

Wokingham Borough Council

**READING TRANSPORT STRATEGY
2036 CONSULTATION -
SUMMARY OF THE STRATEGY**



Wokingham Borough Council

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Wokingham Borough Council

READING TRANSPORT STRATEGY 2036 CONSULTATION - SUMMARY OF THE STRATEGY

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CONTENTS

1	INTRODUCTION	1
2	SUMMARY OF THE READING TRANSPORT STRATEGY 2036	2
2.2	VISION AND OBJECTIVES	2
2.3	ABOUT READING	3
2.4	CHALLENGES AND OPPORTUNITIES	5
	ADAPTING TO THE FUTURE	5
	IMPROVING AIR QUALITY	6
	REDUCING CAR CONGESTION AND THE NEGATIVE EFFECTS IT CAUSES	6
	PROVIDING AFFORDABLE AND ACCESSIBLE TRAVEL FOR ALL	7
	REMOVING BARRIERS TO HEALTHY LIFESTYLES	8
	ACHIEVING GOOD ACCESSIBILITY TO LOCAL FACILITIES AND EMPLOYMENT	8
	ACCOMMODATING DEVELOPMENT AND DELIVERING THE LOCAL PLAN	8
2.5	SUMMARY OF WBC RESPONSE TO CHALLENGES AND OPPORTUNITIES	9
2.6	POLICIES	11
	MULTI-MODAL POLICIES	12
	PUBLIC TRANSPORT POLICIES	14
	ACTIVE TRAVEL POLICIES	16
	NETWORK AND DEMAND MANAGEMENT POLICIES	17
	COMMUNICATION AND ENGAGEMENT POLICIES	20
2.7	SCHEMES AND INITIATIVES	21
	DEMAND MANAGEMENT SCHEMES	22
	MULTI-MODAL SCHEMES	23
	PUBLIC TRANSPORT SCHEMES	25
	ACTIVE TRAVEL SCHEMES	30
	NETWORK MANAGEMENT SCHEMES	33

	COMMUNICATION AND ENGAGEMENT SCHEMES	35
	COMPLEMENTARY NATIONAL AND REGIONAL SCHEMES	36
2.8	FUNDING AND IMPLEMENTATION	37
2.9	PARTNERSHIPS AND STAKEHOLDERS	37
	MONITORING AND REVIEW	37
3	ONLINE CONSULTATION QUESTIONNAIRE	ERROR! BOOKMARK NOT DEFINED.

3.2	QUESTION 1 - KEY CHALLENGES AND POLICIES	ERROR! BOOKMARK NOT DEFINED.
	CHALLENGES	ERROR! BOOKMARK NOT DEFINED.
	POLICIES	ERROR! BOOKMARK NOT DEFINED.
3.3	QUESTION 2 - SCHEMES AND INITIATIVES	ERROR! BOOKMARK NOT DEFINED.
3.4	QUESTION 3 - FUNDING SOURCES	ERROR! BOOKMARK NOT DEFINED.
3.5	QUESTION 4 - CYCLING AND WALKING ROUTES	ERROR! BOOKMARK NOT DEFINED.
3.6	QUESTION 5 - COVID-19 CRISIS	ERROR! BOOKMARK NOT DEFINED.
3.7	QUESTION 6 - GENERAL COMMENTS	ERROR! BOOKMARK NOT DEFINED.

TABLES

No table of figures entries found.

FIGURES

No table of figures entries found.

1 INTRODUCTION

- 1.1.1. This technical note provides a detailed summary of the Reading Borough Council Local Transport Plan 4 (2020-2036) - Reading Transport Strategy 2036 (RTS). It then goes on to detail the suggested Wokingham Borough Council response to the six questions posed in the online consultation to the RTS which can be found at <https://consult.reading.gov.uk/dens/reading-transport-strategy-2036/>.

2 SUMMARY OF THE READING TRANSPORT STRATEGY 2036

2.1.1. This section provides a summary of the RTS and provides a suggested Wokingham Borough Council (WBC) response to each section of the RTS in purple text.

2.2 VISION AND OBJECTIVES

2.2.1. Reading Borough Council (RBC), together with local businesses, community groups and the University of Reading have developed their vision for Reading 2050 where Reading is:

“an internationally recognised and economically successful city region, where low carbon living is the norm and the built environment, technology and innovation have combined to create a dynamic, smart and sustainable city with a high quality of life and equal opportunities for all”

2.2.2. RBC aims to ensure Reading is a green, culturally diverse tech city of rivers and parks that:

- Shares success to support and enable thriving communities;
- Delivers a real sense of place and identity;
- Thrives on cultural and cross-generational diversity;
- Recognises our heritage and natural assets;
- Embeds technology to deliver innovation and low carbon living for all; and
- Welcomes ethical and sustainable businesses who support Reading.

2.2.3. This Reading Transport Strategy (RTS) vision aligns with the Reading 2050 and Reading Local Plan visions, along with relevant national, regional and local policies and states RBC’s desire 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.”

2.2.4. The RTS vision is underpinned by five strategic objectives:

- Creating a clean and green Reading
 - Provide transport options to enhance quality of life, reduce emissions and improve air quality to create a carbon neutral town.
- Supporting healthy lifestyles
 - Create healthy streets to encourage active travel and lifestyles, improve accessibility to key destinations and increase personal safety.
- Enabling sustainable and inclusive growth
 - Enable sustainable growth and connect communities so that everyone can benefit from Reading’s success.
- Connecting people and places
 - Promote the use of sustainable modes of transport by providing attractive alternatives to the private car, helping to provide a transport network that is fast, affordable, connected and resilient.
- Embracing smart solutions

- Use technology to manage the network efficiently and allow informed travel choices, whilst enabling Reading to become a smart, connected town of the future.

2.2.5. Given the need to address the ongoing climate emergency, WBC is broadly welcoming of measures to encourage sustainable transport. It is important to note, however, that for some residents living in Wokingham Borough and working in Reading and for some residents that live in Reading and work in the Wokingham Borough, sustainable transport will remain an unviable option and their needs must still be taken into consideration.

2.2.6. It is also important that any measures implemented to improve the performance of the road network in Reading do not result in the traffic rerouting onto nearby roads in the WBC network, increasing congestion and emissions and reducing air quality within our Borough. WBC consider that any capacity reductions on the Inner Distribution Road (IDR) in Central Reading cannot be achieved without impacting surrounding WBC roads, unless the Third Thames Crossing is in place.

2.2.7. As a partner in the Thames Valley Berkshire Smart Cities Cluster project, WBC is also seeking to embrace smart solutions as part of a connected region.

2.3 ABOUT READING

2.3.1. This section of the RTS provides an overview of the Borough looking at its strategic transport connections, environmental considerations, existing travel patterns and projects that have been delivered.

2.3.2. It identifies that there are more jobs in Reading than workers, highlighting the significant demand for traveling into Reading from other local authority areas and the associated impacts on the wellbeing of its residents.

2.3.3. The availability, accessibility and affordability of public transport and the provision of walking and cycling facilities are highlighted as critical to ensuring equality of opportunity and connectivity across Reading Borough.

2.3.4. Despite having the third highest bus use in the country Reading remains one of the most congested towns in the UK, with car congestion in the area causing the third highest levels of delays in any local authority outside London.

2.3.5. The RTS suggests that the level of proposed development in WBC until 2036 is 769 homes per year, with a proposed employment development allocation of 74,000 sqm. These figures are based on the exceptional circumstances case which has yet to be tested, the figure is currently 788 homes and the 74,000 sqm figure includes some development already delivered on the science park. It notes the need for demand management and the potential negative impacts on RBC residents and seeks to address the issue by providing a high-quality, efficient and connected transport network that prioritises walking, cycling and public transport trips, providing a high-quality alternative to the private car.

2.3.6. The health benefits of active travel are set out including physical benefits, increased social engagement, reduced air pollution and improved mental health. The Local Cycling and Walking Infrastructure Plan, produced in partnership with WBC and West Berkshire Council, is the mechanism RBC propose to use to increase the number of walking and cycling trips into the town centre within a 2km and 10km radius respectively and within local or adjoining areas such as those

made to local facilities and services including local centres, schools, healthcare, leisure centres and libraries.

- 2.3.7. RBC see significant opportunity to increase commuter cycling trips from the wider urban area, which includes part of Wokingham Borough, due to the compact and relatively flat nature of much of the town. They go on to highlight the lack of orbital routes and highlight the need for further improvements to connect the wider city-region and suburban areas, including development sites.
- 2.3.8. Turning to public transport, the RTS highlights the excellent connectivity of Reading station and the future benefits of the Elizabeth Line, the Heathrow Western Rail Link and the HS2 interchange at Old Oak Common. It also details the bus priority measures and dedicated infrastructure that has been delivered including at M4 junction 11, along the A33 and at Mere oak and Winnersh Triangle Park and Ride sites.
- 2.3.9. It goes on to note that bus patronage on Reading Buses has bucked the national trend and increased by 48% since 2009, with 72% of the Reading Buses fleet being hybrid, gas powered or meet Euro VI standards. These buses also offer free Wi-Fi, on-board charging for mobile devices, smart ticketing, real-time rail information on buses that link with Reading Station, audio and visual displays and GPS tracking for real-time information.
- 2.3.10. However, the RTS notes that services in out-of-town areas are prone to delays due to congestion caused by high car usage, resulting in lower bus patronage levels and a large proportion of people travelling from these areas into Reading by car.
- 2.3.11. Looking at roads, the increased capacity on the M4 following completion of the Smart Motorway scheme between junctions 3 and 12 is noted along with the need to ensure local road network resilience during incidents or periods of closure. The RTS also notes that a high proportion of people in the wider city region continue to drive to and from work and schools, with the average annual delay to drivers in Reading more than twice England's average.
- 2.3.12. The RTS also notes that the shift towards sustainable travel has contributed towards generally decreasing levels of NO2 air pollution in Reading, although air quality still remains a significant concern with areas that breach legal limits. This is despite the installation of 'No Idling' signage at schools; the expansion of the Co-Wheels car club; personalised residential and business travel planning; road safety education and Bikeability cycle training in schools; and the national school sustainable travel accreditation scheme Modeshift STARS.
- 2.3.13. WBC acknowledges the need for demand management measures to facilitate proposed development, although it is important for RBC to consider the impacts of any measures on WBC residents and those who commute into Wokingham Borough, particularly those for whom the car will remain the only viable form of transport.
- 2.3.14. WBC, as a partner authority in the Local Cycling and Walking Infrastructure Plan, look forward to working with RBC and West Berkshire Council to deliver the measures it proposes.
- 2.3.15. WBC welcomes the extension of the TfL Rail Elizabeth Line services from Maidenhead to Reading, as it provides enhanced service level and journey opportunities from Twyford station, located in the Borough. However, whilst WBC recognises the importance of fast end-to-end journey times between Reading and London Paddington, the retention of the all-day semi-fast and peak time fast services from Twyford, operated by GWR, is considered essential by WBC, as these services provide fast

links for Borough residents to Slough, Heathrow Airport (via Hayes and Harlington) and London Paddington, along with providing additional capacity into Reading.

