



Reading Transport Strategy 2036: Sub-Strategy

# Local Cycling & Walking Infrastructure Plan 2020-30

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

November 2019

# CONTENTS

FOREWORD.....	3
1. INTRODUCTION.....	4
2. VISION & OBJECTIVES.....	7
3. POLICY CONTEXT.....	9
4. GEOGRAPHICAL SCOPE.....	16
5. METHODOLOGY.....	21
6. CONSULTATION & ENGAGEMENT.....	30
7. DELIVERY.....	32
8. CONCLUSION & NEXT STEPS.....	36
9. GLOSSARY.....	37
10. REFERENCES.....	38

## 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.	CYCLE FORUM REQUESTED SCHEMES LIST
I.	LIST OF STAKEHOLDERS
J.	PROPOSED CYCLING AND WALKING MEASURES BY AREA

# FOREWORD

**Our Local Cycling and Walking Infrastructure Plan, developed in partnership with Wokingham and West Berkshire Councils and a sub-strategy to our emerging Reading Transport Strategy 2036, sets out ambitious plans to transform our streets and encourage more people to choose cycling and walking for local journeys, or as part of longer multi-modal journeys.**

The economic, health and environmental benefits of cycling and walking are widely recognised in terms of reduced congestion, improved air quality, increased physical activity and reduced greenhouse gas emissions from transport. This strategy will therefore play a vital part in our response to declaring a Climate Emergency in February 2019 by complementing our ambitious plans for a carbon neutral Reading by 2030 and supporting clean growth, as set out in our new Local Plan and the emerging Berkshire Local Industrial Strategy.

We will do this by continuing to build on the achievements of our Cycling Strategy 2014 'Bridging Gaps, Overcoming Barriers and Promoting Safer Cycling'<sup>1</sup>, which was supported by our successful £25.6 million Local Sustainable Transport Fund<sup>2</sup> and the £4.2 million new cross-boundary National Cycle Network route (NCN 422), spanning Newbury to Ascot via Reading, Wokingham and Bracknell.

As part of this joint strategy, we will evolve our existing branded cycle network to include strategic cycle routes connected by a series of orbital, local and leisure routes that support people in travelling to the places they need to go via safe, clean and green transport infrastructure based on the principles of best practice examples, including Mini-Holland, Healthy Streets and Beelines. These routes will be supported by investment in our comprehensive network of footways to encourage people living within a 2km buffer around the town centre to walk or support multi-modal journeys.

Our new Cleaner Air and Safer Transport Forum, along with existing user groups, will have a vital role to play in supporting us in delivering our vision for cycling and walking whilst supporting clean and inclusive growth.

Through the creation of strategic cycling and walking routes, and supporting secondary and linking routes, we will aim to double the number of cycle trips into the town centre from 4% to 8% by 2030, and by 10% by 2036 and reduce the number of cyclists injured on our roads. We will also aim to increase the number of people walking into the town centre from 29% to 35% by 2030, and to 40% by 2036.

In addition, we will continue to support school communities to increase cycling and walking mode share by rolling out the national accreditation scheme, Modeshift STARS, recognising excellence in promoting sustainable transport. As part of this scheme, schools will

update their school travel plan and continue to receive support in delivering initiatives, such as Bikeability and road safety training, whilst trialling new initiatives that aim to reduce traffic round school gates and promote active travel, such as school street closures.



Cllr Tony Page

Lead Councillor for  
Strategic Environment,  
Planning & Transport

Deputy Leader of the  
Council



Cllr Adele Barnett-Ward

Chair of Strategic  
Environment, Planning &  
Transport Committee

Chair of Cleaner Air & Safer  
Transport Forum

# 1. INTRODUCTION

## Purpose

- 1.1. This report is a sub-strategy to the emerging Local Transport Plan (LTP4)<sup>3</sup> and provides the first iteration of the joint cycling and walking strategy and implementation plan for the wider Reading area spanning a ten year period.
- 1.2. This Local Cycling and Walking Infrastructure Plan (LCWIP) is a live strategy developed in partnership with West Berkshire and Wokingham Borough Councils.
- 1.3. The LCWIP was developed using Local Cycling and Walking Infrastructure Plan Technical Guidance for Local Authorities<sup>4</sup>, issued by the Department for Transport (DfT), and also considers best practice examples from the UK.
- 1.4. Technical support was provided by DfT's appointed consultant, WSP, and guidance and advice was provided by Sustrans, who are part of the Strategic Support Team.

## Achievements

- 1.5. The previous Cycling Strategy (2014-2019) 'Bridging Gaps, Overcoming Barriers and Promoting Safer Cycling' was adopted in 2014 as part of our third Local Transport Plan (LTP3). The implementation of key deliverables identified in the strategy was

supported by significant investment funded by the Local Sustainable Transport Fund and other Central Government funded schemes.

- 1.6. Key deliverables from the Cycling Strategy 2014, included:
  - Creation of a new National Cycle Network route (NCN422), delivered in partnership with Wokingham, Bracknell and West Berkshire Councils and funded by Thames Valley LEP, linking Ascot to Newbury via Reading, Bracknell and Wokingham.
  - Opening of Christchurch Bridge provides cyclists and pedestrians with a traffic-free alternative to the heavily congested Reading and Caversham bridges.



Figure 1.1 - Christchurch Bridge

- Public realm improvements at Town Hall Square, which complemented wider funding programme, including the reopening of Abbey Ruins.
- Enhancement to, and opening of, Napier Road Underpass removing the barrier of north-south movements associated with the Great Western Mainline.
- Installation of the Northern Interchange Cycle Parking Hub, providing over 600 covered cycle parking spaces.
- Pedestrian and cycle enhancements to Cow Lane as part of the removal of the bottleneck created by height and width restrictions under the railway bridges.
- Extensive programme of behavioural change incentives and initiatives delivered as part of LSTF, EU programme EMPOWER, Bikeability and Pocket Places for People. Annual cordon counts have been conducted as part of our LTP monitoring programme since 2008 enabling us to monitor mode split into and out of the town centre over a single 12-hour period in May. Historical trends show increases in the overall number of trips with car and taxi use decreasing by 3.8% for drivers and 4.9% for passengers whilst cycling increased by 1.7% and bus journeys by 6.2%. Historical trends are illustrated in Figure 1.2.

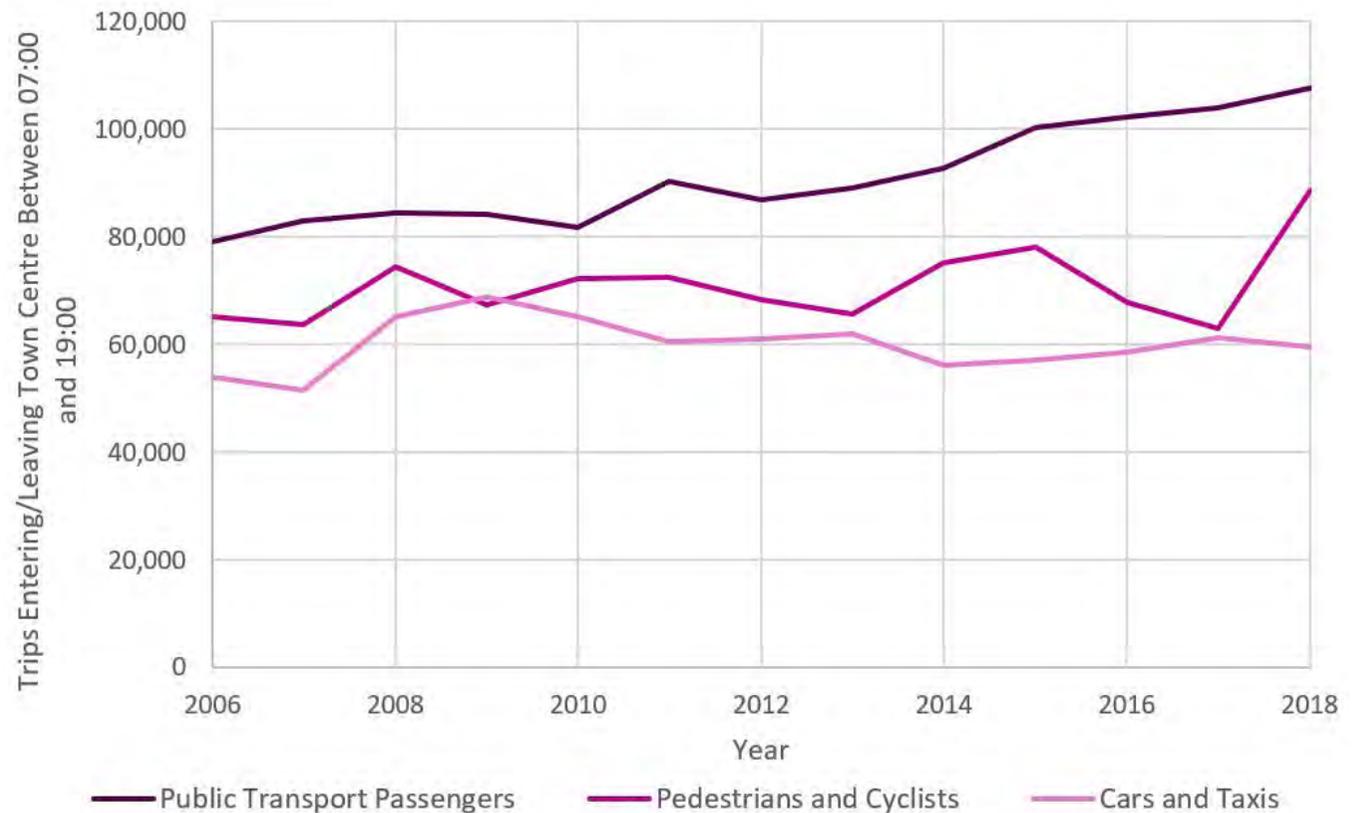


Figure 1.2 - Mode Split into/from Town Centre between 2008-2019

## Aspirations

- 1.7. This LCWIP sets out how we will work towards delivering ambitious plans to increase walking and cycling usage in Reading. The strategy will help to achieve the targets set out in our new Local Plan<sup>5</sup>, setting out housing and employment growth to 2036, and our emerging Climate Change Strategy<sup>6</sup> and Local Transport Plan, including a carbon neutral Reading by 2030.
- 1.8. Our LCWIP sets out how we will transform our existing network of branded cycle routes and our comprehensive footway network via an improved and expanded network of cycling and walking routes. These routes will better connect people to places, including strategic development sites set out in our new Local Plan, and will encourage people of all abilities to cycle and walk.
- 1.9. These cycling and walking routes will be enhanced and transformed to create a safe, clean and green transport network that supports healthy lifestyle choices including cycling and walking for local journeys, or as part of longer multi-modal journeys. Best practice measures implemented elsewhere, such as London's Mini-Holland<sup>7</sup> and Healthy Streets<sup>8</sup> schemes and Manchester's Beelines<sup>9</sup>, feature as part of these improvements.

