

LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

APPENDICES

A – Scoping Report

B – Methodology Outputs

C – Network Plan for Cycling

D – Cycling Route Audits

E – Network Plan for Walking

F – Walking Route Audits

G – Prioritised List of Cycling and Walking Measures

H – List of Stakeholders



Reading
Borough Council

Working better with you

APPENDIX A – SCOPING REPORT

LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

Stage 1: Determining the Scope

READING BOROUGH COUNCIL in partnership with
**Wokingham Borough Council & West Berkshire
Council**



Reading
Borough Council
Working better with you

Policy Context

National Policy Context

In April 2017 the Government published its first Cycling and Walking Investment Strategy setting out its ambition to make cycling and walking the natural choice for local journeys through:

- **Better Safety** - 'A safe and reliable way to travel for local journeys';
- **Better Mobility** - 'More people cycling and walking - easy, normal and more enjoyable'; and
- **Better Streets** - 'Places that have cycling and walking at their heart'.

As part of this Strategy, the Government set out its intention to support Local Highway Authorities in developing ambitious, forward-looking plans (Local Cycling & Walking Infrastructure Plans) to help work towards and achieve the targets set out in the Strategy, including:

- **Doubling the number of cycling stages;**
- **Increasing walking activity; and**
- **Increasing the percentage of 5-10 year olds that usually walk to school.**

Local Policy Context

Our new **Corporate Plan 'Shaping Reading's Future' 2018-2021** details our key priorities over the coming years to ensure that Reading achieves its potential, against the backdrop of financial challenges. We will achieve this through the following priorities:

1. Securing the economic success of Reading
2. Improving access to decent housing to meet local needs
3. Protecting and enhancing the lives of vulnerable adults and children
4. Keeping Reading's environment clean, green and safe
5. Promoting great education, leisure and cultural opportunities for people in Reading
6. Ensuring the Council is fit for the future

Our complementary '**Smart and Sustainable Reading**' 2050 Vision, was developed with engagement from local communities, businesses, education providers and public sector partners to help drive forward economic growth and evolution to 2050 under the three themes of:

- **A Green Tech City;**
- **A City of Rivers and Parks; and**
- **A City of Culture & Diversity.**

It is our ambition to help fulfil this vision by delivering a step-change in high quality, high technology, and sustainable transport provision along the key growth corridors. It builds upon our current transport strategy, reflects our adopted and emerging growth strategies and connects economic corridors to address the following core needs:

- **Improve accessibility, affordability and journey time/reliability of more sustainable means of travel;**
- **Provide public transport that is more attractive than single occupancy private car use;**
- **Increase in active travel;**
- **Enable 'non-car reliant' planned growth;**
- **Improve links to national transport networks; and**
- **Improve air quality.**

Alongside the Reading 2050 Vision key strategies, including the **Local Plan** and **Local Transport Plan**, are being updated to 2036 to identify key development sites and manage increased demand on the transport network. The fourth Local Transport Plan will identify schemes that support economic growth, keep people moving and address other key transport challenges, including:

- Congestion
- Physical constraints
- Air quality
- High-levels of car ownership
- Future growth
- Limited funding

- Access to national transport network

As part of our new LTP4, we will update existing statutory documents, including our Sustainable Modes of Travel and Air Quality Strategies, and integrate our Rights of Way Improvement Plan into an overall **Local Cycling and Walking Infrastructure Plan** that will be adopted under LTP4. The LCWIP, which will span 10 years, will set out our long term approach to developing and improving the cycling and walking network, including the identification of core primary and secondary routes.

It should be noted that the LCWIP is already being referenced within relevant policies and strategies and will continue to be as and when documents are reviewed.

Aspirations

The Local Cycling and Walking Infrastructure Plan will aspire to build on the outcomes of our Cycling Strategy 2014 and our existing network of local branded cycle routes delivered under the Cycling Strategy 2008, as well as our comprehensive network of walking routes. This will be achieved by:

- Identifying a series of primary and secondary cycling and walking routes serving key destinations, including employment, transport interchanges and local facilities and services.
- Creating healthier streets where people of all ages and abilities feel encouraged to cycle or walk for local journeys or as part of longer multi-modal journeys, such as those with a public transport connection.

