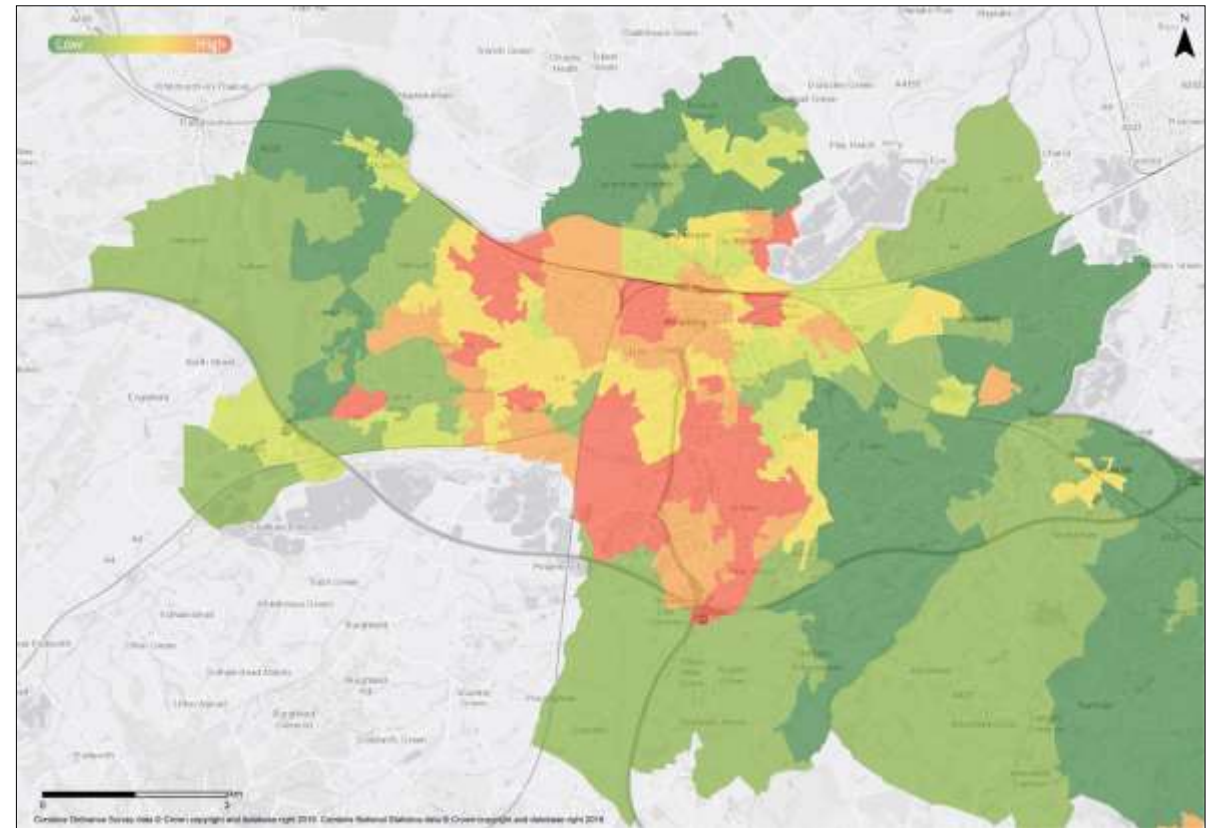
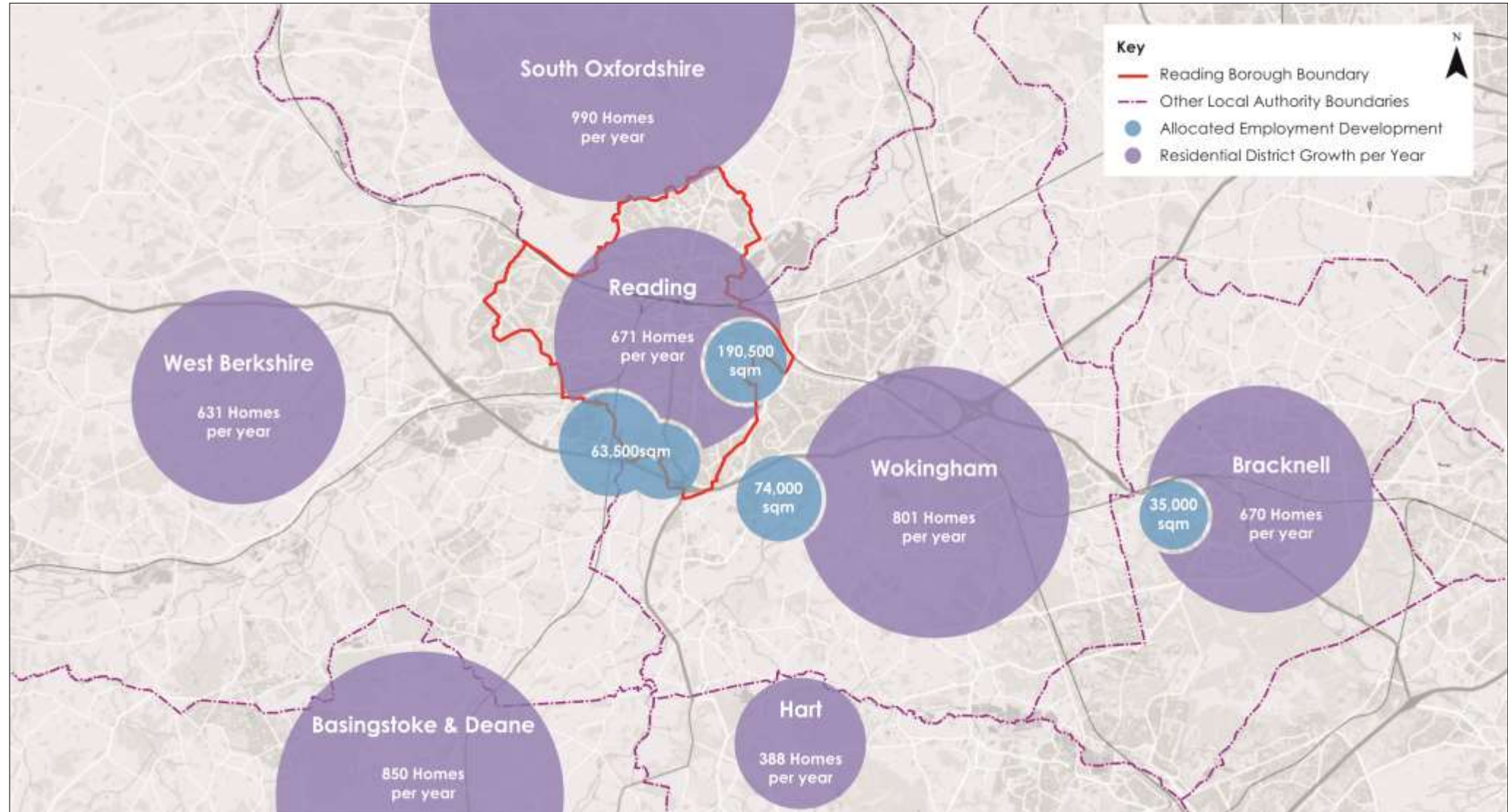


Figure: Index of Multiple Deprivation

Future Challenges – Sustainable Growth



Future Challenges – Technology

- LTP should utilise the latest advances in technology:
 - Electric vehicles
 - Autonomous / driverless vehicles
 - Mobility as a Service (MaaS)
 - Provision of real-time information to inform travel choices
- Solutions should be both fit for purpose today and flexible for future advances in technology.
- Need to strike a balance between being ambitious whilst also being realistically deliverable.



Next Steps

- Continue to deliver current LTP, including:
 - South Reading MRT
 - Reading Green Park Station
 - Reading West Station Upgrade
 - National Cycle Network (NCN) Route 422
 - Local Traffic Management & Parking Area Schemes
- Develop a new LTP to cover the period to 2036, including:
 - Understand the impact of growth plans from the emerging Local Plans for neighbouring authorities.
 - Undertake a **public consultation in the spring** to help identify the high-level principles and objectives for the next LTP strategy.



Thank You for Listening