- 1.10. Infrastructure improvements will be complemented by incentives and initiatives aimed at supporting people in making the switch to cycling and walking and promoting the benefits of these healthy lifestyle choices, such as the ongoing delivery of our successful Bikeability programme.
- 1.11. Partners will also be encouraged and supported to help us deliver these ambitious plans through engagement programmes, including the national accreditation scheme Modeshift STARS and street closures trialled through our Play Streets initiative and Pocket Places for People (see Figure 1.3).



Figure 1.3 - Exbourne Road Play Street Closure (2014)

## Report Structure

1.12. The report is structured as follows:

- Section 2 – sets out our vision and objectives for transforming the cycling and walking network;
- Section 3 – summarises the transport policies, studies and planned schemes relevant to the LCWIP;
- Section 4 – sets out the geographical extent of the LCWIP
- Section 5 - details the methodology followed to develop this LCWIP;
- Section 6 - sets out the approach taken when developing this LCWIP, and future consultation and engagement;
- Section 7 – details how we intend to deliver this LCWIP; and
- Section 8 – provides a summary and conclusion on the Plan as a whole.

## 2. VISION & OBJECTIVES

2.1. This section sets out our vision and objectives for transforming our cycling and walking network building on our existing network of local branded cycle routes, which were first delivered under the Cycling Strategy 2008, and our comprehensive network of walking routes.

### Vision

2.2. Our vision for cycling and walking integrates the themes of our emerging Local Transport Plan:

**'To transform our cycling and walking network to be safe, clean and green and better connect people to places to support healthy lifestyle choices and inclusive growth, where everyone benefits from Reading's success'.**



## Objectives

- 2.3. Our objectives for the LCWIP have been developed in line with the themes of our emerging LTP4 and the ambitions set out in Central Government's Cycling and Walking Investment Strategy<sup>10</sup>.

## Targets

- 2.4. We will aim to achieve our vision by:
- Reducing the number of cars travelling into the town centre.
  - Increasing the proportion of adults walking at least 3 times per week.
  - Increasing the proportion of adults cycling at least 3 times per week.
  - Increasing the number of people walking and cycling to the town centre.
  - Reducing the number of cyclists and pedestrians injured on our roads.
  - Increasing the number of schools with the Modeshift STARS accreditation to promote children cycling and walking to school.
- 2.5. These targets will be agreed and quantified through the emerging new Local Transport Plan, which will be consulted on in Summer and is expected to be adopted in Winter 2020.

### Creating a Clean and Green Reading



Enhance cycling and walking networks, so they are clean and green and people feel safe and happy to cycle and walk for local journeys or as part of longer multi-modal journeys.

### Supporting Healthy Lifestyles



Encourage people of all ages and abilities to make healthy lifestyle choices by making cycling and walking the natural choice and offer support through the delivery of initiatives and campaigns promoting the benefits of active travel and the transition to cycling and walking.

### Enabling Sustainable and Inclusive Growth



Provide well connected cycling and walking routes linking to key destinations, such as employment centres, local centres, schools and health services to support inclusive growth and reduce congestion.

### Connecting People and Places



Provide safe, attractive and well connected cycling and walking routes linking residential areas, employment sites and transport interchanges, so people can travel to the places they need to get to more easily.

### Embracing Smart Solutions



Integrate smart solutions into cycling and walking facilities to help us travel faster, cleaner and safer.

## 3. POLICY CONTEXT

### National Policy Context

#### Industrial Strategy

3.1. The Industrial Strategy White Paper<sup>11</sup> was published in November 2017 setting out the requirement for Local Enterprise Partnerships and Combined Authorities to develop Local Industrial Strategies. The Strategy was developed around five Foundations of Productivity and four Grand Challenges as illustrated below.

3.2. Foundations of Productivity:

- **Ideas:** the world's most innovative economy
- **People:** good jobs and greater earning power for all
- **Infrastructure:** a major upgrade to the UK's infrastructure
- **Business Environment:** the best place to start and grow a business
- **Places:** prosperous communities across the UK

3.3. Grand Challenges:

- Artificial Intelligence and data
- Ageing society
- Clean growth
- Future of mobility

### Future of Mobility: Urban Strategy

3.4. The Future of Mobility Strategy<sup>12</sup> sets out Central Government's approach to tackling mobility challenges, which was recognised as one of the four Grand Challenges and opportunities to transform the way we move through a number of underlining principles, including active travel for short urban journeys.

3.5. The Future of Mobility Strategy recognises key transport challenges as:

- **Safety:** 24,831 people were seriously injured on British roads in 2017. Of this number, 56 people were seriously injured on Reading's roads including 19 pedestrians and 15 cyclists.
- **Air Pollution** is the top environmental risk to human health with 80% of nitrogen oxide concentrations at the roadside.
- **Congestion:** Time lost as a result of congestion costs the UK economy approximately £2 billion per year. A recent survey of businesses illustrated that 92% considered congestion affects their growth and productivity .
- **Greenhouse Gas Emissions:** Transport is the biggest greenhouse gas emitting sector in the UK accounting for 27% and road transport making up 91% of emissions.

- Noise Pollution: the estimated annual cost of noise pollution was said to be £7-10 billion in 2010.
- Lack of Physical Activity: levels of car use contribute to a lack of physical activity. 64% of adults were classified as overweight or obese in 2017.
- Inefficient Use of Public Space: "There are six cars for every 10 people in the UK, but the average car is unused 96% of the time".

**Clean Air Strategy**

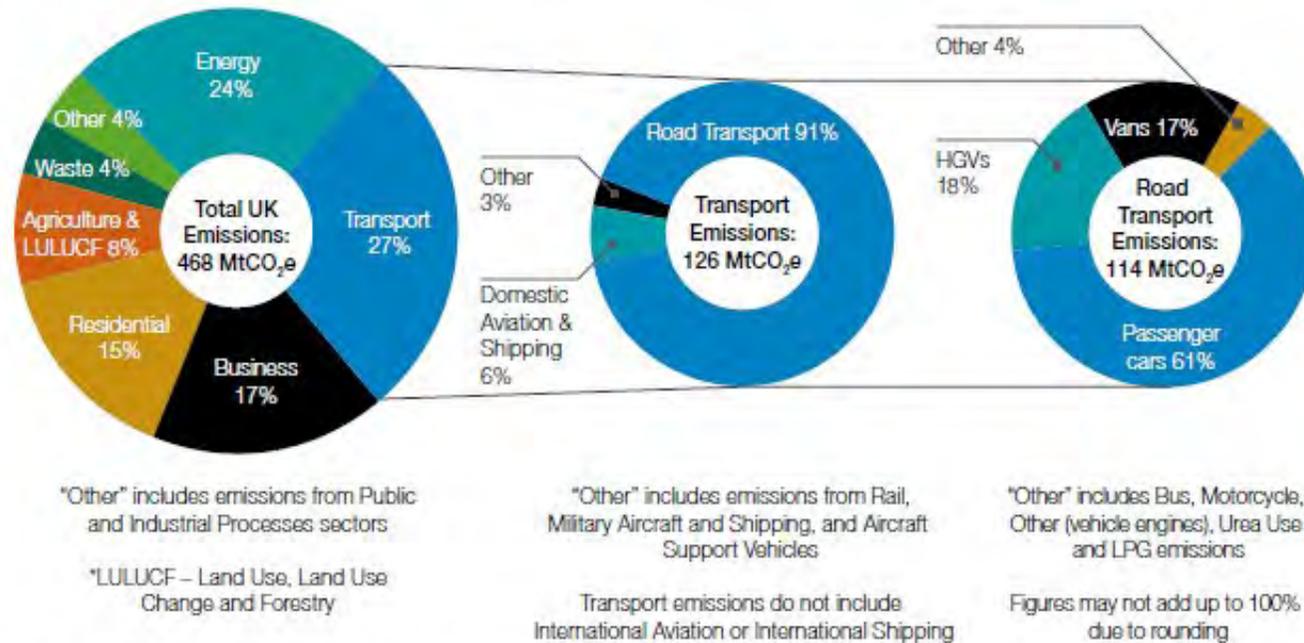
3.6. The Department for Food and Rural Affairs (DEFRA) published England's first Clean Air Strategy<sup>14</sup>, another Grand Challenge, in 2019 setting out how the Government will reduce emissions from transport, homes, farming and industrial sectors to improve air quality. This includes investment in active travel as detailed in the Cycling and Walking Investment Strategy.