- 2.3.16. In addition, WBC consider that the deferred electrification of the Henley Branch Line is needed to be completed as soon as possible.
- 2.3.17. WBC also remain in agreement with the Berkshire Members Strategic Planning Group that the Western Rail Link is needed now and not as a by-product of expansion. WBC also remains committed to supporting the Southern Rail Link to Heathrow.
- 2.3.18. As the majority of bus service provision across Wokingham Borough is provided by Reading Buses and Courtney Buses (a subsidiary of Reading Buses), WBC are fully supportive of the innovative approach to bus operation that has been adopted by Reading Buses and welcome the high quality, low emission services provided. However, it is essential that bus fares on bus services both within Wokingham Borough and across its boundaries are affordable and that any alterations to fare structures or concessionary fare policies are administered fairly and consistently both within and outside of the Reading Borough boundary.

2.4 CHALLENGES AND OPPORTUNITIES

- 2.4.1. The RTS identifies seven key challenges and opportunities:

ADAPTING TO THE FUTURE

- 2.4.2. We are in the midst of Covid-19 pandemic crisis which is unprecedented in any of our lifetimes and which may have a lasting effect on the way we live, including when and where we travel. The climate emergency remains a significant risk to our society and wellbeing; combined with the fast-changing technological innovations meaning that future travel demands are unpredictable and uncertain.
- 2.4.3. Our transport strategy will need to enable Reading to adapt to the challenges of the future, facilitating changing travel patterns and behaviour, shifting more travel of both people and goods to sustainable modes and also ensuring Reading maximises the opportunities that are emerging or currently unknown technologies and innovation allow.
- 2.4.4. WBC supports the Berkshire Local Industrial Strategy and the Thames Valley Berkshire Smart Cities Cluster project. WBC also share RBC's view that the climate emergency remains a significant risk to our society and wellbeing and that people will need to make changes to the way they live their lives and how they travel as, even with electric vehicles, private car travel needs to be reduced.
- 2.4.5. WBC agree that modal shift to sustainable modes is essential, but capacity reduction measures within Reading Borough to encourage this modal shift should not lead to additional congestion arising on alternative nearby routes within Wokingham Borough.
- 2.4.6. To this end, it is important that any innovations are shared across borough boundaries and that future services such as Mobility as a Service are able to operate on a wider scale across the Berkshire and Thames Valley area on a single platform with a common payment system for the benefit of all residents across Berkshire and the Thames Valley and not just RBC residents. Along with the added convenience and seamless integration, this will also bring set-up and operational savings through economies of scale.
- 2.4.7. We would also agree that any plan needs to adapt and that any substantial investment needs to be future-proofed.

IMPROVING AIR QUALITY

- 2.4.8. We know that vehicles cause air pollution through emissions of nitrogen oxides (NOX) and particulate matter (PM) and emissions from private cars, taxis and goods vehicles are a significant concern, particularly the effects on human health. As a result of high levels of congestion in parts of Reading, an Air Quality Management Area (AQMA) has been declared covering the town centre and many of the key corridors into and out of the town including adjacent to the Royal Berkshire Hospital. Additionally, Wokingham Borough Council has declared an AQMA along the M4 south of Reading.
- 2.4.9. The Covid-19 crisis has resulted in many towns and cities, including Reading seeing a temporary improvement in air quality with a reduction in both NOX and fine particulates, primarily a consequence of lower traffic volumes. This not only gives us an indication of how a future might look with less air pollution and better air quality but also what measures we need to achieve to get there.
- 2.4.10. Addressing our AQMA's is a key challenge for both RBC and WBC. Without the completion of the Third Thames Crossing, any capacity reductions on the IDR in Central Reading are likely to result in additional traffic re-routing along other routes within Wokingham Borough including Sonning Bridge and the M4, thereby increasing emissions levels in the Borough. This is of particular concern within the WBC M4 AQMA.
- 2.4.11. WBC acknowledge the need for significant measures to encourage modal shift. However, the order in which they are implemented by RBC will be of great significance in relation to their potential impacts on roads within Wokingham Borough.

REDUCING CAR CONGESTION AND THE NEGATIVE EFFECTS IT CAUSES

- 2.4.12. Despite significant investment in public transport and active travel improvements, traffic and congestion around Reading continues to grow. More substantial investment and infrastructure is needed to encourage people to make sustainable travel choices and to provide alternative, more suitable, routing options for through-traffic.
- 2.4.13. Car congestion has significant negative impacts on our public transport network and services. Public transport is critical to travel and movement around Reading: 21.6 million journeys were made by bus in 2018, and this number is increasing annually. Due to a relative lack of orbital routes, a large proportion of drivers travel via the Inner Distribution Road (IDR), further adding to town centre congestion. In peak hours, up to a third of trips using the IDR could take a more direct or appropriate route, if orbital route improvements or other transport alternatives were in place.
- 2.4.14. The RTS states in several different paragraphs and in the above summary that, in peak hours, up to a third of trips using the IDR could take a more direct or appropriate route. To support this claim, the reader is directed to Reference 53 which states:
- 2.4.15. "Reading Transport Model, 2015 Baseline AM Peak. Proportion of modelled traffic using IDR that does not have an origin or destination in Reading town centre and could route via alternative roads, either currently, or if new/improved orbital links were available as set out within this strategy."
- 2.4.16. Based on this Reference, it appears that only the 2015 AM Peak model has been interrogated, and the one third proportion that could take a more direct or appropriate route appears to not be the proportion of all trips using the IDR, but instead the proportion of trips using the IDR that do not have an origin or destination in Reading town centre. This latter number of trips clearly being a much smaller number of trips.

- 2.4.17. Also, no further reports or evidence are provided to support this claim, including no details of the actual origins and destinations of trips included in this proportion, no additional information for the PM Peak period and no modelling from a more recent year than 2015.
- 2.4.18. Appropriate traffic modelling of the likely impact of the congestion measures contained within the RTS on the roads of Reading and its neighbouring boroughs, has not been provided and so it is impossible to quantify. However, it is reasonable to assume that without new/improved orbital links, such as the Third Thames Crossing, re-routing ‘through trips’ away from the IDR will likely result in increased congestion and poorer air quality on the road networks of these neighbouring boroughs, and specifically Wokingham Borough.
- 2.4.19. It is also stated that congestion around Reading continues to grow but, whilst WBC acknowledge that Reading is one of the most congested towns in the UK, only limited evidence is provided to support this claim. Plots from the 2015 AM Peak model are shown but these are out of date and do not quantify the scale of the stated congestion increase. Other evidence presented to support this statement is also unclear, with the statistics in Paragraph 4.37 being unreferenced, Paragraph 4.38 being incorrectly referenced and Figure 22 being unclear and not including the year the data it relates to.
- 2.4.20. The RTS does make reference elsewhere to the Department for Transport Road Congestion Statistics Table CGN0502B (February 2018). However, instead of showing an increase, this table shows that the average delay on locally managed ‘A’ roads in Reading Borough fell 5% between 2015 and 2018.

PROVIDING AFFORDABLE AND ACCESSIBLE TRAVEL FOR ALL

- 2.4.21. We want Reading to be a town where everyone, regardless of background, disability, income, age or gender, can easily and safely travel around. Our transport system needs to be accessible to all, providing access to employment, education, healthcare and leisure opportunities, to allow our growing town to thrive. The Covid-19 crisis will result in a period of deep economic uncertainty and anxiety for many residents and businesses, and our transport strategy and policies will need to ensure it supports the economic recovery of all sections of society.
- 2.4.22. As the majority of bus service provision across Wokingham Borough is provided by Reading Buses and Courtney Buses (a subsidiary of Reading Buses), WBC welcome that all Reading Buses vehicles are wheelchair accessible, with most having audio and visual stop announcements.
- 2.4.23. When planning service provision, it is important to consider cross-boundary routes that enable commuters from Wokingham Borough to get to work in Reading and also cross-boundary routes that enable commuters from Reading to get to work in Wokingham Borough. It should be noted that there are issues with bus reliability and capacity on routes in Wokingham which serve Reading Town and its station, particularly in Earley.
- 2.4.24. Fares on bus services both within Wokingham Borough and across its boundaries should be affordable and any alterations to fare structures or concessionary fare policies should be administered fairly and consistently both within and outside of the Reading Borough boundary.
- 2.4.25. WBC recognise the importance to its residents living closer to Reading, that locations in Wokingham Borough such as Earley and Woodley remain within the simplyReading Fare Zone on Reading Buses services.

- 2.4.26. Community transport also has a key role to play in providing accessible travel for all and WBC would welcome improved booking flexibility for its residents who use this vital service.
- 2.4.27. Lastly, WBC agree with the RTS that areas outside Reading Borough with higher incomes have correspondingly higher car ownership and so further bus priority is needed to reduce journey times by bus, increasing the attractiveness of the service and encouraging modal shift, in turn increasing the viability of the service.

