

READING BOROUGH COUNCIL

POLICY COMMITTEE

16 MARCH 2026

COUNCILLOR QUESTION NO. 1

Councillor White to ask the Lead Councillor for Climate Strategy and Transport:

Training children to cycle

Cycling is great for health, the planet and it is enjoyable as well! Green councillors think all children should get in school cycle training. Unfortunately not all schools offer age-appropriate cycle training.

Please can I get a list of all the schools in Reading and what the top Bikeability level the children get at in school cycle training for each school (level 1 basic bike control off-road, ages 7-9, level 2 real-world cycling on quiet residential roads, ages 9-11 and level 3 advanced road riding, year 7+).

What is the council doing to ensure that all schools are offering age-appropriate cycle training in school time?

REPLY by Councillor Ennis (Lead Councillor for Climate Strategy and Transport):

Thank you for this question and the Council agrees that cycling and active travel delivers a number of benefits for health and well-being, the environment and air quality as well as being a convenient, accessible and inexpensive method of travelling around Reading. The Council is working hard to promote cycling and active travel through both our active travel capital schemes, such as on Shinfield Road and Bath Road, and other measures such as free cycle training and maintenance work shops, including the Dr Bike's we have delivered, as well as delivering the Bikeability programme in schools.

With our training partner, Avanti, the Council offers Bikeability training to all schools throughout Reading. This training offers children lessons in practical skills covering everything from basic bike handling and learning to ride a bicycle in the first place through to navigating complex road environments and allowing children to be confident cycling on the road. The Council also offers training during the holiday periods for children who want to undertake additional training or have missed the opportunity within their school.

The Council offers a range of courses including Learn to Ride, Level 1, Level 1-2 Combined and Level 3 to cover all stages of a child's cycle development. Over the past three years we have made strong progress on the delivery of Level 1-2 Combined, which is the national target for delivery, with an increase from 56% of Year 6 children in Reading leaving primary school having completed this course in 2022/23 to 69% having completed this course last year in 2024/25. The final figures for 2025/26 have not been release yet however we are anticipating another strong performance with regards to L1-2. Officers would be happy to send you a list of schools and course that have been delivered in 2025/26 after this meeting.

We have delivered 300 Level 3 courses in 2025/26 and we could deliver more if funding was available to do so. The Bikeability Trust only allows us to allocate a proportion of the overall funding to Level 3 with the majority being allocated for the

delivery of Level 1-2. We will continue to work with the Bikeability Trust to explore options that enable us to deliver as many Level 3 courses as possible.

The Council is keen to continue the growth in Bikeability take-up across Reading with a number of measures in place to spread the word and encourage schools and children to participate in the programme. We recognise that certain factors make delivering the programme more challenging for some schools than others and we are working with Avanti to provide more support to these schools. Using Bikeability Grant funding we provide assemblies in schools to promote the training and encourage participation, offer Dr Bike sessions prior to courses so that we can fix children's bikes before the training takes place, and for children who do not have a bike at all we have purchased a number of bicycles that can be lent to children so they can complete the training. We have also purchased some banners to promote Bikeability that will be installed at schools.

Subject to Government Continuing to invest in Bikeability Training, which it has currently committed to for 2026/27, the Council, and its delivery partner will continue to work towards ensuring that every child in Reading has the opportunity to learn to ride a bicycle through undertaking Bikeability training.

Whilst we do reach out to all schools regarding this programme if councillors are aware of particular schools that would like further support, Officers would be very happy to engage with these on an individual basis.

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COUNCILLOR QUESTION NO. 2

Councillor Thompson to ask the Lead Councillor for Environmental Services and Community Safety:

Fly-tipping

Fly-tipping and littering continue to blight many parts of our town. Could the Lead Councillor for Environmental Services and Community Safety update us on the progress of efforts to tackle fly-tipping across Reading and the work of its enforcement partner? It would be helpful to know the number of fines issued and paid for fly-tipping and littering, and the locations in which those offences were committed. Has there been a noticeable drop in fly-tipping in these areas, and, possibly, an increase in other places?