3.7. The Road to Zero<sup>15</sup>, The Clean Growth Strategy<sup>16</sup> and A Green Future: A 25 Year Plan<sup>17</sup> further support the ambitions of the Clean Air Strategy by setting out Government's strategy to delivering growth whilst tackling environmental issues, including air quality and greenhouse gas emissions.

**Cycling and Walking Investment Strategy**

3.8. The benefits of cycling and walking for local journeys are widely known. 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'.



Source: BEIS (2018). Final UK greenhouse gas emissions national statistics: 1990-2016

Figure 3.1 - Road Transport Emissions as a share of UK Greenhouse Gas Emissions from Transport (2017)



Figure 3.2 - Clean Air Strategy: Investing in Cycling

3.9. 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.

3.10. A number of national strategies were endorsed by DfT within the technical guidance, including the principles of London's Design Standards<sup>18</sup>, Healthy Streets and Mini-Holland projects as well as Manchester's Beelines. Reallocation of road space to support the delivery of sustainable transport schemes has been key to supporting increased cycling mode share and the success of creating more attractive facilities for all users. Figure 3.3 illustrates the space needed to accommodate different modes and therefore additional capacity from reallocating road spaces to cycling and public transport schemes.

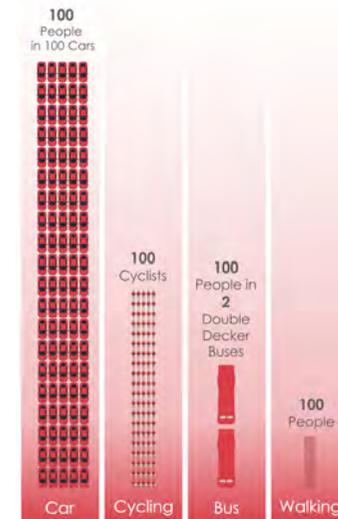


Figure 3.3 - Street space needed for 60 people

### Inclusive Transport Strategy

3.11. The DfT published its Inclusive Transport Strategy<sup>19</sup> in 2018 to ensure that our ageing population, and the fifth of people who identify as having some sort of disability have "the same access to transport as everyone else, and that they are able to travel easily, confidently and without extra cost". The strategy sets out five key themes to delivering the strategy, including improving physical infrastructure, such as streetscapes.

3.12. As recognised in the Inclusive Transport Strategy, Local Authorities have a duty to comply with the Equality Act 2010<sup>20</sup>. This

includes ensuring that people with protected characteristics are able to access the transport services they need. It is therefore vital that streetscape infrastructure, such as shared spaces, support inclusive multi-modal journeys and are designed to cater for a wider range of specialist mobility equipment, including wheelchairs, mobility scooters and adaptable bikes.

### Regional Policy Context

3.13. This section set out the emerging regional policy context led by Transport for the South East and Thames Valley Local Enterprise Partnership in consultation with Local Highway Authorities.

### Transport for the South-East

3.14. Transport for the South East (TfSE) is an emerging Sub-national Transport Body whose primary aim is to support and grow the economy through identifying and prioritising a programme of integrated strategic transport projects across the whole south east region. In 2018 the Council input into the development the TfSE's Economic Connectivity Review, which supported the development of the TfSE's draft Transport Strategy currently available for consultation. The Council will continue to work with TfSE as it works both towards achieving statutory status and the full adoption of its Transport Strategy in 2020.

### Berkshire Local Industrial Strategy

3.15. Thames Valley Local Enterprise Partnership is in the process of developing a Berkshire Local Industrial Strategy (BLIS) as required in the Industrial Strategy White Paper published in November 2017. The emerging BLIS sets out five key priorities to achieving its vision of being 'the best of both global and local':

- Enhancing productivity within Berkshire's enterprises;
- Ecosystems which are maturing and evolving and extend beyond Berkshire;
- International trade, connections, collaborations and investment;
- Vibrant places and a supportive infrastructure;

- Making Berkshire an inclusive area where aspirations can be realised; and
- Responding to climate change emergency.

3.16. The BLIS will replace the LEP's existing Strategic Economic Plan (SEP) when it is published in 2020.

### Local Policy Context

3.17. This section sets out the local policy context and how the Local Cycling and Walking Infrastructure Plan, a sub-strategy to LTP4, is fundamental to the delivery of ambitious plans for economic and housing growth set out in the new Local Plan and addressing the Climate Emergency, including making Reading carbon neutral by 2030.



Figure 3.4 – Reading 2050 Vision: A City of Rivers and Parks

## Reading 2050 Vision

3.18. The 'Smart and Sustainable Reading' 2050 Vision<sup>21</sup>, was developed by a partnership of local communities, businesses, education providers and public sector partners to help deliver economic growth and evolution as a smart and sustainable city to 2050 under the three themes of:

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

3.19. 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.

## Local Plan

3.20. The new Local Plan was approved by the Planning Inspectorate in September and adopted on 4th November 2019. The new plan sets out key development sites up to 2036 and emphasises the importance of addressing challenges, such as climate change and sustainability, in parallel to delivering ambitious plans for over 15,000 new homes and supporting employment, services and infrastructure. The Local Plan is therefore underpinned by new carbon neutral policies and strategies recognising the Climate Change Emergency Declaration<sup>22</sup> issued by the Council in February 2019 where we set an ambitious target to achieve a net carbon neutral Reading by 2030.

3.21. Transport mitigation measures were considered as part of the development of the new Local Plan to ensure that accessibility of the strategic development sites was considered at an early stage. The development of this LCWIP was recognised as a key strategy document as part of this process to enable us to secure private sector contributions for the delivery of improvements identified in the prioritisation list.

## Local Plan – Neighbouring Boroughs

3.22. Plans for neighbouring boroughs, Wokingham and West Berkshire, as well as Oxfordshire and Hampshire, are continuing to be developed and will cover the period up to 2040. It is vital that the LCWIP, and proposals for public transport, enable people living outside of the borough to travel into Reading safely, quickly and easily via dedicated infrastructure for sustainable transport to deliver clean growth and reduce congestion, particularly along key corridors designated as the Air Quality Management Area.

3.23. The cycling and walking routes identified in this strategy consider key development sites under consideration by neighbouring authorities for inclusion in their respective Local Plans, and how these sites access jobs, education, training and other local facilities and services located in Reading.

## Local Transport Plan

3.24. Preparations are underway to review our existing Local Transport Plan in response to the new Local Plan and the Climate Emergency. Whilst the existing Local Transport Plan spans the period 2011 to 2026, significant progress has been made in delivering schemes identified in the plan and it is necessary to update the plan to reflect our ambitious plans to make Reading

carbon neutral by 2030 and to deliver planned growth as set out in the Local Plan.

- 3.25. The LTP process was kick-started with an initial consultation that took place in summer 2019. The consultation sought feedback on five themes, shown in Figure 3.3, that are considered as being integral to the delivery of policies and schemes that will be set out in the new transport strategy.



Figure 3.3 – Emerging Local Transport Plan 4 Themes

- 3.26. Further feedback will be sought on the emerging LTP4 in spring 2020 and feedback integrated into this document.
- 3.27. As with previous Local Transport Plans, the strategy will be underpinned by statutory and non-statutory sub-strategies, further detailing our approach to tackling the issues identified in the Local Transport Plan, including reduced congestion and emissions, improved air quality and health and wellbeing, whilst ensuring the economic success of the town. Complementary strategies will include a borough-wide parking and air quality strategy, Sustainable Modes of Travel to School Strategy, including the delivery of Modeshift STARS



Figure 3.4 – Bronze Modeshift STARS Awards for The Heights and Moorlands

illustrated in Figure 3.4, and the Rights of Way Improvement Plan which will also be integrated into the LCWIP.

- 3.28. This LCWIP will be recognised as one of the sub-strategies to the Local Transport Plan, alongside other documents setting out how we will encourage more people to cycle and walk for local journeys or as part of longer multi-modal journeys. This LCWIP will integrate the principles of London’s Healthy Streets<sup>23</sup>, as illustrated in Figure 3.5, and Mini-Holland schemes, and Manchester’s Beelines, to deliver improved infrastructure and achieve our objectives of promoting healthy lifestyle choices and creating a clean and green Reading.



Source: Lucy Saunders

Figure 3.5 – Ten Healthy Streets Indicators

## Climate Change Strategy

3.29. A Climate Emergency was declared by the Council in February 2019 whereby we set out our approach to protecting our planet for future generations with the ambition of creating a carbon neutral Reading by 2030. This declaration is further supported by carbon neutral standards set out in the new Local Plan and new and emerging strategies for climate change and transport.

The emerging Climate Change Strategy, which will be adopted in Spring 2020, is being developed around seven themes, including 'transport'. Officers are working alongside Reading Climate Action Network, and interested parties, to develop the themes and the emerging action plan. The LCWIP is recognised in the draft 'transport' action plan and will help us to work towards a carbon neutral Reading by 2030 through the creation of streets that are safe, clean and green and support people to cycle and walk for local journeys.

## Health and Wellbeing Strategy

3.30. The emerging LTP plan themes and the supporting LCWIP will support the overall aim of the Health and Wellbeing Strategy<sup>24</sup> to 'improve and protect Reading's health and wellbeing – improving the health of the poorest, fastest' and sister documents, including the Healthy Weight Strategy.

3.31. We will work towards this vision by supporting healthy lifestyles through the creation of clean and green streets that encourage active travel, such as cycling and walking, and improved air quality through reduced congestion.



Figure 3.6 – Thames Path, Caversham

## Corporate Plan

3.32. Our new Corporate Plan 'Shaping Reading's Future' 2018-2021<sup>25</sup> 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; and
6. Ensuring the Council is fit for the future.