As part of this process, the Council will aim to:

- Identify a network of primary, secondary and leisure cycling and walking routes where investment is needed.
- Produce a prioritised list of measures/improvements for further investigation.
- Better position our self for future funding opportunities through the identification of schemes/improvements.

Geographical Scope

As outlined in the Local Policy section above, there are significant challenges within the LCWIP area in term of future growth. Reading alone needs 700 new homes a year to accommodate predicted growth, which will have a knock-on effect on the road network. In order to address these challenges investment needs to be made to the transport network to encourage more people to consider cycling, walking and using public transport for local journeys or as part of longer trips.

Based on Census 2011 data, the population of Reading is 155,700, which increased by 8.8% when compared to Census 2001 data. Reading's latest population estimate is 163,075 - a 4.7% increase on the Census 2011 figure.

The Local Cycling and Walking Infrastructure Plan will identify key cycling and walking routes and improvements that better connect trip generators, such as residential areas, with key trip attractors via a series of primary routes.

Priority will be given to the following trip attractors:

- **Areas of high employment;**
- **Transport interchanges, including major bus stops and ReadyBike docking locations;**
- **Further and Higher Education establishments;**
- **Major Local Centres, such as Oxford Road and Caversham; and**
- **Secondary Schools.**

Further consideration will be given to key destinations, such as schools, parks and open spaces and leisure facilities located off the primary network that fall within the cycling and walking zones displayed in Figure 3. This will include proposed development sites recognised in the emerging Local Plan's for Reading and neighbouring authorities.

LCWIP Area

The geographical scope of the LCWIP has been defined using Lower Super Output Areas (LSOAs). Each LSOA has a minimum population of 1,000 and a maximum of 3,000 and/or a minimum of 400 households and a maximum of 1,200 households. As illustrated by Figure 1, the Reading urban area exceeds the Reading Borough boundary and therefore the LCWIP extends into three local authorities (Reading Borough, West Berkshire and Wokingham Borough).