REPLY by Councillor Rowland (Lead Councillor for Environmental Services and Community Safety):

Thank you, Councillor Thompson, for your question, which provides me with an opportunity to update on the additional resources secured to robustly challenge those that engage in fly-tipping and littering behaviours, addressing the detrimental impact that such thoughtless actions can have upon our town.

As of 15th of September, the Council began a partnership with Kingdom Local Authority Support (KLAS), which has provided an additional team of environmental enforcement officers who are patrolling Reading's streets to counter littering and fly-tipping. This initiative is in direct response to public feedback and concerns about the minority of people who spoil Reading for those who take care of and have pride in our town.

The KLAS team alongside the Council's in-house officers work closely with the community in identifying and tackling reported issues; patrolling known hot-spot areas and responding directly to issues reported to them via the Love Clean Streets (Reading) app.

Since the start of the trial with KLAS, they have targeted on-the-spot litter enforcement in the town centre and other high footfall areas of Reading. They have also targeted fly-tipping at our bottle bank sites across the borough by having an enforcement officer in the vehicle with our street-scene team who clear litter and fly-tipping. All bottle bank fly-tips are now investigated at the same time as it is cleared. This has proven to be a successful initiative so far with lots of evidence being identified for investigation from across the borough.

To date, KLAS have issued 1387 Fixed Penalty Notices (FPNs) for waste offences including littering, fly-tipping and breaches of waste duty of care. 866 of these FPNs have been paid by those identified as having committed an offence, resulting in an average payment rate of 62%.

An FPN gives an offender the opportunity to discharge their liability from being prosecuted by paying the FPN, but should the offender choose not to pay, then court

proceedings may be initiated by the Council. The remaining unpaid FPN cases will be assessed by the Council's Contract Manager before sending for legal review.

At this stage in the trial, whilst there has been an increase in the number of waste investigations and an increase in the number of FPNs issued, the data does not show that there has been a reduction in the total number of fly-tipping reports across the borough or in specific ward areas.

Whilst the presence of KLAS Officers may be most noticeable around the town centre there are Officers investigating in all corners of Reading. Most recently in February, the KLAS team have patrolled in all wards (as shown in figure 1) and as a result have issued FPNs for offences identified across the borough (as shown in figure 2).