## 4. GEOGRAPHICAL SCOPE

- 4.1. As outlined in the Local Policy Context section, there are significant challenges within the LCWIP area in terms of managing future growth. Reading alone needs 700 new homes a year to accommodate predicted growth, which will have a significant impact on the transport 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.
- 4.2. 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<sup>26</sup> - a 4.7% increase on the Census 2011 figure.
- 4.3. The LCWIP has identified key cycling and walking routes and improvements to them that better connect trip generators, such as residential areas, with key trip attractors via a series of primary routes.
- 4.4. Priority will be given to the following trip attractors:
  - Areas of high employment;
  - Transport interchanges, including major bus stops;
  - Further and Higher Education establishments;
  - Major Local and District Centres, such as Oxford Road and Caversham; and
  - Secondary Schools.
- 4.5. Further consideration will be given to key destinations, such as primary schools, parks and open spaces and leisure facilities located off the primary network that fall within the cycling and walking zones illustrated in Figure 4.1. This will include proposed development sites recognised in the new Local Plan for Reading and the emerging plans for neighbouring authorities.

### LCWIP Area

- 4.6. 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 4.1, 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).

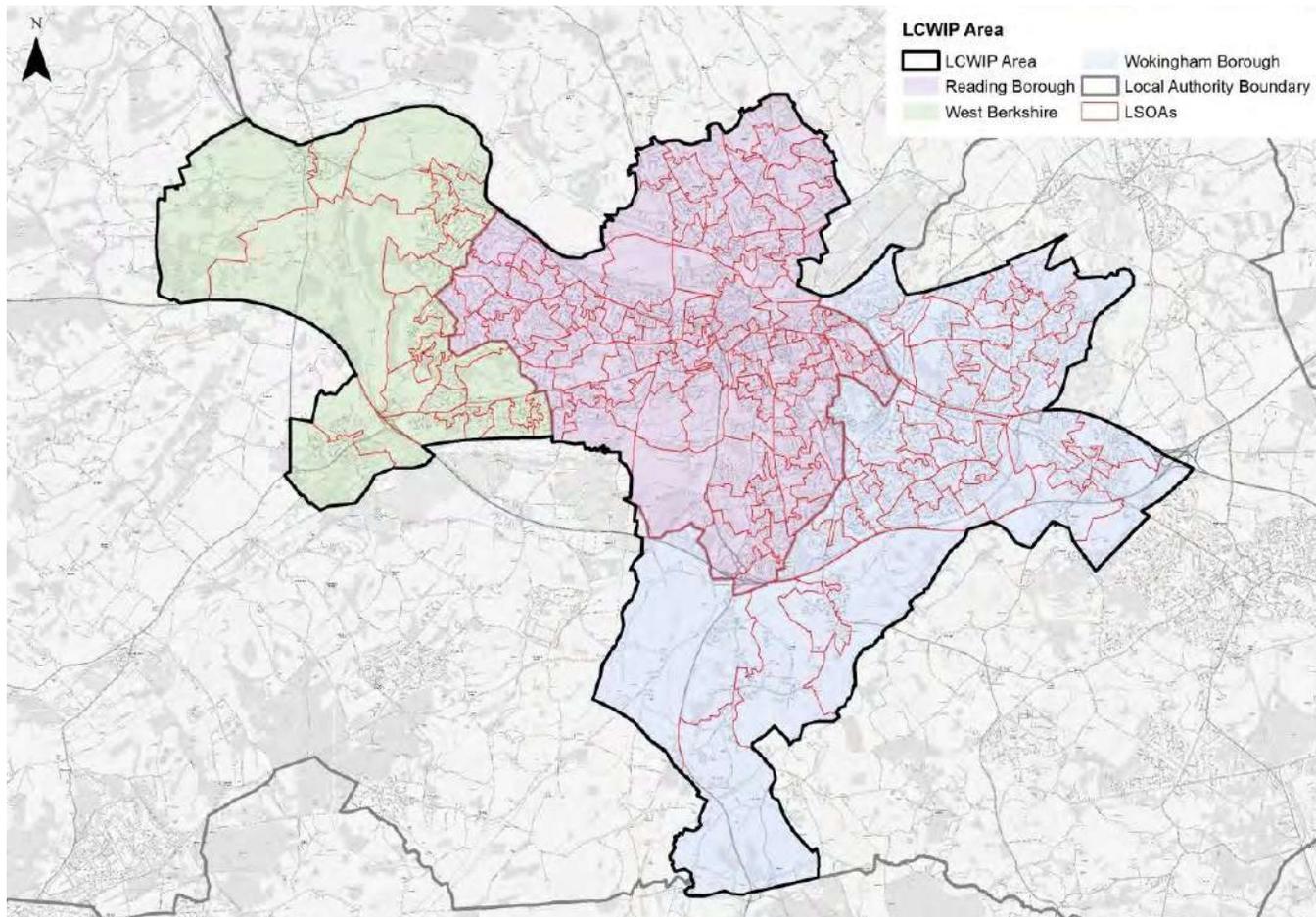
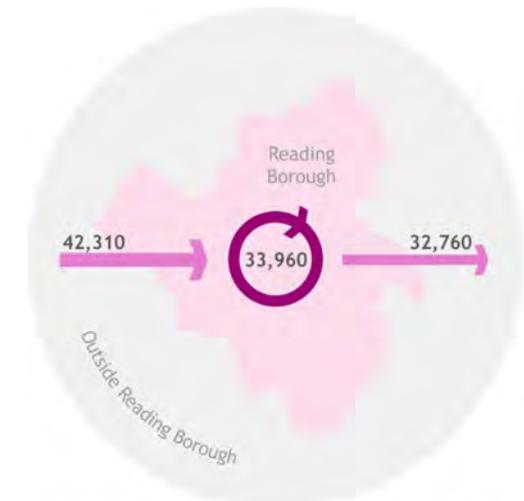


Figure 4.1 - LCWIP Area - Boundary

## Travel to Work Area

4.7. Reading Borough forms the core of the LCWIP, although a large proportion of people travelling into Reading for employment are from neighbouring boroughs. Reading Borough itself was estimated to be home to 163,075 people in 2017 and around 233,000 in the wider Reading urban area. Reading is a major centre of employment; with approximately 120,000 people working in the Borough<sup>27</sup>. There are more jobs in Reading than workers<sup>28</sup>, which means that Reading typically imports workers from other local authority areas, as shown in Figure 4.2, placing strain on the transport network.



Movement of Workers to, from and within Reading Borough  
Figure 4.2 - Movement of Workers in Reading

## Population Forecasts

4.8. With the population set to rise by a further 8.7% by 2036<sup>29</sup>, coupled with future key developments, and a combined 2,103 homes per year to be delivered by Reading, West Berkshire and Wokingham<sup>30</sup>, there is a high demand for improvements to be made to the existing cycling and walking infrastructure within this area.

## Future Development Sites

4.9. As identified in Figure 4.3, 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. Strategic development sites identified in the Local Plan have been considered as part of the identification of cycling and walking routes proposed as part of this LCWIP to ensure sites are accessible by sustainable modes, including cycling and walking.

4.10. Consideration has also been given to strategic development sites proposed in the emerging Local Plans for neighbouring boroughs, including Wokingham and West Berkshire, which are likely to have a significant impact on travel patterns into Reading.

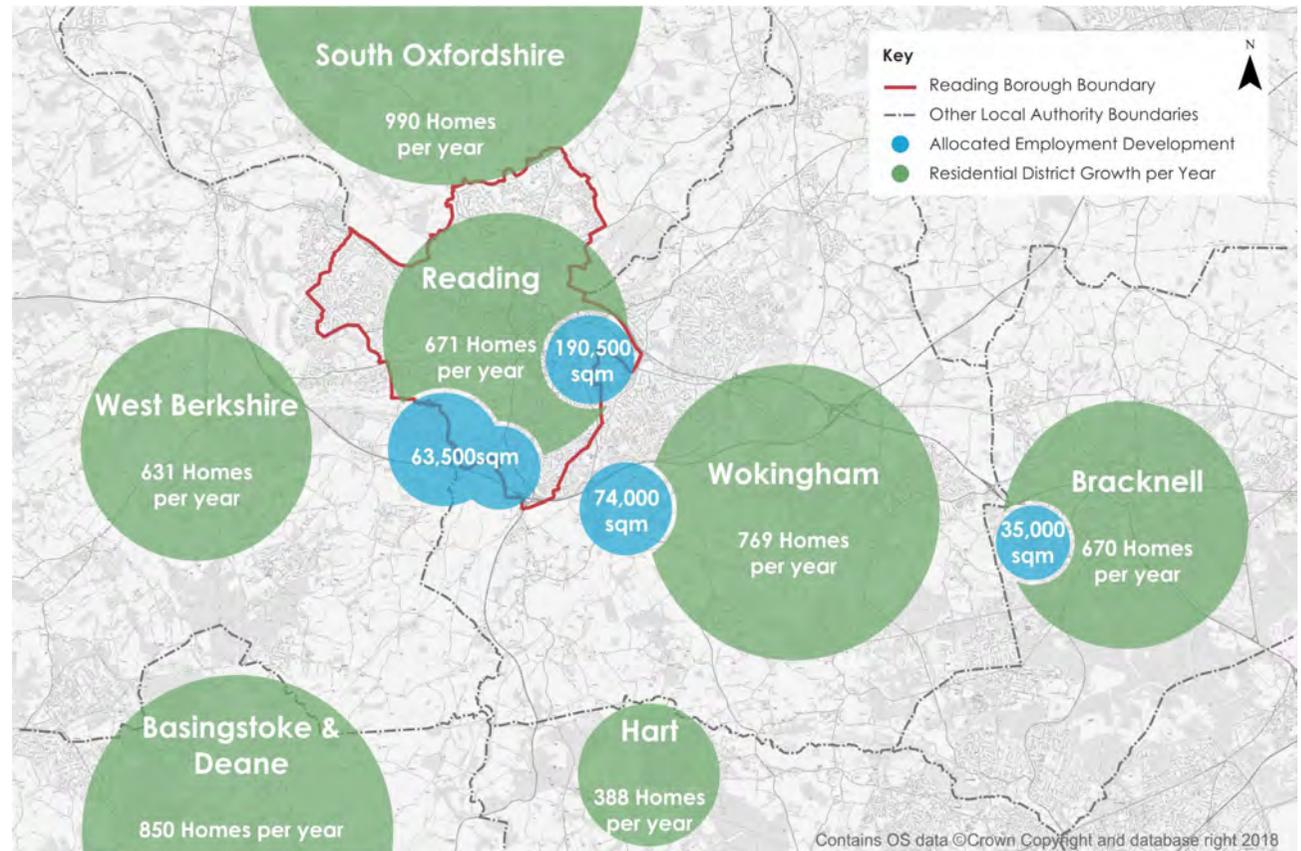


Figure 4.3 – Future Developments in Reading

## Key Destinations

4.11. 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 4.4, 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.