REMOVING BARRIERS TO HEALTHY LIFESTYLES

- 2.4.28. Reading’s pedestrian network and public space have had significant investment over the years. Still, there are areas of the town which require enhancement, such as the street paving, landscaping and furniture. Improvements are also needed to better accommodate pedestrian movement and desire lines, which change as the pedestrian demand to, from and within the town centre alter. The quality of the environment in parts of the town centre is good, especially areas where enhancements have been delivered in recent years. Still, there are areas, and also many local centres outside the town centre, where improvements to the public spaces and streets will create a more welcoming and attractive space, with better provision for all people walking, cycling and those who are mobility impaired.
- 2.4.29. During the Covid-19 crisis, the government measures in the lockdown allow for one form of exercise per day, including walking, running or cycling and also advise people to stay local when exercising. As a result, many people are re-discovering the footpaths, roads and parks in their local neighbourhoods as well as recognising the benefits of being outside for both their physical and mental wellbeing. In a post-Covid-19 world, creating and maintaining attractive spaces and removing barriers to healthy lifestyles may help this behavioural change to be permanent.
- 2.4.30. WBC, as a partner authority in the Local Cycling and Walking Infrastructure Plan, look forward to working with RBC and West Berkshire Council to deliver the measures it proposes.

ACHIEVING GOOD ACCESSIBILITY TO LOCAL FACILITIES AND EMPLOYMENT

- 2.4.31. Good access to local facilities is key to enabling growth and supporting sustainable travel patterns. Within the wider Reading area, access to local facilities varies significantly, depending on both the type of facility and the location. Overall, access to public transport stops is good, with 90% of Reading residents living within 400 metres of a bus stop. However, accessibility to other amenities is significantly lower, with the majority of people living outside typically reasonable walking distances.
- 2.4.32. Many children in Wokingham Borough travel to and from school by bus using cross-boundary scheduled services provided by Reading Buses. These services are essential to Wokingham Borough families without access to a car.
- 2.4.33. These services also provide access to places of employment, retail locations, places of worship and medical facilities for Wokingham Borough residents, helping to reduce car usage.

ACCOMMODATING DEVELOPMENT AND DELIVERING THE LOCAL PLAN

- 2.4.34. The pandemic will result in a significant and immediate downturn in the economy, but there is uncertainty about what the lasting impact will be on the national and local economy. Significant development is planned in Reading and the surrounding area with at least 15,847 homes planned to be delivered between 2013 and 2036 in Reading alone. As well as this within Reading and the nearby local authority areas of South Oxfordshire, West Berkshire, Wokingham, Bracknell,

Basingstoke and Deane, and Hart, over 5,000 homes are planned to be delivered each year, and many of the people living in these homes will travel to Reading. Assuming the need for new homes is maintained, we will need to provide improvements to accommodate these additional travel needs and enable development to be delivered without affecting the health and wellbeing of residents within the Borough.

- 2.4.35. It is reasonable to predict that, as a result of development, car traffic will increase leading to additional demand across Reading, but no evidence has been presented to support that statement. Key corridors and rat-runs that will be affected have also not been identified and so a list of the routes that will be affected, be they within Reading Borough or outside of it, is not provided. Therefore, it is not possible to assess the ability of the RTS to help accommodate development and deliver the RBC Local Plan.

SUMMARY OF WBC RESPONSE TO CHALLENGES AND OPPORTUNITIES

- 2.4.36. No formal evidence base has been provided to support the RTS and, as a result, a sound evidential basis underpinning each of the seven challenges presented is not always provided.
- 2.4.37. WBC recognises the importance of adapting to the future and supports the Smart Cities approach and the development of Mobility as a Service but would encourage increased emphasis within the RTS around knowledge sharing and partnership working to ensure the adoption of a common approach across Berkshire and the Thames Valley to maximise the benefits for all residents.
- 2.4.38. As a partner authority in the Local Cycling and Walking Infrastructure Plan, WBC looks forward to working with RBC and West Berkshire Council to deliver the measures it proposes.
- 2.4.39. WBC recognises the important role, as primary bus operator in the Borough that Reading Buses play in providing high-quality, accessible bus services to residents and support the desire for additional bus priority outside of Reading Borough. It is also important that fares on bus services both within Wokingham Borough and across its boundaries should be affordable and any alterations to fare structures or concessionary fare policies should be administered fairly and consistently both within and outside of the Reading Borough boundary. It would be unfair for residents of neighbouring boroughs to indirectly fund through fare increases the cost of any widening of the concessionary fare scheme within Reading Borough.
- 2.4.40. Reading Station is an important destination for many commuters and if served better by bus from locations such as Earley and Woodley, there could be an opportunity to improve commuter experience and reduce the number of people driving to the station. The current services serving Wokingham, such as those from Earley, have suffered from reliability issues, in part due to delays caused on Reading's network and overcrowding at peak times is also an issue.
- 2.4.41. WBC supports efforts to address the ongoing climate emergency by encouraging modal shift to sustainable modes. However, it is important that measures included within the RTS do not lead to a deterioration in conditions on the road network of neighbouring boroughs, including Wokingham Borough.
- 2.4.42. For example, without additional infrastructure in place, such as the Third Thames Crossing, measures to reduce congestion and improve air quality on the IDR in Central Reading are likely to lead to existing traffic re-routing onto WBC roads such as Sonning Bridge and the M4. This will likely result in additional congestion on WBC roads and a potential worsening of air quality in Wokingham Borough, including within our M4 AQMA.

- 2.4.43. In addition to not sufficiently considering the likely impacts of measures on surrounding boroughs, the scale of existing congestion issues within Reading Borough is not quantified within the RTS. It is stated that congestion around Reading continues to grow but, whilst WBC acknowledge that Reading is one of the most congested towns in the UK, only limited evidence is provided to support this statement. Plots from the 2015 AM Peak model are shown but these are out of date and do not quantify the scale of the stated congestion increase. Other evidence presented in the RTS to further demonstrate the increasing congestion issue is either unreferenced; incorrectly referenced or described; or does not include the year it refers to and so does not provide further clarity.
- 2.4.44. The RTS does make reference elsewhere to the Department for Transport Road Congestion Statistics Table CGN0502B (February 2018). However, instead of showing an increase, this table shows that the average delay on locally managed 'A' roads in Reading Borough fell 5% between 2015 and 2018.
- 2.4.45. Lastly, it is not possible to assess the ability of the RTS to help accommodate development and deliver the RBC Local Plan. Although it is reasonable to predict an increase in car traffic as a result of development, no evidence has been presented to support that statement and key corridors and rat-runs that will be affected, both inside Reading Borough and across the neighbouring Boroughs, have not been identified.

2.5 POLICIES

- 2.5.1. The RTS includes details of thirty proposed policies to tackle the challenges and opportunities identified earlier. The RTS assumes a return to the same pressures and demands on travel experienced before the pandemic, which they acknowledge may be pessimistic and fail to recognise what could be a pivotal moment in travel behaviour.
- 2.5.2. The policies cover the following five areas:
- Multi-modal policies including sustainable transport, development control, equality and inclusivity, the environment and climate change and smart solutions and innovation;
 - Public transport policies including rail, buses, taxis and private hire vehicles, waterways, mobility as a service, shared autonomous vehicles and travel information;
 - Active travel policies including healthy streets, public space, walking and cycling, school travel, public rights of way;
 - Network and demand management schemes, including road safety schemes, efficiency improvements, intelligent transport systems, electric vehicle charging and smart city initiatives; and
 - Communication and engagement policies including training and education, incentivisation and public engagement.

MULTI-MODAL POLICIES

Policy	WBC Comment
<p>RTS1 Sustainable Transport</p> <p>Prioritise sustainable travel modes to offer an attractive and realistic alternative to the private car.</p> <p>Increase the capacity of the sustainable transport network by reallocating road space to sustainable modes.</p> <p>Complement any increase in general traffic capacity with sustainable transport improvements.</p> <p>Develop sustainable transport schemes in partnership with neighbouring Boroughs to support an increase in sustainable cross-boundary journeys.</p>	<p>Recognising the importance of measures to address the ongoing Climate Emergency, WBC will continue to partner with RBC, along with its other neighbouring authorities, to bring forward measures to encourage further and more significant modal shift to more sustainable modes.</p>
<p>RTS2 Environment and Climate Change</p> <p>Design our schemes to improve the built and natural environment, enhancing the quality of life of our residents.</p> <p>Ensure transport schemes deliver improved air quality, reduced emissions and biodiversity net gains.</p> <p>Adapt our transport network to prepare for climate change.</p> <p>Protect and promote the heritage of our town.</p>	<p>WBC recognise the need to address climate change and welcome measures to improve air quality and reduce emissions. However, the implementation of these measures should not result in traffic rerouting onto WBC roads, adversely affecting air quality and emissions levels.</p>
<p>RTS3 Equality and Inclusivity</p> <p>Work with transport operators to deliver an accessible network for all, taking action to address barriers caused by physical infrastructure.</p> <p>Continue to undertake Equalities Impact Assessments as part of the development of new schemes and policies, as a minimum in line with our statutory requirements, to enable us to deliver transport improvements that cater for all residents.</p> <p>Continue to work with partners to deliver public transport, such as bus, community transport and taxi operators, that is affordable and accessible to all and reduce inequalities in our communities.</p>	<p>As the majority of bus service provision across Wokingham Borough is provided by Reading Buses (owned by Reading Borough Council) and Courtney Buses (a subsidiary of Reading Buses), WBC welcome the commitment to deliver an accessible network for all and the commitment to affordable and accessible community transport, noting that Readibus provide some of the community transport provision in the Borough.</p>
<p>RTS4 Development Control</p> <p>Work with developers to design development that supports delivery of our transport strategy.</p> <p>Work with developers to secure land for transport infrastructure where required.</p> <p>New developments will be required to demonstrate how they will deliver healthy streets and make a positive contribution to the walking, cycling and public transport network and support sustainable travel, such as initially subsidising bus services, through the development and implementation of travel plans.</p> <p>Private sector contributions, including Section 106 and the Community Infrastructure Levy, will be used where appropriate to improve the transport network and mitigate the impact of</p>	<p>When considering new development, it is essential that RBC consider its impacts on the WBC road network, as well as their own, and provide suitable mitigation measures where appropriate.</p>