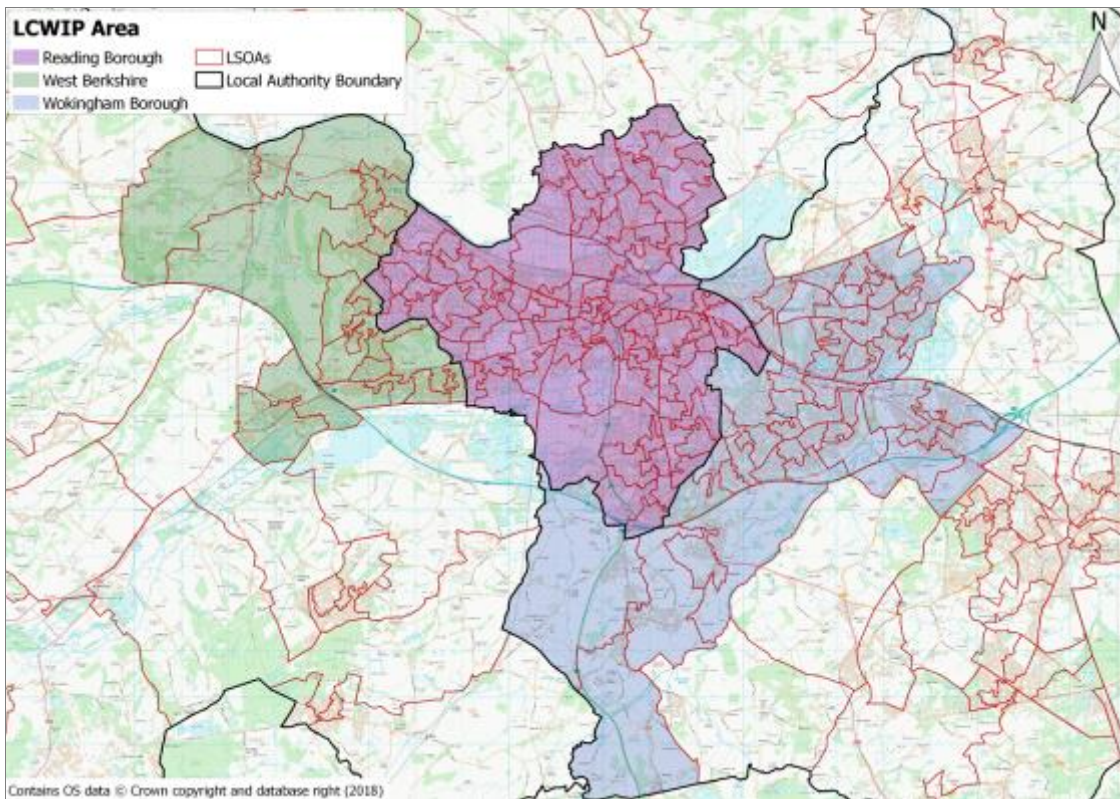


Figure 1 - LCWIP area

As identified in Figure 2, future development sites have been established as part of Reading Borough Council’s New Local Plan which sets out how Reading will develop up to 2036.