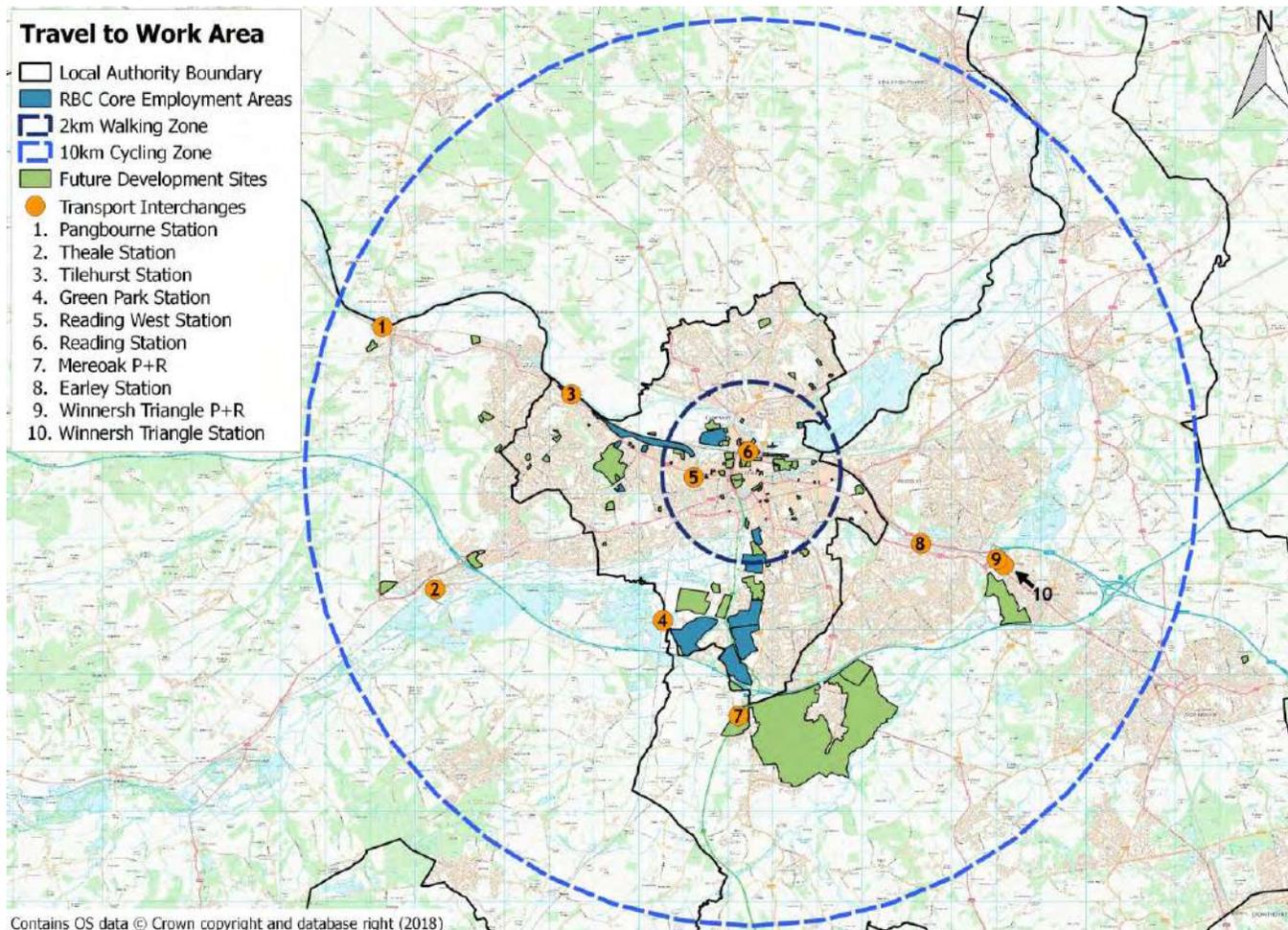


Figure 4.4 – Reading’s Travel to Work Area

- 4.12. The 2km walking zone targets the town/district centres of Reading and core employment sites and connections to local centres and other facilities and services. Census 2011 Data shows that approximately 80,500 people of working age live within a 2km walk of the Central Reading Area.
- 4.13. 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 have also been considered where appropriate.

### Local Branded Cycle Network

- 4.14. The existing branded cycling network illustrated in Figure 4.5 has been considered as part of the identification of routes and improvements in the Local Cycling and Walking Infrastructure Plan. This includes ongoing feedback in relation to the routes from local users, audits undertaken as part of the creation of the network and improvements that have been implemented as part of funded programmes.
- 4.15. Whilst these routes are not always the most direct, they connect people to places, including employment centres, schools, parks and other local facilities and services, and therefore have an ongoing part to play in the evolution of the network.



Figure 4.5 – Local Branded Cycle Network

### Air Quality Management Area

4.16. An Air Quality Management Area (AQMA) has been declared along all the main arterial roads in and out of the centre of Reading (see Figure 4.6), including J11 of the M4 and along the railway lines where they pass through built-up areas. Air quality in Reading is generally good; however, there are areas close to congested roads where levels of nitrogen dioxide exceed the air quality objectives and where levels of particulates are elevated. Wokingham has also declared an AQMA that extends into south of our LCWIP area. This AQMA area encompasses properties along the M4 Motorway and along part of the A329 where it passes under the M4.

4.17. With the aim of encouraging more people to cycle and walk within our LCWIP area, it is likely that this strategy will have a positive impact on the air quality in the area and the transport mix along these corridors. Improvements identified within this LCWIP

will contribute to reducing carbon emissions while improving air quality, public health and overall quality of life.