<p>development, including through enhancement of walking, cycling and public transport facilities.</p>	
<p>RTS5 Sustainable Modes of Travel to School</p> <p>Update our SMoTS to reflect our priorities in delivering the national sustainable schools accreditation programme, Modeshift STARS, and new initiatives, such as school streets, seeking to create safer and more attractive environments around schools.</p> <p>All schools will be incentivised to renew their school travel plan annually as part of the national accreditation scheme – Modeshift STARS and set ambitious targets to increase the percentage of the school community walking, cycling and using public transport.</p> <p>Encourage and support the promotion of sustainable travel to schools through implementation of education, training and initiatives, such as Bikeability and school streets.</p> <p>Work with the school community to identify barriers currently preventing sustainable travel and provide solutions to create safer and more attractive routes to schools.</p>	<p>WBC is supportive of this policy. Given that many students at Reading’s schools travel in from Wokingham borough, we assume that this will include supporting and enabling these students to travel sustainably. Wokingham’s My Journey Team are happy to work with Reading BC as required to assist in this important policy.</p>
<p>RTS6 Smart Solutions and Innovation</p> <p>Embrace the latest technologies to improve the efficiency and resilience of the transport network for the benefit of our residents.</p> <p>Work with businesses to encourage the use of technology to reduce the need to travel, and as a Council we will lead by example.</p> <p>Continue to promote Reading as a town that actively encourages and supports the testing of innovative solutions to defined transport challenges.</p>	<p>WBC is broadly supportive of this policy, although as our transport networks are so closely interlinked, we would look to work closely with RBC to maximise network efficiency and resilience benefits for residents across both boroughs and not just those in Reading Borough.</p>

PUBLIC TRANSPORT POLICIES

Policy	WBC Comment
<p>RTS7 Public Transport</p> <p>Continue to build on the well-established bus and rail connections and work with partners across Reading and the wider region to establish an accessible, affordable reliable and sustainable, integrated public transport network.</p> <p>Support the evolution of public transport as technologies advance and new types of services become viable.</p>	<p>WBC welcome this policy and look forward to working with RBC as public transport evolves to best serve the needs of all of our residents.</p>
<p>RTS8 Bus and Community Transport</p> <p>Work with bus operators, businesses, health and education providers towards delivering high quality fast, frequent and reliable bus services that are not forced to take second place to excessive or inappropriate car use.</p> <p>Maximise the use of bus services by ensuring space on the highway is dedicated to buses or shared with buses, taxis, cycles and emergency vehicles where feasible, to ensure equality of urban mobility and to free up space for regeneration of streets with planting and improvements to the public space.</p> <p>Work with neighbouring authorities and other parties to enable the provision of community transport services in Reading for the benefit of our residents and reduce social isolation.</p>	<p>WBC is supportive of this policy, which is in line with WBC LTP3 Policies PT2, PT6 and PT11.</p> <p>WBC will continue to work with RBC to develop community transport provision serving the needs of both boroughs. WBC also supports upgrades to existing Park and Ride facilities and creation of green hubs. However, as part of the evolution of Park and Ride sites, the need for existing and proposed sites and their associated bus services, to become self-funding, or have a sustainable business model, should be borne in mind.</p>
<p>RTS9 Rail</p> <p>Continue to lobby for improvement and work with the rail industry including train operating companies to provide improved services for train travellers to and from Reading.</p> <p>Continue to support the development of the other Reading stations (Reading West, Tilehurst and Green Park) to ensure each is accessible and provides a high-quality entry to the rail network with high quality frequent and reliable train services.</p>	<p>The RTS does not mention of the vital Reading to London Waterloo rail link that passes through Earley, Winnersh, Winnersh Triangle and Wokingham.</p> <p>In line with WBC LTP3 Policy PT1, WBC consider that enhanced service provision and faster journey times on this line should be a policy, as the line runs parallel to the A329 between Bracknell and Reading and additional modal shift to this rail line could play a key role in reducing congestion along this route.</p> <p>WBC is also committed to supporting the Heathrow Western and Southern rail links.</p> <p>Paragraph 5.31 supports improvements on the North Downs Line, but this is not specifically mentioned in the policy.</p>
<p>RTS10 Taxis and Private Hire</p> <p>Work with operators to deliver smart, accessible and efficient taxi services across the Borough.</p>	<p>WBC is supportive of this policy.</p>

<p>Work with taxi and private hire services, offering support and incentives to encourage a shift towards cleaner vehicles.</p> <p>All taxis operating in Reading to be electric or hybrid by 2028.</p>	
<p>RTS11 Waterways</p> <p>Work with private operators to seek opportunities for external funding for waterway schemes and improvements to the connecting networks.</p>	<p>WBC is supportive of this policy.</p>
<p>RTS12 Connected and Autonomous Vehicles</p> <p>Monitor the development of Connected and Autonomous Vehicles (CAVs), in particular Shared Autonomous Vehicles (SAVs), and seek to implement feeder services to the Fast Track Public Transport (FTPT) corridor and use SAVs on the FTPT as technology, legislation and costs align.</p> <p>Future proof the transport network for emerging and unknown technologies such as CAVs, by reallocating road space to public transport, and other forms of sustainable transport.</p>	<p>WBC is broadly supportive of this policy and would look to work closely with RBC as technologies come forwards.</p>

ACTIVE TRAVEL POLICIES

Policy	WBC Comment
<p>RTS13 Healthy Streets</p> <p>Encourage the creation of healthy streets in Reading, to improve air quality, reduce congestion and help make our communities healthier, greener and more attractive places to live, work, learn and play.</p> <p>Reallocate road space away from the private car, to provide healthier streets and encourage more sustainable, active modes of travel.</p>	<p>WBC is broadly supportive of this policy although, as space is reallocated away from the private car, it is important to ensure that these reallocated vehicles do not transfer to using alternative routes within Wokingham Borough.</p>
<p>RTS14 Walking and Cycling</p> <p>Transform our walking and cycling network to be safe, clean and green and better connect people to local facilities and services, including education, retail, leisure and employment, as set out in the LCWIP.</p> <p>Create a hierarchy of walking and cycling routes, building on our existing network and seek to secure new routes, including through proposed developments, and, where feasible, segregate routes.</p> <p>Design our walking and cycling network to accommodate all users where feasible. This will include wheelchair users, adapted cycles, those who are visually impaired and cycles with trailers, for example.</p> <p>Integrate the LCWIP into cross-departmental strategies to maximise the benefits of walking and cycling, including improved health and wellbeing, air quality, reduced emissions and to create a more attractive local environment.</p> <p>Monitor the development and uptake of new technologies such as e-bikes and e-scooters, to inform our walking and cycling strategy.</p>	<p>WBC supports this policy. It also aligns with the WBC LTP3 Active Travel Policies.</p> <p>As with the LCWIP in Reading, we would seek to ensure that facilities are joined up and do not end at borough boundaries.</p>
<p>RTS15 High-Quality Public Space</p> <p>Deliver high-quality public space, encompassing streets and accessible interchanges across the Borough, including in our town and local centres, to bring social, health, economic and environmental benefits to all.</p> <p>Develop a comprehensive wayfinding system for the town to improve the travel experience of residents, employees and visitors in Reading, and people travelling through the town.</p>	<p>WBC is supportive of this policy.</p>
<p>RTS16 Rights of Way</p> <p>Work with developers to seek opportunities to deliver new and improved routes through development proposals to provide an integrated and accessible rights of way network for all potential users.</p> <p>Maintain and improve the existing Rights of Way network across the Borough.</p>	<p>WBC is supportive of this policy.</p>

NETWORK AND DEMAND MANAGEMENT POLICIES

Policy	WBC Comment
<p>RTS17 Network Management</p> <p>Maximise the performance of our network and manage our network to aid the movement of people, prioritising sustainable transport.</p> <p>Report on the current and forecast levels of traffic in Reading and publish targets to reduce traffic growth.</p> <p>Increase monitoring of our transport network to inform transport schemes and policies.</p>	<p>The RTS includes no information relating to current or forecast traffic levels, the only up-to-date data presented is the annual town centre cordon counts presented in Figure 16. Therefore, it is not possible to establish where network performance issues currently arise or are forecast to arise and so the potential for additional impacts on WBC roads cannot be determined.</p>
<p>RTS18 Road Safety</p> <p>Take action to improve road safety for all and to further reduce fatalities and injuries on our network.</p> <p>Improve the safety of vulnerable road users through a combination of measures, including infrastructure enhancements set out in the Local Cycling and Walking Infrastructure Plan.</p> <p>Support and promote education programmes and road safety campaigns, particularly those that better protect vulnerable road users.</p> <p>Monitor accident data and transport safety developments to identify where we can deliver improvements to road safety.</p>	<p>WBC is supportive of this policy.</p>
<p>RTS19 Streetworks</p> <p>Continue to actively engage with statutory undertakers to co-ordinate streetworks within Reading.</p> <p>Investigate methods to improve the management of streetworks, such as permit and charging schemes, to provide access to the transport network.</p> <p>Seek to improve the accuracy of information for all users of the road and footways including suitable diversion routes when required.</p>	<p>WBC has experienced the benefits of operating its Permit Scheme since 2015. Given that delays due to street works on the road network in Reading Borough can have knock-on impacts on neighbouring WBC roads, WBC welcomes this policy.</p>
<p>RTS20 Parking</p> <p>Manage the parking provision across the Borough, in public car parks, on-street parking and across new developments, to influence sustainable travel choices, encourage sustainable patterns for travel and provide for those who are less mobile.</p> <p>Investigate new technologies and systems to improve the efficiency of kerbside usage and implement these if effective.</p>	<p>WBC is broadly supportive of this policy although it is important that any parking management measures implemented on RBC roads do not lead to increased parking issues on neighbouring WBC roads.</p> <p>Given the need for Park and Ride, parking charges should be set with a view to encourage more use of Park and Ride and income generated should be diverted to help reduce costs of Park and Ride services thus making them more attractive to visitors to Reading.</p>