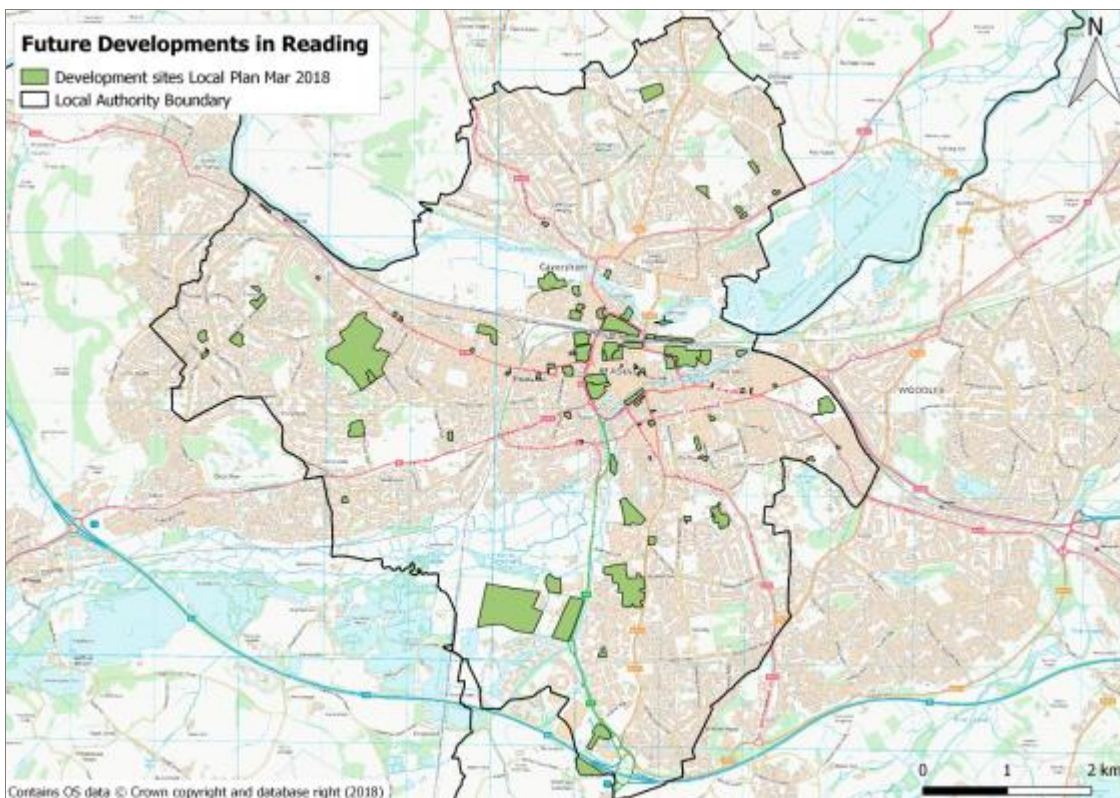


Figure 2 - Future Developments in Reading

The geographical area of the LCWIP has been formed based on existing core employment sites, residential areas and key transport interchanges. As indicated by Figure 3, the suggested 10km cycling zone covers a much larger area than the LCWIP area. The 10km cycling zone therefore includes business parks, out of town retail parks and residential areas from Pangbourne in the west to Winnersh in the east and the borough boundary in the north to Spencers Wood in the south. The 2km walking zone targets the town/district centres of Reading and core employment sites.

Whilst the LCWIP area is concentrated on links to and from Wokingham and West Berkshire, it should be noted that links to planned and proposed developments within South Oxfordshire and Hampshire will also be considered where appropriate.