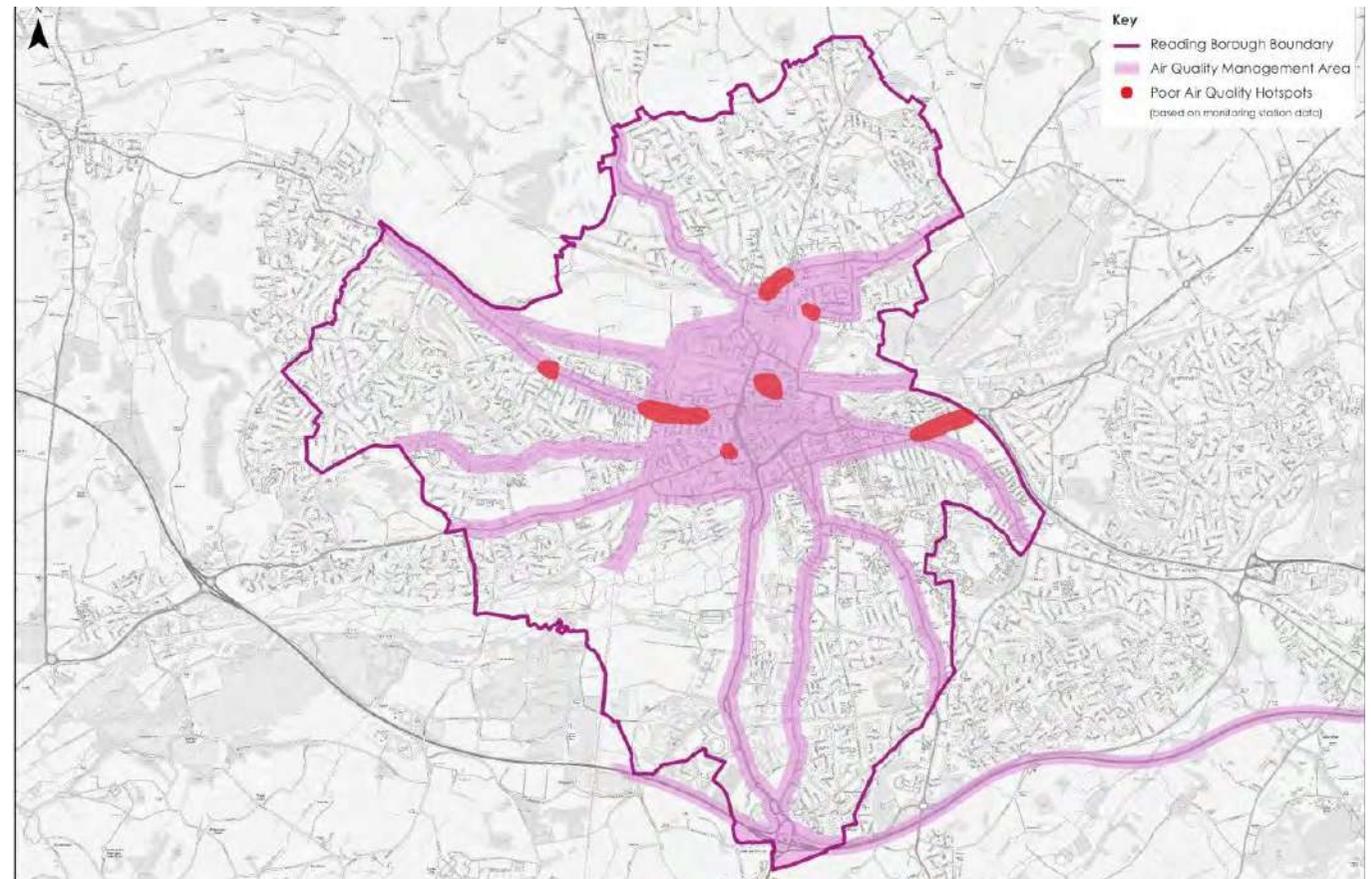


Figure 4.6 – Air Quality Management Area

## 5. METHODOLOGY

- 5.1. This section builds on Section 4, which details our approach to 'Determining the Scope' (Stage 1) of the LCWIP, by setting out our approach to developing the LCWIP from information used to inform the process, tools used to analyse potential mode shift and identify improvements to high-level design principles.

### Gathering Information (Stage 2)

- 5.2. Having defined the LCWIP area, various datasets were gathered across each local authority and compiled into Geographical Information System (GIS) in order to visually analyse the relationships between different data. Such datasets included Census 2011 (population, journey to work), accident statistics (STATS 19), future development sites, Air Quality Management Areas (AQMAs), educational sites (university, colleges, secondary schools), green spaces, transport (railway stations, park and ride sites, key bus stops), key destinations (hospital, town centre, local centres), key employment areas (business parks, industrial areas), tourist attractions (Reading Museum, Abbey Ruins), cycle parking, existing cycle routes (National Cycle Network, branded routes), public rights of way.
- 5.3. Using this compiled information from each local authority, initial outputs were produced to identify origins and destinations within

our LCWIP area – detailed in Appendix B. The destinations were categorised by type in order to gain an understanding of the purpose of journeys that are being made within our LCWIP area.

### Network Planning for Cycling (Stage 3)

- 5.4. To develop our cycle network, the origins and destinations were analysed using the Propensity to Cycle Tool (PCT). This tool uses Census 2011 Journey to Work data, and essentially maps the trip origins and destinations (trip generation), identifies the desire lines for cycle trips (trip distribution), and allocates trips to specific routes (trip assignment). Once the desire lines were identified, these were then clustered to indicate where the majority of people were cycling to and from. The PCT 'Go-Dutch' scenario<sup>31</sup> was used to gain an understanding of which routes had the greatest potential for increased levels of cycling, in comparison to current levels. Both the clustered desire lines and PCT 'Go-Dutch' information was overlaid to identify our key cycling corridors.
- 5.5. These corridors formed the backbone of our cycle network and act as strategic routes between suburban areas and Reading town centre. Further orbital, local and leisure routes were identified to complement the strategic routes, resulting in our draft cycle network.

5.6. The draft cycle network was shared with the Cycle Forum in March, including a member of the public who considered the proposals from a pedestrian point-of-view, and further discussed at a workshop with Cycle Forum in May 2019, consisting of the MP for Reading East, Councillors, Reading Cycle Campaign members and representative from the

University of Reading. Other workshops were held with West Berkshire and Wokingham officers, and internally with officers from Transport Planning, Transport Development Control and Network Management. As a result of these workshops, a set of design principles were developed for each type of cycle route, and further improvements

were made to the cycle network. Table 5.1 presents the overall design principles.

TYPE	DESCRIPTION	MEASURES	WHO FOR?
<p style="text-align: center;"><b>TOWN CENTRE ROUTES</b></p>	<p>High quality, safe, designed for high volumes of cyclists, connecting to strategic and orbital routes, and integrated with public transport on low traffic volume/20mph routes</p>	<ul style="list-style-type: none"> <li>• Segregated cycle lanes on carriageway, where possible, or integrated with public transport (bus lanes),</li> <li>• Buffer zones where cycle lanes run adjacent to parking,</li> <li>• Crossing enhancements including cyclist detection system,</li> <li>• Wayfinding (key destinations, journey time info),</li> <li>• Appropriate surfacing (e.g. black top in urban areas, block paving in shared spaces),</li> <li>• Contraflow cycling,</li> <li>• Minimise street clutter,</li> <li>• Seamless transition to/from strategic routes,</li> <li>• Cycle parking and maintenance hubs at major transport interchanges/key points of interest,</li> <li>• Well lit.</li> </ul>	<p>Confident and novice cyclists e.g. Secondary school pupils, commuters, leisure travel</p>

<p><b>STRATEGIC ROUTES</b></p>	<p>Direct, safe, quickest, high quality, designed for high volumes of cyclists, segregated from traffic and pedestrians (where possible)</p>	<ul style="list-style-type: none"> <li>• Segregated cycle lanes (physical) on carriageway,</li> <li>• Buffer zones where cycle lanes run adjacent to parking,</li> <li>• Dedicated cycle paths segregated from pedestrians off carriageway,</li> <li>• Bus stop bypasses,</li> <li>• Priority at junctions/side roads e.g. raised tables,</li> <li>• Advanced stop lines,</li> <li>• Advanced signals at major junctions/town centre area,</li> <li>• Wayfinding (key destinations, journey time info),</li> <li>• Cycle parking and maintenance hubs at major transport interchanges/key points of interest,</li> <li>• Well lit,</li> <li>• Appropriate surfacing (e.g. black top in urban areas),</li> <li>• Minimise street clutter,</li> <li>• Greening of infrastructure, such as landscaping.</li> </ul>	<p>Confident and novice cyclists e.g. Secondary school pupils, commuters, leisure travel</p>
<p><b>ORBITAL ROUTES</b></p>	<p>Provide access between strategic corridors, high quality routes, segregation (desirable)</p>	<ul style="list-style-type: none"> <li>• Light touch segregation (where possible),</li> <li>• Shared use facilities where segregation is not possible,</li> <li>• Crossing enhancements such as Tiger/Toucans and raised tables,</li> <li>• Wayfinding,</li> <li>• Appropriate surfacing (e.g. black top in urban areas),</li> <li>• Mini Holland treatments (modal filters, contraflow cycling etc.),</li> <li>• Minimise street clutter,</li> <li>• Greening of infrastructure, such as landscaping.</li> </ul>	<p>Confident cyclists e.g. commuters Leisure cyclists</p> <p>Novice cyclists e.g. school children</p>

<p><b>LOCAL ROUTES</b></p>	<p>Quieter roads, pleasant to cycle along, low traffic volumes and speeds</p>	<ul style="list-style-type: none"> <li>• Crossing enhancements such as Tiger/Toucans and raised tables,</li> <li>• Wayfinding,</li> <li>• Well maintained,</li> <li>• Appropriate surfacing (e.g. black top in urban areas),</li> <li>• Reassurance for cyclists (e.g. on-carriageway markings, and through junctions),</li> <li>• Shared use facilities near schools,</li> <li>• Mini Holland treatments (modal filters, contraflow cycling, 20mph zones, traffic calming, cycle parking hangers, parklets etc.),</li> <li>• Minimise street clutter,</li> <li>• Greening of infrastructure, such as landscaping.</li> </ul>	<p>Leisure cyclists</p> <p>Novice cyclists e.g. school children</p>
<p><b>LEISURE ROUTES</b></p>	<p>Quiet/rural/waterway routes (traffic free where possible)</p>	<ul style="list-style-type: none"> <li>• Wayfinding,</li> <li>• Annual maintenance,</li> <li>• Cycle maintenance,</li> <li>• Appropriate surfacing (e.g. black top or bitumen path with a stone chipped surface),</li> <li>• Minimise street clutter,</li> <li>• Greening of infrastructure, such as landscaping.</li> </ul>	<p>All abilities - Families, non-confident cyclists, group rides etc.</p>

Table 5.1 - Cycle Route Design Principles

- 5.7. As an outcome of the workshops, preferred cycle routes were agreed as illustrated in Figure 5.1, and a total of 12 routes (strategic, orbital and local), were audited using the Route Selection Tool (RST), which scores routes based on 5 core design outcomes for cycling, which are: coherent, direct, safe, comfortable and attractive. Appendix D sets out the RST template and summary RST audit sheets.
- 5.8. Recommendations from the audits, feedback from workshops, LTP consultation and an existing unfunded schemes list was incorporated into one long list of cycle infrastructure improvements, with overall recommendations for each route. A prioritised list of cycle infrastructure improvements is presented in Appendix G, including schemes highlighted by the Cycle Forum in the Requested Schemes List (Appendix H).