<p>RTS21 Enforcement</p> <p>Continue to enforce traffic and parking restrictions in Reading, to improve the effectiveness of our infrastructure and prioritise sustainable modes.</p>	<p>WBC is supportive of this policy as consistent enforcement by both boroughs is essential.</p>
<p>RTS22 Demand Management</p> <p>Develop demand management measures to reduce congestion and improve the quality of life of our residents and prepare a supporting business case to implement potential schemes.</p> <p>Reinvest revenue generated by demand management measures in sustainable transport solutions as set out in the 'Our Schemes and Initiatives' chapter.</p>	<p>It is important that any demand management measures implemented in Reading Borough do not lead to increased congestion, parking or decreased quality of life in neighbouring Wokingham Borough.</p> <p>Demand Management may be appropriate where there are viable alternatives for all users requiring access to Reading, however, this should not mean simply charging those who have to travel further and rely on a private vehicle; making park and ride cheaper and improving bus services across a wider area to make access easier for all would be welcomed.</p>
<p>RTS23 Motorcycles and Powered Two-Wheelers</p> <p>Continue to work in partnership with the police, motorcyclists' representatives and motorcycle outlets to promote best practice in road safety and education for users of PTWs.</p>	<p>WBC is broadly supportive of this policy.</p>
<p>RTS24 Freight and Sustainable Distribution</p> <p>Work with operators to support the efficient movement of freight, improving reliability and journey times of deliveries and minimise impact of freight transport on the local road network.</p> <p>Work with operators to support the delivery of freight consolidation centres, to improve efficiency and reduce the number of last-mile delivery trips within Reading.</p> <p>Work with operators to explore and support more sustainable delivery methods, such as cargo bikes and electric micro-vehicles, for the last mile delivery.</p>	<p>WBC is broadly supportive of this policy.</p> <p>Wokingham would be pleased to share any appropriate consolidation facility dependant on location. We would also support electric cargo bikes and vehicles for deliveries and again a shared resource could prove more effective in meeting objectives.</p>
<p>RTS25 Highways Asset Management</p> <p>Maintain our transport infrastructure to a high standard and deliver essential improvements to meet the demands of residents, local businesses and visitors.</p>	<p>WBC is supportive of this policy.</p>
<p>RTS26 Sustainable Drainage (SUDS) & Surface Water Management</p> <p>Incorporate SUDS and surface water management into our requirements for transport schemes.</p>	<p>WBC is supportive of this policy.</p>
<p>RTS27 Smart City Approach</p> <p>Work collaboratively with partners both within and outside the Council to develop a Smart City Strategy for Reading.</p>	<p>As a partner in the Thames Valley Berkshire Smart Cities Cluster project, WBC supports this policy.</p>

<p>Work collaboratively with partners, create the platform for, and seek to invest in the Smart Cities approach to support future growth and to maximise the efficiency and attractiveness of our transport networks and services.</p>	
<p>RTS28 Mobility Services & Sharing Economy</p> <p>Work with commercial providers to deliver Mobility as a Service models.</p> <p>Work with our neighbouring authorities to develop interim app-based journey planning and payment services that take us towards full Mobility as a Service.</p> <p>Integrate our systems and data to enable the development of an improved mobility service offering across our travel to work area, to improve ease of travel by non-private car modes.</p>	<p>In line with WBC LTP3 Policy SCDM13, WBC consider it important that any innovations are shared across borough boundaries and that future services such as Mobility as a Service are able to operate on a wider scale across the Berkshire and Thames Valley area on a single platform with a common payment system for the benefit of all residents across Berkshire and the Thames Valley.</p>

COMMUNICATION AND ENGAGEMENT POLICIES

Policy	WBC Comment
<p>RTS29 Travel Information</p> <p>Support and promote the use of a wide range of data and technology to influence travel behaviour and manage the transport network.</p> <p>Work with partners to deliver high quality, accessible, real-time data to assist users to make sustainable travel choices, recognising the differing needs of travellers.</p> <p>Work with businesses, and other key destinations, to support them in delivering their travel plans and providing sustainable travel advice to their workforce.</p>	<p>WBC is supportive of this policy.</p>
<p>RTS30 Public Consultation and Engagement</p> <p>Engage with residents, employees and other stakeholders to develop the details of our schemes and strategies from the early stages, so that the views of the local community are reflected in our approach.</p> <p>Develop evidence bases and technical assessments to support our schemes and strategies and will make these publicly available where appropriate.</p> <p>Improve the way we engage with the public to make our consultations more accessible and make it easier for all to participate in the consultation process.</p> <p>Open-up our transport data for public use where possible.</p>	<p>WBC is supportive of this policy.</p>

2.6 SCHEMES AND INITIATIVES

2.6.1. The RTS includes details of schemes identified to address the challenges and take advantage of the opportunities identified earlier. Schemes are intended to be flexible and responsive to innovation, technological advances, funding availability and reflect delivery of the RTS.

2.6.2. Schemes also cover the following seven areas:

- Demand management schemes to achieve the vision for Reading, making difficult choices and potentially delivering a clean air zone, emissions-based and road user charging and a workplace levy;
- Multi-modal schemes providing benefits to all road users by smoothing traffic flow, providing more reliable journey times and improving air quality and productivity;
- Public transport schemes to provide a step change in public transport provision in Reading;
- Active travel schemes incorporating healthy streets principles and best practice to improve the attractiveness of walking and cycling leading to improved air quality, health and wellbeing;
- Network management schemes to manage demand and improve network efficiency and safety;
- Communication and engagement schemes to promote benefits and enhancements that the proposed schemes bring; and
- Complementary national and regional schemes to enhance connectivity and facilitate development.

DEMAND MANAGEMENT SCHEMES

- 2.6.3. Reading is unlikely to be able to meet its identified transport growth and air quality challenges without additional methods of managing traffic growth, developed in parallel with investing in improving access for more sustainable means of travel. The RTS is reliant upon external funding being secured to develop and construct new transport infrastructure to improve air quality and reduce car congestion and demand management schemes will provide a ring-fenced income stream as well as increasing capacity, reducing traffic and improving air quality.
- 2.6.4. The RTS states that each demand management scheme will be highly flexible and able to be deployed either in isolation, or in combination with other measures. It notes that key employment sites, such as the University of Reading and Green Park, will be split across boundaries and, in the case of Thames Valley Business Park located in Wokingham Borough, given the large number of trips it generates, RBC will commence discussions on the proposed options with WBC at an early stage.
- 2.6.5. To mitigate the risk of disadvantaging those on low incomes, RBC commit to undertaking an Equalities Impact Assessment for each scheme.

Scheme	WBC Comment
<p>Clean Air Zone Improvement to air quality and health by restricting access to or introducing charges for the most polluting vehicles. Impact is limited as only targets most polluting vehicles.</p>	<p>It is important that any measures are applied fairly so that residents from neighbouring boroughs are not adversely affected compared to Reading Borough residents. Any measures should not result in vehicles shifting to WBC roads to avoid the measure and thereby shifting congestion, parking and/or air quality issues onto the Wokingham Borough network. Making other options attractive and reducing the cost to the customer of Park and Ride Schemes would offset this approach and would be an appropriate use of the revenue gained.</p>
<p>Emissions-Based Charging Charges drivers based on their vehicle emissions. Charges could vary across the Borough and by time of day.</p>	
<p>Road User Charging Seeks to reduce traffic without closing roads. Could be applied across the Borough or on a link-by-link basis. Could also be implemented flexibly to discourage through-traffic or at certain times of the day. Complementary measures needed to minimise the risk of traffic re-routing along unsuitable alternative roads.</p>	
<p>Workplace Levy Follow the approach successfully adopted in Nottingham, likely requiring an extension of the existing controlled parking zones. Encourages employees to shift towards sustainable travel. Employers could pass on levy costs to staff and/or they may look to reduce their parking to reduce costs. Would apply to all employers with employee parking over a certain threshold, with minimal exemptions. Variable rates depending on accessibility by alternative modes.</p>	

MULTI-MODAL SCHEMES

Scheme	WBC Comment
<p>Transport Corridor Multi-Modal Enhancements</p> <p>Road space reallocation walking, cycling and public transport.</p> <p>Improved pedestrian and cycle provision, including wider, more accessible routes, upgraded /new crossings and rest areas.</p> <p>Improved public transport provision, including bus priority infrastructure, travel information and stop facilities.</p> <p>Capacity enhancements at pinch points, traffic signal upgrades, safety enhancements, decluttering and increased landscaping.</p> <p>Seeks to increase walking, cycling and public transport usage, reduce delays, improve air quality and journey time reliability, increase capacity, and improve biodiversity and environment.</p>	<p>WBC is broadly supportive of this scheme although, as space is reallocated away from the private car, it is important to ensure that vehicles do not transfer to using alternative routes, thereby shifting congestion, parking and/or air quality issues onto the WBC network</p>
<p>Inner Distribution Road (IDR) Multi-Modal Enhancements</p> <p>Reduce severance and reconnect communities.</p> <p>Road space reallocation walking, cycling and public transport.</p> <p>Improved pedestrian and cycle provision, including wider, more accessible routes and upgraded /new crossings.</p> <p>Capacity enhancements at pinch points, traffic signal upgrades, safety enhancements, decluttering and increased landscaping.</p> <p>Seeks to increase walking, cycling and public transport usage, reduce delays, improve air quality and journey time reliability, and improve capacity, connectivity and journey experience.</p>	<p>As space is reallocated, it is important to ensure that reallocated vehicles do not transfer to using alternative routes on the WBC network. Any measures to reallocate road space on the IDR are likely to lead to additional congestion in surrounding areas and across Sonning Bridge.</p>
<p>North Reading Orbital Route</p> <p>A new orbital route around the northern edge of Reading linking the A4074 to the A4155, enabling delivery of an effective north of Reading Park and Ride network. Will include FTPT route along its length, walking and cycling facilities and limited highway capacity for general traffic to help alleviate congestion.</p> <p>Reliant on land availability to the north of Reading and linked to the delivery of the Third Thames Crossing to provide an enhanced connection to the town centre and wider strategic network from the north of Reading.</p> <p>Seeks to provide more reliable and quicker journeys, congestion relief, improved air quality and network resilience. Together with Third Thames Crossing will reduce congestion in Caversham, enabling road space reallocation to provide walking, cycling and public space improvements, along with bus priority measures to reduce journey times and increase public transport attractiveness.</p> <p>Scheme linked to the delivery of Park and Ride facilities along Reading’s northern boundary, the Third Thames Crossing and East FTPT that would provide a high-quality FTPT route from Park and Rides north of Reading to the town centre, via Thames Valley Park and Ride, further encouraging mode shift.</p>	<p>WBC are supportive of this scheme. It is important that it can be delivered without the Third Thames Crossing as the timescales and feasibility of the crossing are not yet fully known.</p>