Figure 1: Map showing KLAS Officer patrols for fly-tipping in February 2026

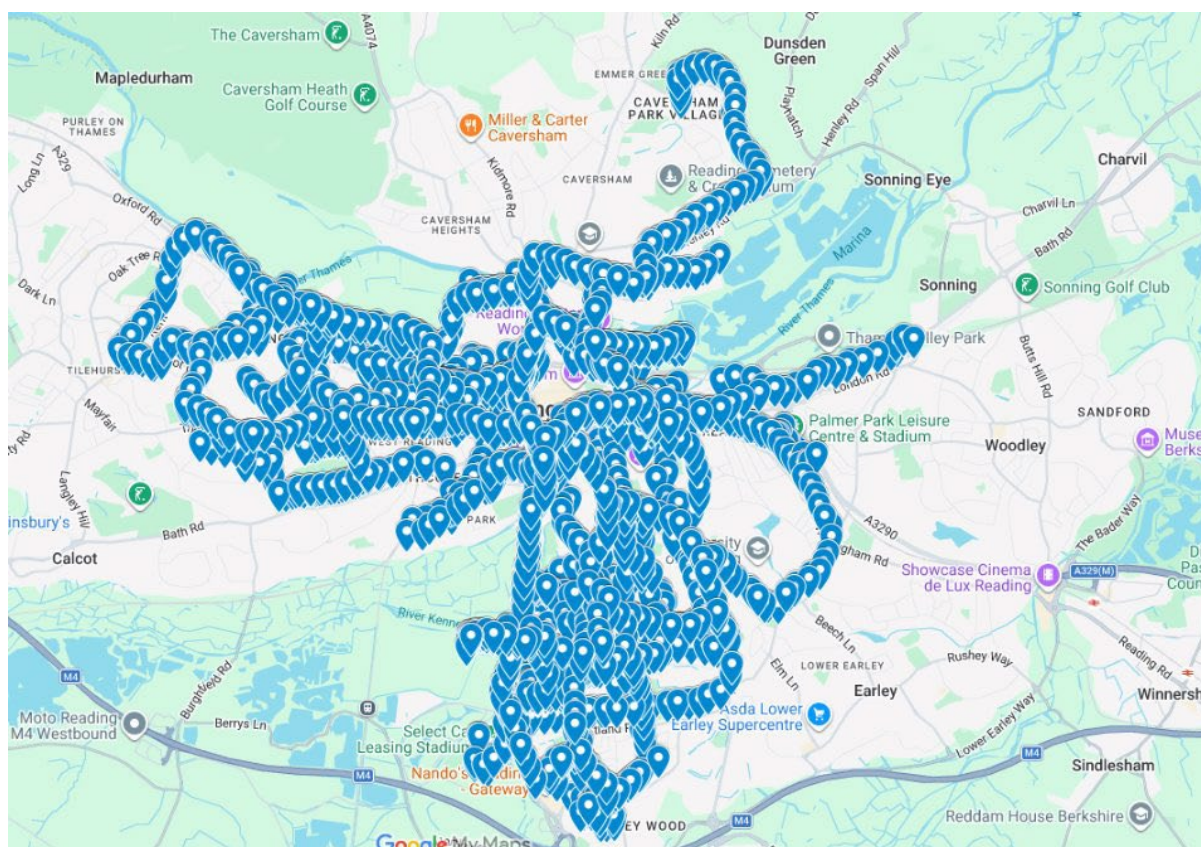
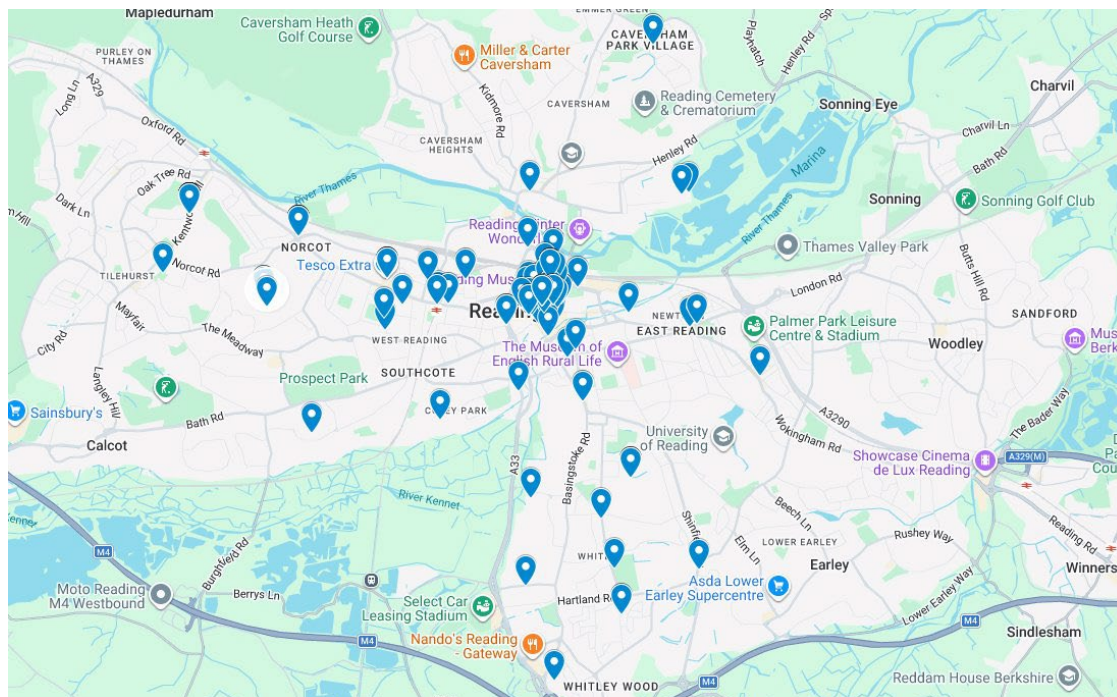


Figure 2: Map showing offence locations resulting in a FPN being issued by KLAS in February 2026



Despite the absence of a measurable decrease in reported fly-tipping at this time, anecdotal feedback and operational experience suggest that the trial has been positively received and is being viewed as a success in terms of increased enforcement presence and borough-wide coverage.