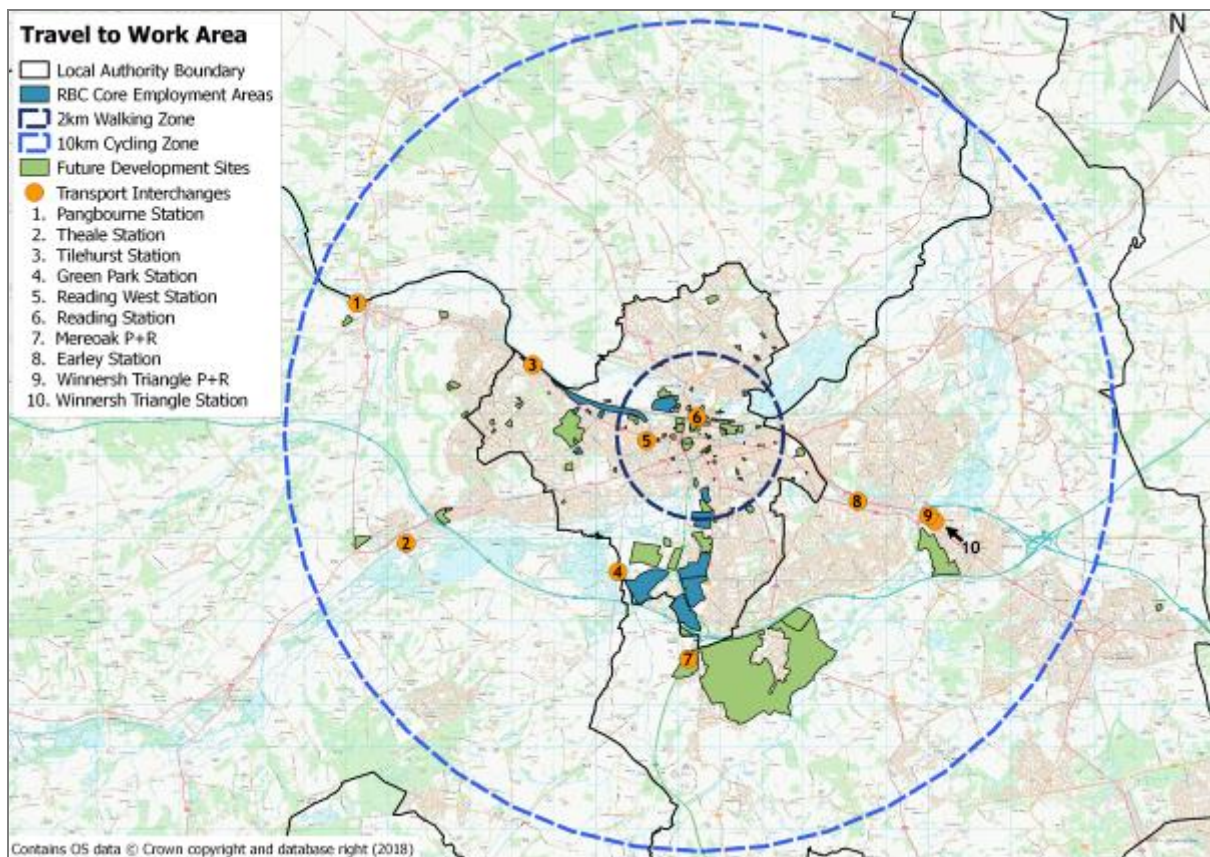


Figure 3 - Reading's travel to work area

Governance & Delivery Arrangements

Reading Borough Council will lead on the development of the Local Cycling and Walking Infrastructure Plan for the Reading Urban Area, in partnership with neighbouring boroughs Wokingham and West Berkshire. The Council will also seek to ensure that links to wider cross boundary routes are considered where there is proposed and planned development, such as those identified in emerging Local Plans, that is likely to impact on traffic flows within Reading borough or to create and improve more strategic routes, such as those making up the National Cycle Network.

The development of the Infrastructure Plan will be led by the three Local Authority Transport Planning teams making up the Steering Group and overseen by a Project Manager.

The Project Manager will be responsible for overseeing the Steering Group and ensuring the Senior Responsible Officer and key Members are kept up-to-date on the Plan's development. They will also be responsible for engaging local interest groups and key stakeholders and reporting updates to relevant Committees.

The Steering Group will report to the Project Manager and be responsible for the development of the Plan and engaging and working in partnership with wider teams, such as those referenced in the LCWIP Working Group shown in Figure 4, to ensure the Plan is fully embedded within Council policy and work towards achieving joint objectives. The Steering Group will ensure that our Portfolio Holder and Transport Action Group (Member/officer group) will be kept up to date with the development of the LCWIP.

Strategic Environment, Planning & Transport Committee

- The cross-party committee is responsible for statutory and non-statutory functions relating to Environment, Planning and Highways and Transport, including setting the policy framework for the Directorate of Environment & Neighbourhood Services

Traffic Management Sub-Committee

- The sub-committee acts as a greater Reading consultative body to promoting public transport, cycling and walking within Reading

Senior Officer Responsible

- Acting Head of Transportation & Streetcare

LCWIP Steering Group

- Led by Transport Planning team and attended by:
 - Reading – Planning & Engineering representatives
 - Wokingham – Transport Planning, Planning & Engineering representatives
 - West Berkshire - Transport Planning, Planning & Engineering representatives

LCWIP Working Group

- Economic & Cultural Development (inc. Parks & Open Spaces)
- Neighbourhood Services
- Planning, Development & Regulatory Services (inc. Air Quality & Sustainability)
- Corporate Support Services (Access & Equality)
- Adult Care & Health Services (inc. Public Health)
- Community Safety & Neighbourhood Initiatives

Figure 4 - Governance Structure

Consultation & Engagement

Reading is keen to ensure that the outputs from the Local Cycling and Walking Infrastructure Plan support and encourage people, whose main mode of travel is not currently by foot or bike, to consider traveling by these modes.

In addition, the Council is keen to seek the views of a range of pedestrians and existing cyclists, including those who use specialist equipment (e.g. trailers, tag-a-longs or adaptable bikes), inexperienced and/or leisure cyclists, utility cyclists and commuters.

Audience

Our Local Cycling and Walking Infrastructure Plan will therefore be developed in consultation with both the local community and key stakeholders to ensure the views of a variety of road users and those whose business is affected by the transport network are captured. Consultation and engagement will be undertaken via existing channels of communication, such as user groups meetings including those representing the views of people with protected characteristics under the Equality Act 2010.

Equality Act

A high-level Equality Impact Assessment (EIA) will be undertaken on the overall LCWIP prior to the adoption of the Plan to ensure the proposals do not negatively impact those with protected characteristics.

In addition, scheme specific EIAs will be undertaken as and when individual schemes are developed and taken forward for implementation. All EIAs will be reported to the relevant Committee when scheme and spending approval is sought

Method

Consultation and engagement on key outputs will be undertaken throughout the development of the LCWIP in parallel to the development of Reading's fourth Local Transport Plan. This will be undertaken through a series of meetings with key stakeholders, including local user groups as identified in Appendix B, surveys and exhibitions on wider transport policy proposals.