<p>Third Thames Crossing East of Reading</p> <p>A new multi-modal river crossing, including bus priority and segregated walking and cycling facilities, linking eastern Caversham and northern end of the A3290.</p> <p>Links to other proposed schemes including the East FTPT route, North Reading Park & Ride and the North Reading Orbital Route.</p> <p>Seeks to provide more reliable and quicker journeys, congestion relief, improved air quality and network resilience. Together with North Reading Orbital Route, will reduce congestion in Caversham enabling road space reallocation to provide bus priority; reduced journey times; increased public transport attractiveness; increased attractiveness of cycling between South Oxfordshire, Reading and Wokingham; and benefits to local communities.</p>	<p>As a delivery partner, WBC are supportive of this scheme. The scheme offers Reading an opportunity to significantly improve the traffic in the centre of Reading by removing many through trips whilst also helping resilience of the network and providing better access to employment opportunities for those severed by the river. Although the scheme is half in Wokingham borough, and the council is supportive, a financially sustainable model for construction and ongoing maintenance must be identified as part of the project along with all the mitigation work which the project team is already investigating.</p>
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PUBLIC TRANSPORT SCHEMES

Policy	WBC Comment
<p>Quality Bus Corridors</p> <p>High quality branded bus routes and infrastructure.</p> <p>Bus priority (potentially involving the reallocation of road space).</p> <p>Expansion of the red route scheme along high frequency routes to improve traffic flow.</p> <p>Cyclists, motorcyclists and taxis will generally be permitted to use bus priority infrastructure provided.</p> <p>Seeks to improve the attractiveness of buses, along with bus service journey times and reliability.</p>	<p>WBC are supportive of this scheme.</p> <p>The provision of infrastructure and better journey time reliability should lead to increase patronage and so make more routes commercially viable; WBC would like to see more routes which cross the borough boundary to continue to provide a service and would like to work with Reading BC and Reading Buses to develop routes for the benefit of our residents.</p>
<p>Expansion of Concessionary and Discounted Travel</p> <p>Investigate the potential to provide further concessions for other sustainable trips within Reading.</p> <p>Options include discounted or free travel for different population sectors such as people aged under 18 or people living in low income households; different trip types such as school travel or trips in certain parts of Reading; and different trip times such as off-peak travel for more users or peak travel for older people.</p> <p>Seeks to provide a financial incentive for bus travel to encourage modal shift; develop life-long sustainable transport habits; increase accessibility; reduce peak hour traffic; improve viability of off-peak services; and improve mental and physical health.</p>	<p>As a delivery partner, WBC supports this scheme. However, it is important that it does not lead to increases to fares outside the Borough. In line with WBC LTP3 Policy PT4, WBC consider that it is essential that bus fares on bus services both within Wokingham Borough and across its boundaries are affordable. Any alterations to fare structures or concessionary fare policies should be administered fairly and consistently both within and outside of the Reading Borough boundary and should not impact affordability of services to residents located outside Reading Borough.</p> <p>Also, given the potential for confusion on cross-border services, it is essential that a common approach is agreed between both authorities, that in turn benefits the residents of both authorities.</p>
<p>Community Transport</p> <p>Continue to support Readibus services and investment in the scheme to enable more flexibility in booking.</p> <p>Seeks to increase independence and thereby reduce isolation.</p>	<p>In line with WBC LTP3 Policy PT11, WBC are supportive of this scheme with Readibus providing some of the community transport provision in the Borough.</p>

<p>Demand Responsive Transport</p> <p>Introduce demand responsive transport mainly in areas poorly served by public transport to provide flexible bus services at times when fixed bus route services are unviable.</p> <p>Seeks to improve access to amenities, provide a feeder service to regular services, encourage modal shift and act as a catalyst to unlock new technologies such as MaaS.</p>	<p>WBC are supportive of this scheme and would be pleased to share services where appropriate.</p>
<p>South Reading Fast Track Public Transport Corridor</p> <p>Continue the staged delivery of an FTPT route along the A33 (including future development sites).</p> <p>Seeks to improve journey time reliability, increase the attractiveness of bus travel, reduce congestion and unlock development in the Southern Neighbourhood Area.</p>	<p>As a delivery partner, WBC supports this scheme which will help boost usage of MereOak Park and Ride and help support potential development of a Grazeley Garden town as proposed in the Local Plan Update Draft Plan</p>
<p>East Reading Fast Track Public Transport Corridor</p> <p>Provide a sustainable travel option, reducing congestion and improving air quality to deliver benefits to local residents.</p> <p>Links Thames Valley Park & Ride and Reading town centre (as well as Winnersh Triangle and Coppid Beech Park and Rides, and potentially North Park and Rides via Third Thames Crossing) to maximise benefits.</p> <p>Work with WBC to provide enhanced sustainable travel options and deliver East FTPT to address issues facing local residents.</p> <p>Could include tidal-flow public transport scheme on existing highway; options to improve travel via the railway and rivers; and a new dedicated public transport route.</p> <p>Seeks to provide alternative travel options and capacity upgrades required to unlock planned development in and around the Eastern Neighbourhood Area, Wokingham and Bracknell Forest.</p> <p>Seeks to also increase public transport attractiveness and service provision to the Thames Valley Park and Ride.</p>	<p>As a delivery partner, WBC supports this scheme which will enhance the bus service offered at existing and proposed Park and Ride sites.</p>
<p>West Reading Fast Track Public Transport Corridor</p> <p>Link the West Park and Ride to Portman Road Industrial Estate area, supporting regeneration and providing benefits to public transport services for local residents along the corridor.</p> <p>Opportunities for FTPT route to serve Rivermead Leisure Centre, proposed new secondary school on Richfield Avenue and Cardiff Road Industrial Estate via improved Cow Lane Bridges.</p> <p>Seeks to increase capacity and journey time reliability, reduce congestion, improve air quality, increase public transport attractiveness and encourage modal shift.</p>	<p>No comment given.</p>
<p>South West Reading Fast Track Public Transport Corridor</p> <p>FTPT corridor providing a fast public transport route from the South West Park and Ride to the town centre, encouraging modal shift from private car for the final stages of long-distance trips via the M4 motorway.</p>	<p>No comment given.</p>

<p>Seeks to increase capacity and journey time reliability, reduce congestion, improve air quality and increase public transport attractiveness.</p>	
<p>Orbital Fast Track Public Transport</p> <p>Reduce the need for people to travel into the town centre when they do not have an origin or destination within the centre, reducing the number of vehicles making through trips on the IDR.</p> <p>Enable cross town travel by public transport without changing with services to be provided on existing routes or new routes such as the proposed North Reading Orbital Route.</p> <p>Seeks to increase capacity and journey time reliability, reduce congestion, improve air quality, increase public transport attractiveness and provide improved and sustainable accessibility to the strategic transport network.</p>	<p>WBC are supportive of this scheme, which will provide additional and faster journey opportunities for its residents.</p>
<p>MereOak Park and Ride Expansion</p> <p>Potential for MereOak Park and Ride to become a major transport interchange hub, encouraging further use of the Park and Ride, with the provision of additional car parking and additional facilities including new electric vehicle charging points and a facilities hub.</p> <p>Seeks to increase the attractiveness of the facility and attract more motorway coach services. The additional parking capacity seeks to reduce congestion facilitating economic growth.</p>	<p>As a delivery partner, WBC are supportive of this scheme as it will also help the site become self-funding.</p>
<p>Thames Valley Park and Ride</p> <p>Being delivered by WBC west of Thames Valley Park and will initially be served by existing buses.</p> <p>East FTPT will provide a direct traffic-free route for this service, if delivered, as well as Winnersh Park and Ride and other eastern bus services. Further services passing the site would increase the frequency services and increase the operating hours.</p> <p>Seeks to encourage mode shift from private car for the final stages of trips into Reading, and to provide improved sustainable accessibility to the strategic transport networks.</p>	<p>Being delivered by WBC.</p>
<p>Winnersh Triangle Park and Ride Enhancements</p> <p>Cater for the growth of future technologies including the provision of more electric charger points by decking the car park to extend parking provision.</p> <p>Upgraded waiting facilities and associated amenities to enhance user experience.</p> <p>East FTPT would improve the journey times and reliability of the supporting bus services.</p> <p>Seeks to increase the attractiveness of the facility with additional parking capacity to reduce congestion.</p>	<p>Being delivered by WBC.</p>
<p>North Reading Park and Rides</p> <p>Provision of Park and Ride facilities but, due to limited available space, bus priority cannot be provided on routes through Caversham, so the full benefits only achievable following delivery of the North Reading Orbital and Third Thames Crossing.</p>	<p>No comment given.</p>