To ensure the continued success of this enforcement activity, we ask that residents and businesses continue to help us by reporting any incidents of fly tipping or litter through the website, the contact centre or the Love Clean Streets (Reading) app which is free to download from your app store. Local witnesses and knowledge really do make a big difference to our targeted enforcement efforts.

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COUNCILLOR QUESTION NO. 3

Councillor Lanzoni to ask the Lead Councillor for Climate Strategy and Transport:

Last Crumb Junction

Reading Borough Council's Traffic Management Sub-Committee received in November 2017 a petition for a pedestrian crossing on Henley Road at the junction of Henley Road, Peppard Road, Prospect Street and Westfield Road.

In March 2022, the Planning Applications Committee approved an outline planning application for Reading Golf Club, which included a Section 106 contribution of £100,000 to facilitate the appropriate changes at the junction of Peppard Road/Prospect Street/Henley Road/Westfield Road signalised control junction to increase capacity at the junction. The initial figure of £50,000 had been negotiated upwards by the previous councillors representing Caversham ward, but it remained far from the £500,000 high-level estimate provided by officers.

A second petition in November 2022 and a third petition in September 2025 were received by the Traffic Management Sub-Committee, both re-iterating the request for a safer crossing for pedestrians and cyclists. As Caversham ward councillor, I have had the opportunity to verify through many door-step conversations that the introduction of safer infrastructure for pedestrians and cyclists at this junction is the single measure most requested by my residents.

I was frustrated that, during the 14 years of Conservative government, local authorities were left without the financial resources to provide their residents with the traffic management measures they need to use our highways safely as pedestrians, as cyclists and as drivers. The frustration became satisfaction when, in November 2025, the Labour government unveiled its first multi-year finance settlement for local authorities in a decade.

Just last month, in February 2026, Reading Borough Council approved an ambitious and visionary budget, which would not have been possible without this Labour government. As part of such budget, the Capital Programme 2026/27 to 2030/31 includes £6m for local traffic management and road safety measures.

Can the Lead Councillor for Climate Strategy and Transport confirm that, with the Capital Programme 2026/27 to 2030/31, Reading Borough Council will be able to fund the requested traffic management measures at this junction, and make it safer for pedestrians and cyclists?

REPLY by Councillor Ennis (Lead Councillor for Climate Strategy and Transport):

Thank you, Councillor Lanzoni for his question.

I fully understand residents' frustrations with the time it can take to deliver much needed highway improvements. The council keeps a borough-wide list of requested changes, regularly reported to the Traffic Management Sub-Committee, covering

important schemes aimed at improving accessibility, the local environment and road safety.

I would like to thank local petitioners, and Ward Councillors, for consistently highlighting the need for controlled pedestrian crossings at 'Last Crumb' junction. This request is already on this list and helped secure a ring-fenced developer contribution for improvements there.

Many schemes on the list require significant funding and staffing resource, and although Community Infrastructure Levy funding has supported some progress, we have wanted to deliver more and faster than current funding has allowed.

I am therefore very pleased that the Council has now committed funding to progress schemes from the list. This will enable work totalling £1.2m over the next three years, starting with an initial £0.5m from April, in addition to any other funding that may become available.

To support this expanded programme, we have agreed funding to increase engineering capacity, and recruitment of these posts will begin shortly.

Work is already underway to access priorities across the schemes, after which development and delivery planning will begin alongside the appointment of these additional posts.

We are clear as a Labour Council that The Last Crumb junction improvements is number one on our priority list and that we have identified funding for the improvements to the junction which will be complex and will take time to get right for local residents as pedestrians and road users.