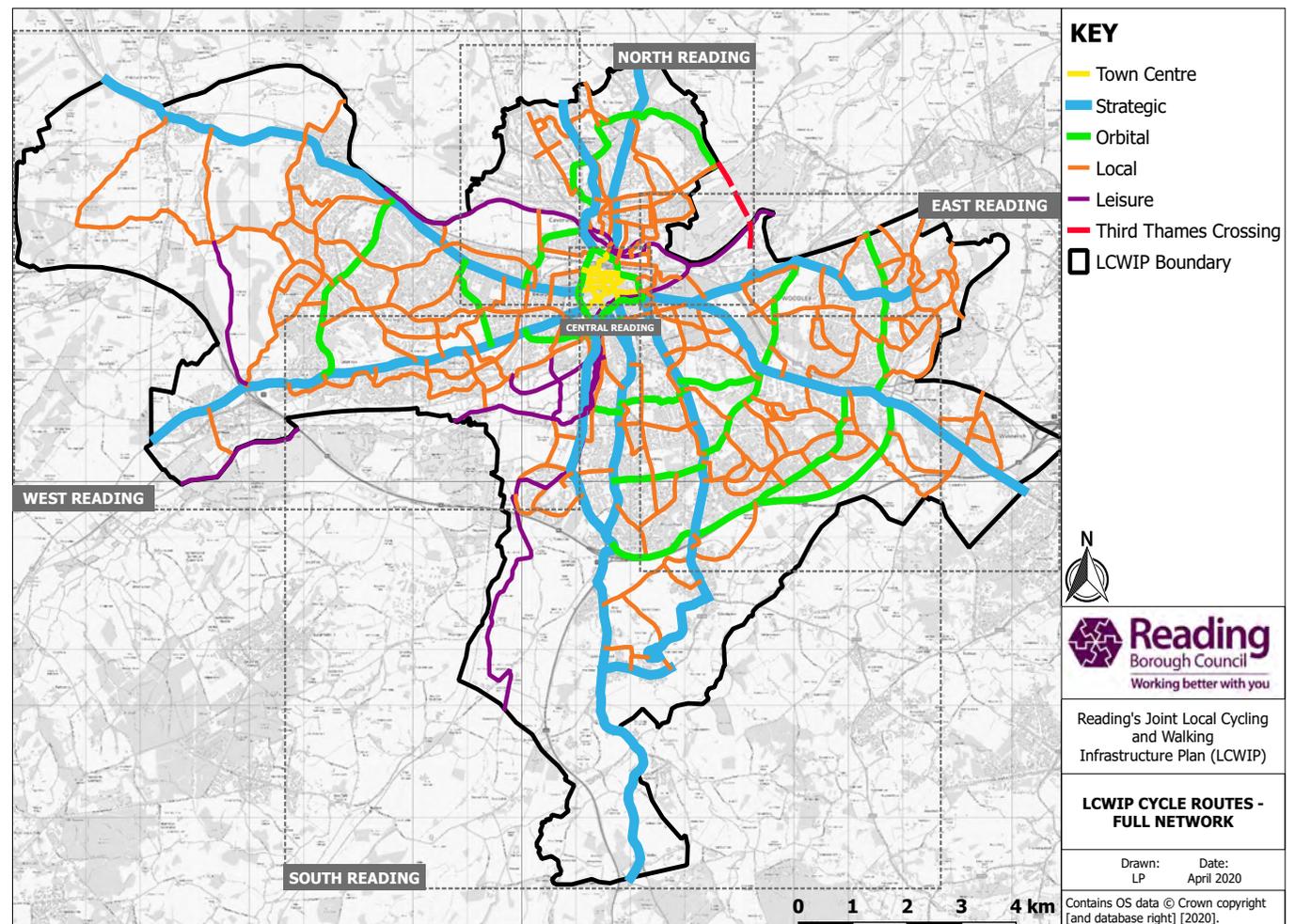


Figure 5.1 – Network Map for Cycling (also see Appendix C)

## Network Planning for Walking (Stage 4)

5.9. Using the origins and destinations gathered from stage 2, clustered trip attractors were identified where 5 or more trip attractors are located within a 200m radius - 6 clusters were identified as part of this analysis. From the central point of each cluster a 400m buffer was applied. The buffers with the highest number of attractors were identified as possible Core Walking Zones (CWZs). Although a CWZ was identified using this process, it did not fully extend to the Reading Station area. Instead, the CWZ has been based on the town centre boundary defined in Reading’s new Local Plan. This boundary extends beyond the Inner Distribution Road, and covers the key walking area of Reading.

5.10. With the CWZ now defined, a 2km buffer was applied to the edge of the CWZ; this represents the average distance one is likely to walk. Key walking routes were then identified within this area, and categorised based on the footway classification set out in the LCWIP Technical Guidance. These classifications have been further developed to provide a set of design principles, similar to the cycling stage – listed below in Table 5.2.

TYPE	DESCRIPTION	MEASURES
<b>PRESTIGE WALKING ROUTES</b>	Very busy areas of towns and cities, with high public space and street scene contribution.	<ul style="list-style-type: none"> <li>• Priority for pedestrians, pedestrianised areas where possible e.g. raised tables at side roads,</li> <li>• Appropriate lighting and wayfinding,</li> <li>• Well maintained surface,</li> <li>• High quality public realm and amenity space,</li> <li>• Minimise street clutter,</li> <li>• Suitable green time and phasing at signalled crossings,</li> <li>• Green of infrastructure, such as landscaping.</li> </ul>
<b>PRIMARY WALKING ROUTES</b>	Busy urban shopping and business areas, and main pedestrian routes.	<ul style="list-style-type: none"> <li>• Appropriate lighting and wayfinding,</li> <li>• Dropped kerbs and tactile at side roads and crossings,</li> <li>• Pedestrian crossing facility at key junctions and key destinations,</li> <li>• Suitable green time and phasing at signalled crossings,</li> <li>• Minimise street clutter,</li> <li>• Well maintained surface.</li> </ul>
<b>SECONDARY WALKING ROUTES</b>	Medium usage routes through local areas leading into primary routes, local shopping centres, etc.	<ul style="list-style-type: none"> <li>• Appropriate lighting and wayfinding,</li> <li>• Dropped kerbs and tactile paving at side roads and crossings,</li> <li>• Pedestrian crossing facility at key junctions and key destinations,</li> <li>• Suitable green time and phasing at signalled crossings,</li> <li>• Minimise street clutter,</li> <li>• Well maintained surface.</li> </ul>

<b>LINK FOOTWAYS</b>	Linking local access footways through urban areas and busy rural footways.	<ul style="list-style-type: none"> <li>• Appropriate lighting and wayfinding,</li> <li>• Dropped kerbs and tactile paving at side roads and crossings,</li> <li>• Minimise street clutter,</li> <li>• Well maintained surface.</li> </ul>
<b>LOCAL ACCESS FOOTWAYS</b>	Footways associated with low usage, short estate roads to the main roads and cul-de-sacs.	<ul style="list-style-type: none"> <li>• Appropriate lighting and wayfinding,</li> <li>• Dropped kerbs and tactile paving at side roads and crossings,</li> <li>• Minimise street clutter,</li> <li>• Well maintained surface.</li> </ul>
<b>RIGHT OF WAYS</b>	A path that anyone has the legal right to use on foot, and sometimes using other modes of transport	<ul style="list-style-type: none"> <li>• Appropriate lighting and wayfinding,</li> <li>• Well maintained surface,</li> <li>• Easy access for wheelchair users, pushchairs and adaptable bicycles, etc.</li> </ul>

Table 5.2 - Walking Route Design Principles

- 5.11. Barriers such as rivers, railway lines and heavily-trafficked roads with a limited number of crossing points were also mapped to help identify any funnel routes – where there are high levels of pedestrian flows due to the lack of alternative routes.
- 5.12. Outputs from this analysis are mapped in Appendix B.
- 5.13. The Walking Route Audit Tool (WRAT) was used to undertake the audits on selected prestige and primary routes. Six key walking routes /movement corridors were selected and have been audited. The WRAT scores routes based on the same 5 core design outcomes for cycling. Appendix F sets out the WRAT template used when carrying out the audits, as well as the summary sheets for each section of each individual route.
- 5.14. Recommendations from the audits, feedback from initiatives and workshops, and officer knowledge were incorporated into one long list of walking infrastructure improvements, with overall recommendations for each route. A prioritised list of walking infrastructure improvements is presented in Section 7.