<p>Seeks to encourage mode shift from private car for the final stages of trips into Reading, increasing town centre capacity.</p>	
<p>West Reading Park and Rides</p> <p>Provision of new Park and Ride facility at the western edge of Reading linked to West FTPT corridor, providing local residents along corridor with improved connections to Oxford Road local centre, Tilehurst and Reading West stations and local schools.</p> <p>Seeks to provide improved sustainable accessibility to the strategic transport networks and to encourage mode shift from private car for the final stages of trips into Reading, increasing town centre capacity.</p>	<p>No comment given.</p>
<p>South West Reading Park and Rides</p> <p>Provision of a new Park and Ride facility at the M4 Junction 12 linked to the South West FTPT corridor, which will provide a high-quality public transport connection with Reading town centre.</p> <p>Seeks to encourage mode shift from private car for the final stages of long-distance trips via the A4 and M4 into Reading, increasing capacity in the town centre. Also, seeks to provide residents en-route with fast services to Calcot, Theale and Reading town centre and provide improved sustainable accessibility to the strategic transport networks.</p>	<p>No comment given.</p>
<p>Reading Station Interchange Enhancements</p> <p>Upgraded public transport stops with real-time passenger information and improved infrastructure to enhance user experience and encourage sustainable travel</p> <p>Improved north/south active travel spine through planned station area development, including the delivery of an improved connection between Reading Station and Christchurch Bridge.</p> <p>Improved access to/from Reading Station for cyclists, including through the subway, and connectivity to key local and national cycle routes.</p> <p>Improvements in cycle parking through the provision of secure cycle hubs, along with signage and digital wayfinding to help visitors find their way to and from the railway station.</p> <p>Seeks to improve attractiveness of rail and active mode travel, improve the model interchange experience, reduce congestion, improve air quality and reduce cycle theft.</p>	<p>WBC are supportive of this scheme.</p>
<p>Reading West Station Upgrade</p> <p>Upgrade facilities including a ticket office, barriers, shelter, cycle parking, an improved ramp entrance, lifts to both platforms, platform widening, canopies on the platforms, improved signage and reallocation of road space to improve access.</p> <p>Seeks to improve attractiveness of rail travel, act as a catalyst for wider development and improve personal safety and discourage anti-social behaviour on the Oxford Road corridor.</p>	<p>No comment given.</p>
<p>Tilehurst Station Upgrade</p>	<p>No comment given.</p>

<p>Improve customer experience, make the station fully accessible providing lifts to all platforms, and improve station access by all modes to improve safety and user experience.</p> <p>Seeks to improve attractiveness of rail travel, improve station accessibility, reduce congestion and improve air quality.</p>	
<p>Green Park Station</p> <p>A new railway station and multi-modal interchange serving Green Park and wider southern Reading, including a park & ride facility, cycle parking, short stay car park, taxi drop-off, accessible parking facilities and an access road.</p> <p>Seeks to improve travel capacity and journey time reliability, reduce congestion, and increase the attractiveness of bus services. Travel and unlock the significant development in the area.</p>	<p>WBC are supportive of this scheme.</p>
<p>Mobility as a Service (MaaS)</p> <p>Establish a sustainable MaaS scheme allowing residents, commuters and visitors to simply plan, pay for and undertake multi-modal journeys through an easy to use app linked to a single payment platform.</p> <p>Seeks to reduce car ownership by providing a multi-modal service that gives users the confidence that all their travel needs can be conveniently met without owning a car.</p>	<p>WBC recognises the importance of adapting to the future and supports the development of Mobility as a Service but would encourage increased emphasis around knowledge sharing and partnership working to ensure the adoption of a common approach across Berkshire and the Thames Valley to maximise the benefits for all residents.</p>

ACTIVE TRAVEL SCHEMES

Scheme	WBC Comment
<p>Transport Corridor Multi-Modal Enhancements Enhance the experience of visiting central Reading and local centres by removing or reducing conflicts between motorised transport and walking and cycling. Improvements could include providing adequate facilities for deliveries; managing available kerb space and removal of obstructions to free bus movement on approaches to central areas; providing better town centre access for walking and cycling; providing better access for bus passengers to key town centre interchanges; creating car or vehicle-free areas; providing rest and amenity areas; and managing deliveries, blue badge parking and on and off-street parking. Seeks to enable active travel and improve access to local facilities and the town centre, reducing car trips and congestion. Also seeks to increase green space and air quality; reduce exposure to pollution; improve road safety; and drive growth.</p>	<p>As a partner in the development of Reading’s Local Cycling and Walking Infrastructure Plan, WBC supports these active travel schemes and would like to help ensure that these routes do not simply end at the borough boundary. This should also include ensuring a consistency of signing relevant destinations and distances. A cycle hire scheme should also extend beyond the boundaries and enable Wokingham and other neighbouring borough’s residents to access the Town by hire bike. E-bikes are also supported, however, national guidance and further work is required to assess the suitability of e-scooters as a viable, legal mode of transport.</p>
<p>Strategic Pedestrian Routes Provide improvements to encourage walking and improve options for multi-modal interchange on key walking routes connecting major employment areas, transport hubs, the town centre and district hubs across the Reading area. Reduce conflict with traffic and other road users and improve safety and perception of safety. Improvements could include road space reallocation; enhanced public space; resurfacing; lighting and CCTV; new or improved crossings; improved signage; decluttering; and the introduction of pedestrian and cyclist rest areas. Seeks to improve accessibility for all users; reduce congestion; improve air quality; increase levels of walking and other physical activity leading to improved mental and physical health; improve active travel journey times; and increase public transport use.</p>	
<p>Local Pedestrian Routes Create local pedestrian route network connecting people to local facilities and provide feeder links to strategic pedestrian network. Seeks to improve accessibility for all; increase levels of walking and other physical activity; reduce congestion; improve air quality; improve walking journey times; and reduce obstructions.</p>	
<p>Strategic and Town Centre Cycle Routes Create strategic cycle network, based on the principles of London Cycle Superhighways, connecting major destinations along key transport corridors and in the town centre. Routes to be both radial and orbital as well as enhanced town centre routes. Improvements to include reallocation of road space; segregation of pedestrians, cyclists and traffic; surface improvements; crossing enhancements; two-way cycle facilities; parking restrictions; signage; reducing street furniture; increasing accessibility for all; and associated public space improvements.</p>	

Seeks to improve accessibility for all; reduce congestion; improve air quality; reduce conflict between cyclists and pedestrians; increase levels of cycling and other physical activity leading to improvements in mental and physical health; improve active travel journey times; and improve access to public transport.

Local Cycle Routes

Create a new or improved local cycle network along lightly trafficked routes, linking communities to local facilities.

Cycle facilities to include a mixture of shared or segregated foot/cycleways, on-carriageway cycle lanes, cyclist awareness signage and crossing facilities.

Shared use facilities used as interim measure before transition towards segregated cycle infrastructure.

Improvements to borough-wide local routes are proposed as part of the LCWIP, taking into account different types of bicycle for those with particular mobility needs.

Seeks to improve accessibility for all users; improve accessibility to local facilities; increase cycling levels; reduce congestion; improve air quality; reduce conflict between cyclists and pedestrians; increase levels of physical activity; improve active travel journey times; and improve public transport reliability.

Sustainable and Safer Travel to School

Package of measures which could include local road closures at school start and finish times; new and improved pedestrian and cycle crossings; reduced vehicle speed limits; traffic calming measures; increased cycle and scooter parking; support to set up Park and Strides; and walking buses or bike buses.

Encourage schools to enrol in the Modeshift STARS to influence the modal shift of school travel for children and staff

Seeks to improve air quality, journey time reliability and road safety; increase active travel; and influence long-term behaviour.

Play and School Street Programme

Support local communities and schools who would like to organise temporary street closures for up to three hours, to create Play and School Streets, advertising the benefits to children and neighbourhoods of community and play events.

Seeks to improve perceived safety and encourage children to play in the street; increase levels of physical activity; increase social interaction between both children and adults; build confidence to use street spaces more fully when the closures are no longer in place; helps re-establish the street as a shared space, rather than one dominated by vehicles; and encourage informal activities that help to develop cycle confidence.

Cycle Parking Hubs and Facilities

Secure, covered cycle hubs at transport interchanges providing a large number of secure spaces with double height racks with facilities including CCTV, lighting, electric charging points, bicycle repair stands, pumps, and 24-hour access with key cards.

Potential for manned security to provide additional reassurance at major hubs and for establishing residential cycle parking facilities, particularly in areas of terraced housing.
 Provision of communal cycle hangars in residential areas which provide safe storage for residents who currently do not have the provision and as a result do not own a bike.
 Seeks to encourage an increase in cycling as people would feel safe storing their bikes at key destinations. Also seeks to encourage cycle ownership and use for to travel to work and leisure purposes, encouraging modal shift from car, leading to a reduction in congestion and improved air quality,

Cycle Hire Scheme
 Provision of a new cycle hire scheme and investigate opportunities to upgrade the existing cycle hire infrastructure, possibly including fleets of e-bikes and e-scooters.
 Seeks to increase access to cycling, complement other transport options and provide an opportunity for non-cycle owners to try cycling, potentially leading to significant increases in cycling and physical activity and decreases in car commuting.

NETWORK MANAGEMENT SCHEMES

Scheme	WBC Comment
<p>Traffic and Junction Management Infrastructure schemes to improve our network efficiency, including junction type changes; removal of highway pinch points; traffic signal upgrades; reallocation of road space; lane allocation changes; changes to junction layouts; delivery of public transport priority; and delivery of pedestrian and cycle priority. Seeks to reduce traffic journey times and congestion; improve air quality, reduced active travel and public transport journey times leading to mode shift away from the private car, improve bus journey time reliability and increase network capacity.</p>	<p>WBC is broadly supportive of these schemes although, as space is reallocated away from the private car, it is important to ensure that these reallocated vehicles do not transfer to using alternative routes within Wokingham Borough, thereby shifting congestion, parking and/or air quality issues onto the Wokingham Borough network</p>
<p>Parking Schemes and Management Booking kerb-space for a variety of uses such as general, short-stay or disabled parking; loading; servicing or as a bus stop. Manage usage through dynamic pricing, with higher charges applied for certain booking types at particular times of day. Improved efficiency allows the removal of on-street parking that obstructs pedestrian, cycle or public transport routes. Manage charges for on-street and off-street parking, to discourage travel during peak periods and to encourage modal shift to sustainable transport. Mobile application would direct drivers automatically to either their pre-booked space or the closest available parking, removing the need to wait for spaces to become available. It would also provide transport data to inform future schemes and policies. Seeks to improve access to local facilities, particularly for the disabled, through increased parking provision at certain times. Also seeks to reduce obstructions to flows to reduce congestion, improve air quality, improve journey time reliability, encourage modal shift and reduce emergency vehicle response times.</p>	
<p>Road Safety Schemes Provide safe roads and pavements, including crossings, that prioritise and encourage walking, cycling and public transport. Schemes could include improved crossings; decluttering; rest areas for pedestrians and cyclists; cutting back vegetation; traffic calming; reduced speed limits; improved parking and loading design; resurfacing; signage and lining; lighting; and CCTV. Seeks to reduce active travel and public transport journey times and improve public space leading to modal shift, reduced congestion and improved air quality. Also seeks to increase journey time reliability and improve road user safety.</p>	
<p>Electric Vehicle Charging Support installation of electric vehicle charging points on-street within the Borough and will also support the introduction of electric car club vehicles and associated charging bays. Convert existing spaces within public car parks to electric vehicle parking spaces, including at Park and Ride sites which will be adapted</p>	<p>WBC are broadly supportive of this scheme.</p>