Feedback will be reviewed by Officers making up the Steering Group before being fed back to the Senior Responsible Officer and reported to Members via the relevant Committee, alongside regular updates on the development of LTP4 as illustrated in Figure 4.

We are now proposing to host community workshops held in neighbourhoods to better understand the issues communities experience when travelling locally and what we can do to encourage them to walk and/or cycle for such trips or use other sustainable modes. These workshops will enable us to engage with local people who do not currently walk and/or cycle or do so infrequently. Proposed schemes will be shared with local groups and other stakeholders as described in this Strategy.

The Council will collect information from participants of active travel initiatives including workplace cycle challenges, Bike It, Bikeability and sessions run as part of the CTC Behavioural Change programme through a range of surveys and feedback. This information will help us better understand the needs of hard to reach groups such as families and disability groups when considering cycling as a form of transport.

Residents and people working and visiting Reading will have the opportunity to comment on schemes, particularly those involving statutory consultation via the corporate website or in writing. Schemes will be added to the Council's consultation webpage and available for all to view prior to the implementation of schemes. We will engage with Neighbourhood Action Groups to promote cycling and address priority areas such as cycling on pavements.

LCWIP Programme

The Local Cycling and Walking Delivery Infrastructure Plan will be developed in parallel to Reading’s fourth Local Transport Plan, which is expected to be adopted in Summer 2019. The anticipated work programme illustrated below highlights the key tasks that will be undertaken as part of the development of the Local Cycling and Walking Infrastructure Plan.

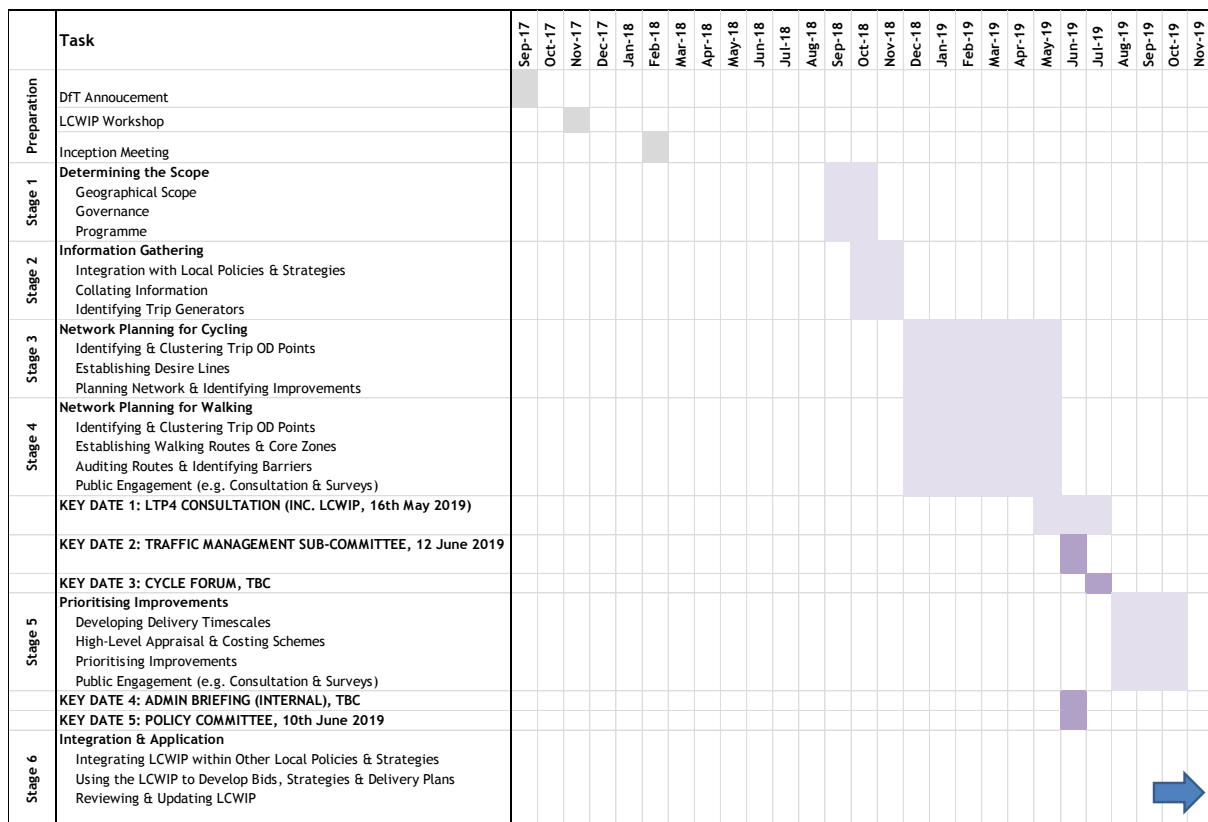
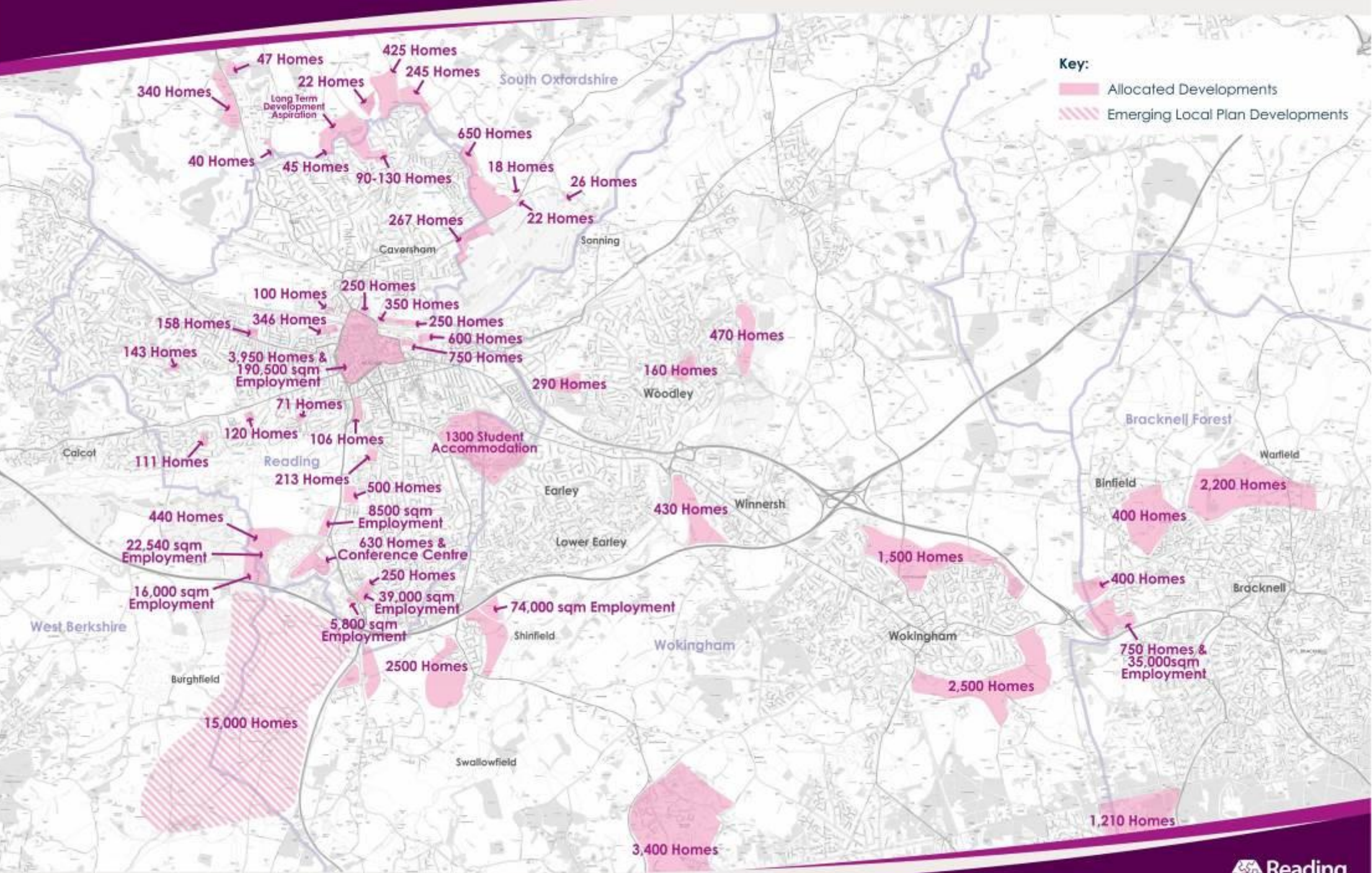