<p>to create charging hubs and interchange points for public transport including electric shared autonomous vehicles. Monitor EV demand and review land use policies for the installation of EV garages as battery technology improves. Seeks to improve air quality, reduce carbon emissions and vehicle operating costs by encouraging mode shift towards electric vehicles.</p>	
<p>Intelligent Transport Systems (ITS) Currently building a predictive system based on machine learning which fuses a number of network datasets (for example Bluetooth journey time monitoring, Automatic Number Plate Recognition, traffic loops, bus position). Deploying an Internet of Things (IoT) communications platform to collect real-time network condition data to provide network operators with enhanced information to manage the network and provide traveller information. Integral part of the Smart Cities and Mobility as a Service action plans and includes fully integrated real-time data relating to the transport network, enabling more effective management of the network. Machine learning will enable greater autonomy of the transport system, with less requirement for human intervention. Seeks to improve traffic management leading to reduced congestion and improved air quality; smooth traffic flow; reduce emergency vehicle response times; and provide improved public transport journey times encouraging modal shift; Improved transport data will allow development of better applications and to inform future transport schemes and policies and provides the ability to manage traffic to prevent disruption to pedestrians, cyclists and public transport.</p>	<p>WBC are broadly supportive of this scheme and would seek to share data and operation regimes to ensure a smooth and efficient flow across the borough boundaries as well through our own borough.</p>
<p>Smart City Initiatives Potential for RBC transport team to work more closely across the authority to tackle challenges of sustainable transport delivery. RBC is lead authority on the Thames Valley Berkshire Smart City Cluster project which is focused around the Internet of Things (IoT) and seeks to increase collaboration between departments within Reading and also improve cross working between RBC, WBC, Bracknell Forest Council and West Berkshire Council. RBC to use data to improve understanding of people’s travel needs and will work cross-sector and cross-authority to address the transport challenges, using data and technology to address these needs where they provide the optimum solution. The £4.75m ADEPT Thames Valley Berkshire Live Lab project, covering the six Berkshire authorities, will draw insights from transport, energy and health data, providing a good cross-sector example of a smart approach to transport service delivery. Seeks to create a smart city strategy for Reading, with transport fully integrated and cross-sector procurement and projects that tackle climate, sustainable travel and congestion. Also seeks to grow funding opportunities around the Thames Valley Berkshire Smart City Cluster project, working with neighbouring authorities and cross-sector to develop smart solutions to challenges where transport forms a part.</p>	<p>As a partner in the Thames Valley Berkshire Smart Cities Cluster project and the Berkshire Live Lab project, WBC are supportive of this scheme.</p>

COMMUNICATION AND ENGAGEMENT SCHEMES

Scheme	WBC Comment
<p>Marketing and Promotion Develop a comprehensive package of travel marketing, promotion and awareness to increase understanding across all the various population sectors of issues resulting from certain transport choices and what can be done to resolve these issues. Promote sustainable travel options and new schemes and initiatives to encourage mode shift away from the private car and greater uptake/use and support for change.</p>	<p>WBC are broadly supportive of these schemes.</p>
<p>Travel Information and Advice Provide or facilitate high quality, real-time travel information through a number of means such as mobile apps; Real-time information boards; variable message signage; print; RBC website; personalised travel advice; and/or information boards. Develop a wayfinding strategy to share information and open up data for public use to allow the private sector to develop travel information apps. Seeks to improve wayfinding and public knowledge of sustainable travel options leading to modal shift, reduced congestion and improved air quality. Also seeks to improve accessibility, improve the ability to respond dynamically to network disruption and facilitate transport operators to share data to develop co-coordinated travel information and real-time data.</p>	
<p>Training, Education and Initiatives Courses could include adult cycling programmes; Bikeability; road safety roadshows; pedestrian and scooter road safety training; and/or young driver safety awareness training. Work with schools to deliver age-appropriate training to all children, as well as offer training to adults in the community. Seeks to reduce pedestrian and cyclist casualties; increase levels of walking and cycling to and from school leading to reduced congestion and improved air quality around schools; reduce road traffic collisions and associated disruption leading to improved journey time reliability and productivity; and develop cycling skills leading to potential for life-long behaviour change.</p>	
<p>School Travel Accreditation Programme Encourage more schools to take part in the Modeshift STARS scheme and support them to work towards both accreditation and national and regional awards. Seeks to encourage children, parents and staff to make more sustainable travel choices, leading to a modal shift helping to reduce congestion and improve air quality, as well as improving the health and wellbeing of children.</p>	
<p>Progress Reporting and Public Engagement Provide regular updates on progress in delivering the RTS including press releases, residents’ newsletters and via social media platforms to reach a wide range of the population.</p>	

Engagement with residents within and outside the Borough to be undertaken to spread awareness and help achieve RTS goals. Seeks to improve scheme designs to better respond to public opinion and needs, reducing the risk of non-approval and increasing the speed of delivery of the RBC vision.

COMPLEMENTARY NATIONAL AND REGIONAL SCHEMES

Scheme	WBC Comment
<p>National Lobby external stakeholders to secure investment in the national transport networks to enhance the connectivity of Reading including M4 Smart Motorway; enhancements to the major road network; the Elizabeth Line; electrification and other measures to de-carbonise the railway network and the proposed Western and Southern Rail Links to Heathrow. May also include national demand management measures such as a national road user charging scheme, which any local demand management schemes will need to be complimentary to.</p>	<p>WBC are broadly supportive of these schemes.</p>
<p>Regional Work with neighbouring authorities to build on the schemes within our strategy to improve connectivity to the wider region. FTPT network could be enhanced through the south east public transport corridor in the WBC strategy which includes proposals for high-quality express bus services along the A329 corridor. The comprehensive Park and Ride network set out in the RTS would be complemented by other Park and Rides in the region, including Coppid Beach Park and Ride which will provide a facility to serve people travelling to Reading from the eastern parts of Wokingham, and from Bracknell. This will link to the overall network through the East and South FTPT corridors and will provide an attractive alternative to the private car for those travelling to Reading from the east. Support further improvements to the rail network at stations outside the Borough such as Theale station.</p>	
<p>Grazeley Garden Settlement Work with WBC and West Berkshire Council on the potential development of around 15,000 homes at Grazeley Garden Village that will result in significant increases in traffic demand, potentially leading to increased congestion in south Reading. If development comes forward, there is insufficient capacity in the existing transport network and so a comprehensive package of sustainable transport and infrastructure measures will need to be delivered in advance of significant new housing coming forward, including enhanced Park and Ride facilities and FTPT provision into Reading, walking and cycling infrastructure linking to the wider network and capacity improvements to the M4 Junction 11. Infrastructure improvements will also enhance connectivity to existing local railway stations and/or provision of a new railway station as part of the development.</p>	

2.7 FUNDING AND IMPLEMENTATION

2.7.1. The RTS highlights that, by 2020, the RBC revenue budget is expected to have decreased in real terms by almost 40% per resident since 2015 and identifies the following potential funding sources:

- Funding bids;
- Parking and enforcement;
- Developer contributions; and
- Demand management measures.

2.7.2. The RTS implementation plan is then outlined, providing a predicted delivery timescale for each scheme and identifying whether each scheme will be delivered as a major capital scheme, a revenue scheme or as part of the neighbourhood area action plans.

2.7.3. It also notes that as many of the potential funding mechanisms to support delivery of the RTS are still evolving, the RTS implementation plan will be refreshed every three years.

2.8 PARTNERSHIPS AND STAKEHOLDERS

2.8.1. The RTS highlights RBC's commitment to ongoing consultation, consideration of different viewpoints and partnership working across Local Authority boundaries (with WBC highlighted as a key neighbouring Local Authority delivery partner). It also notes that:

“Delivering our vision for transport will require effective working with neighbouring local transport authorities and local transport operators to deliver effective cross-boundary transport networks that respond to the needs of all users.”

2.8.2. and that:

“We recognise the importance of ensuring maintenance, infrastructure and transport services are not affected by authority boundaries, particularly with substantial growth in neighbouring areas which will likely increase movement to, from, and through the Borough. Our partnerships with neighbouring authorities are particularly important to us and the implementation of cross-boundary schemes, and we will continue to work closely with them to develop and deliver these schemes that support growth.”

2.8.3. The RTS also identifies that The Reading Area Transport Strategy Delivery Group will be led by RBC and attended by representatives from all key stakeholders including neighbouring local authorities and Thames Valley Berkshire LEP.

2.9 MONITORING AND REVIEW

2.9.1. The RTS outlines that additional data will be collected to support scheme delivery, including annual town centre monitoring surveys.

2.9.2. A total of twelve performance indicators have been identified to monitor performance which are:

- Car trips to, from and through the town centre;
- Road transport carbon emissions;
- Bus usage in the Borough;
- Park and Ride usage;
- Rail usage - entries and exits for all stations;
- Public transport trips to the town centre;

- Proportion of adults walking at least 3 times per week for main journey purpose;
- Proportion of adults cycling at least 3 times per week for main journey purpose;
- Active travel trips to, from and through the town centre;
- All people killed or seriously injured on the highway network in the Borough;
- Public satisfaction with highway maintenance (including roads, footways and street lighting); and
- School travel planning and Modeshift STARS accreditation.

2.9.3. Given the longer-term time scales of the RTS, it will be regularly reviewed to ensure it remains current. Further engagement and analysis will be undertaken as individual schemes and initiatives are developed. RBC will work with a range of partners and technical and academic research groups in order to support the robust technical work of developing, testing and validating options, particularly on innovative projects.



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