Figure 5 - Local Cycling & Walking Infrastructure Plan - Programme

Reading Development Areas



APPENDIX B – KEY STAKEHOLDERS

STAKEHOLDER	METHOD OF COMMUNICATION	RESPONSIBILITY
User Groups		
Cycle Forum Reading Cycle Campaign Greater Reading Environmental Network Sustrans Cycling UK - Reading	Quarterly Meetings; Emails	Reading - Transport Planning
Mid-West Berkshire Local Access Forum	Scheduled Meetings; Emails	Reading, Wokingham & West Berkshire
West Berkshire Cycle Forum	Scheduled Meetings; Emails	West Berkshire - Transport Planning
Access & Disability Working Group	Scheduled Meetings; Emails	Reading - Corporate Support Services
Older People's Working Group	Scheduled Meetings; Emails	Reading - Adult Care & Health Services
Healthy Walks Volunteers/Groups	Regular Walks; Emails	Reading - Leisure & Recreation
Business Stakeholders		
Thames Valley LEP	Scheduled Meetings; Emails	Reading - Transport Planning
Reading BID	Emails	Reading - Transport Planning
Green Park	Emails	Reading - Transport Planning
Thames Valley Business Park	Travel Plan Steering Group	Wokingham & Reading - Transport Planning
Winnersh IQ	Travel Plan Steering Group	Wokingham - Transport Planning
Arlington Business Park	Meetings; Emails	West Berkshire - Transport Planning
Royal Berkshire Hospital	Meetings; Emails	Reading - Transport Planning
Educational Establishments		
University of Reading	Meetings; Emails	Wokingham & Reading - Transport Planning
Reading College	Emails	Reading - Transport Planning
Nurseries & Primary Schools	Meetings; Emails	All - Transport Planning
Secondary Schools	Meetings; Emails	All - Transport Planning

Communities & Neighbourhoods		
Neighbourhood Actions Groups	Meetings; Emails	All - Transport Planning
Community Groups/Residents Associations	Meetings; Emails	All - Transport Planning
Local Traders Associations/Groups	Emails	All - Transport Planning
Thames Valley Police	Meetings; Emails	All - Transport Planning
Other Stakeholders		
Berkshire Strategic Transport Groups	Meetings; Emails	All - Transport Planning
Public Transport Operators, such as: Reading Buses ReadyBike GWR Elizabeth Line MTR Network Rail Taxi Association	Meetings; Emails	All - Transport Planning
Highways England	Meetings; Emails	All - Transport Planning
Public Health Healthy Weight Strategy Group Clinical Commissioning Groups	Meetings; Email / Strategy Updates	Reading - Transport Planning
Climate Change Partnership	Meetings; Email / Strategy Updates	Reading - Transport Planning
Thames Path Management Group	Meetings; Emails	All - Transport Planning
Canal & Rivers Trust	Emails	All - Transport Planning
Environment Agency	Emails	All - Transport Planning
Emergency Services	Emails	All - Transport Planning