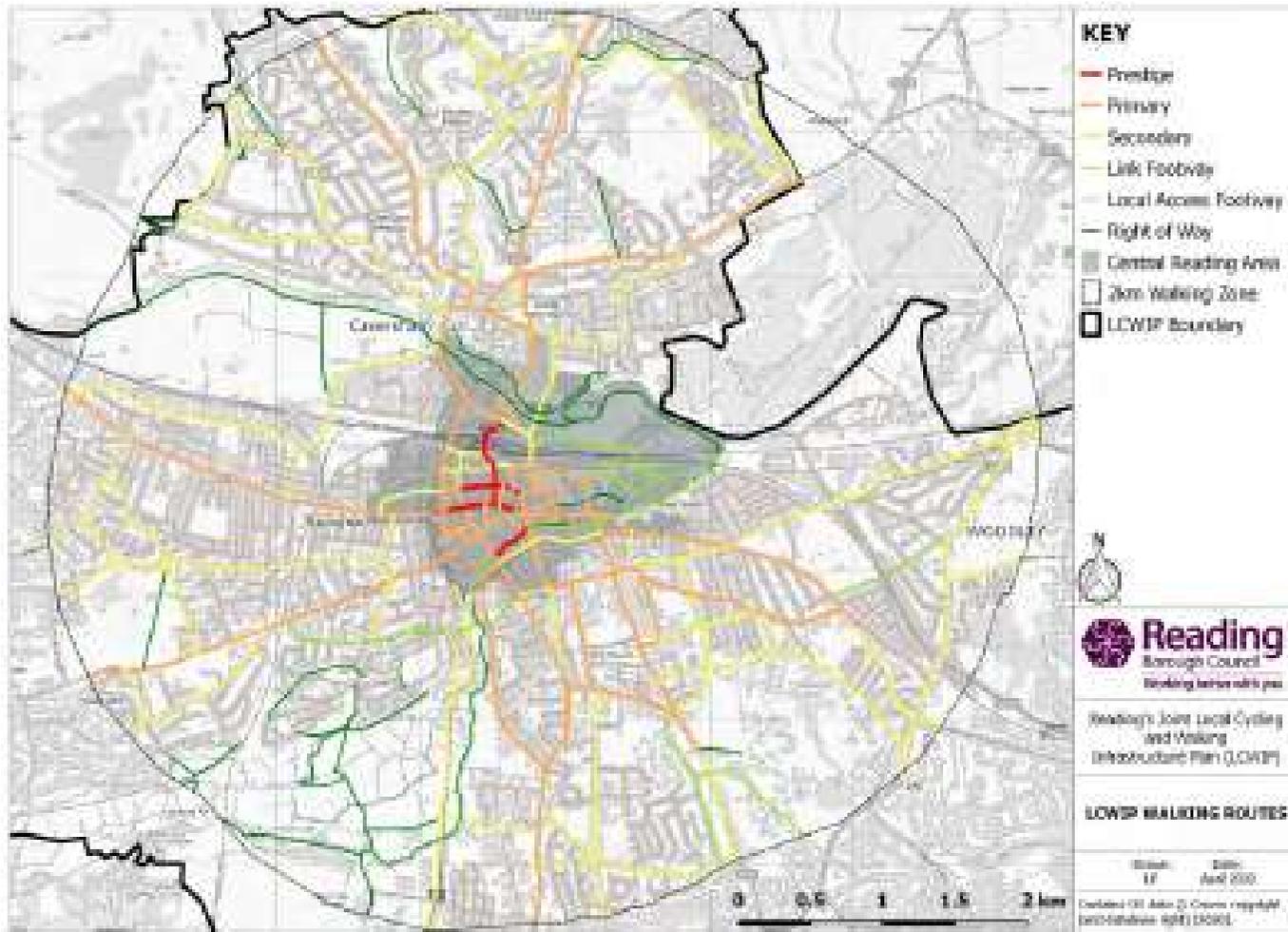


Figure 5.2 – Network Map for Walking (See Appendix E)

## Prioritising Improvements (Stage 5)

5.15. Both the cycling and walking lists of infrastructure improvements were prioritised based on the following criteria:

- Deliverability – political and public acceptability, engineering/regulatory challenges, and availability of space.
- Estimated scheme costs – categorised by high - £5.0m to £9.0m, moderate - £2.0m -£4.9m and low £0 to £1.9m.
- Walking and cycling flows from Readings Annual Monitoring Surveys around the Town Centre and the Propensity to Cycle Tool – categorised by flows.
- Reading's five LTP4 themes:
  1. People and Places – improvements to journey times, number of people who will benefit, and connections to key destinations.
  2. Healthy Lifestyles – number of students who will benefit, reduction in collisions, and potential for modal shift.
  3. Clean and Green – within or near an Air Quality Management Area, reduction in carbon emissions, and connections to green spaces.

- 4. Inclusive Growth – serves deprived communities, transport hubs, new housing and employments.
  - 5. Smart Solutions – use of smart technology at signalled junctions and use of technology more generally.
- 5.16. Each improvement was scored based on how well it met each heading, 1 - no fit and 5 – excellent fit. This then allowed for improvements to be ranked or prioritised based on the total score.
- 5.17. The prioritised list of infrastructure improvements for cycling and walking is set out in Appendix G.
- 5.18. Proposed cycling and walking measures are illustrated in Appendix J.
- Integration and Application (Stage 6)**
- 5.19. The LCWIP will be integrated into the local policy documents referenced in Section 3, in addition to their counterparts in for Wokingham and West Berkshire Councils.
- 5.20. Feedback from the initial LTP4 consultation, undertaken in Summer 2019, has been incorporated into the proposals set out in the LCWIP. Further feedback on LTP4 proposals will be sought in Spring 2020 as part of the statutory consultation period. This feedback will again inform future iterations of the LCWIP with any fundamental changes being integrated into the plan prior to LTP4 adoption in Autumn 2020.
- 5.21. The LCWIP will be updated periodically and supported by delivery programmes as detailed in the emerging Local Transport Plan.
- 5.22. Ongoing feedback from user groups, such as those referenced in Appendix I, will continue to inform our delivery programmes, including the LCWIP prioritisation lists.
- 5.23. Further work will continue to be undertaken on the development of the LCWIP to ensure we are best placed to respond to future funding rounds. Key outputs from the LCWIP, including the proposed routes making up the cycling and walking networks and prioritisation lists, will be used to inform future funding applications for capital investment.
- 5.24. Consideration will be given to further application of the LCWIP process to help transform our streets for all users regardless of their age or ability.

## 6. CONSULTATION & ENGAGEMENT

- 6.1. Reading is keen to ensure that the outputs from the LCWIP 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.

### Partnership and Stakeholders

- 6.2. This strategy is a live document requiring regular review and updates over the ten year period 2020 to 2030. Engagement and input from stakeholders, including those detailed in Appendix I, will therefore continue to play a vital part in the development of this strategy.
- 6.3. The competitive nature of funding rounds means that the endorsement of funding bids by stakeholders and community groups is vital to demonstrate support and secure investment in our transport network. Building a better partnership-based approach will therefore be integral to the development and delivery of this plan.

### Development of LCWIP

- 6.4. Our LCWIP has been 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.
- 6.5. The development of the LCWIP has therefore been informed by a number of data sources, including initial feedback from the LTP4 consultation undertaken in Summer 2019, as well as data from sustainable transport initiatives, in accordance with the Data Protection Act. Further feedback from the statutory consultation period on LTP4, expected to be held in spring 2020, will be fed into future updates of the plan.
- 6.6. Sources of information include:
- LTP4 consultation events, including meetings, public drop in sessions, responses to the online survey, etc.
  - Cycle Forum Requested Schemes List and workshop
  - Feedback from other user groups
  - Feedback from initiatives, including PTP, EMPOWER and workplace cycle challenge
  - Site meeting with Access and Disabilities User groups



Figure 6.1 – Thames Promenade

## Future Consultation & Engagement

- 6.7. Various user groups and forums are available to facilitate engagement and discussion with members of the public and stakeholders around a number of topics. These channels will continue to play a vital role in the ongoing development and delivery of the LCWIP.
- 6.8. Forums particularly relevant to the delivery of our LCWIP include:
- The Cleaner Air and Safer Transport Forum, which provides opportunities to engage with a broad spectrum of local interest groups in relation to the Climate Change and transport agenda, acting

as a constant and valuable channel of communication;

- The Cycling Forum, where Councillors and members of cycling organisations discuss the implementation of better cycling facilities to make Reading a more cycle-friendly town;
- The Mid and West Berkshire Local Access Forum, which comprises membership from Reading, Wokingham and West Berkshire unitary authorities, local landowners and user groups, and has been instrumental in the preparation and deliver of our Rights of Way Improvement Plan;
- The Access and Disabilities Working Group, which facilitates discussion on improving accessibility in Reading, ensuring that the needs of disabled transport users are considered through our transport strategy and delivery; and
- The Older People’s Working Group, which identifies and promotes awareness of issues facing older residents and provides a channel for older people to influence the development of local services, including transport.
- We will continue to engage and consult with these forums to deliver our transport strategy and vision for Reading.

## Equality Act

- 6.9. As set out in the Equality Act 2010, we have a duty to consult and engage with a range of stakeholders including those with protected characteristics. Consultation and engagement with relevant groups and forums will continue to be undertaken via existing channels of communication, such as those set out in above.
- 6.10. In addition, a high-level Equality Impact Assessments (EqIA) has been undertaken on the overall LCWIP to ensure the proposals do not negatively impact those with protected characteristics. Further, scheme specific, EqIAs will be undertaken as and when individual schemes are developed and taken forward for implementation. All EqIAs will be reported to the relevant Committee when scheme and spending approval is sought.

## 7. DELIVERY

- 7.1. This section sets out the management and governance arrangements for the ongoing development of the LCWIP, including funding, monitoring and review.

### Funding

- 7.2. This LCWIP will be used as the basis for securing future funding from Central Government and other sources, including Thames Valley Local Enterprise Partnership whom funded the delivery of the new National Cycle Network route NCN 422 to the value of £4.2 million through the Local Growth Deal. We, alongside key stakeholders including neighbouring boroughs, will continue to build joint business cases that seek to secure funding to deliver strategic cross-boundary cycling and walking schemes that demonstrate value for money and work towards achieving the objectives set out in the emerging Local Transport Plan.
- 7.3. In order to support the delivery of capital schemes we will continue to fund the development of business cases and initial concept designs through existing transport budgets via grants, such as the Integrated Transport Block.
- 7.4. Successful funding bids will also be supported by local contributions funded through private sector contributions, such as the Community Infrastructure Levy (CIL)

and Section 106, or other funding sources secured through competitive funding rounds.

- 7.5. Other sources of income as set out in the Transport Act 2000 include ring-fenced revenue from demand management measures, such as bus lane fines, park and display and parking enforcement schemes already in operation as well as road charging schemes that are being investigated as part of the emerging Local Transport Plan, including Clean Air Zones, congestion charging and workplace parking levies.

### Management & Governance

- 7.6. Reading Borough Council is the lead authority for the joint LCWIP for the wider Reading area, in partnership with Wokingham and West Berkshire Councils.
- 7.7. The delivery and review of the LCWIP will be led by the Transport Planning teams for the three Local Authorities, making up the Steering Group. They will also be responsible for engaging and working in partnership with wider teams, such as those referenced in the LCWIP Working Group, illustrated in Figure 7.1, as well as local interest groups and key stakeholders.



Figure 7.1: Governance Structure

7.8. The Project Manager will be responsible for overseeing the Steering Group and ensuring the Senior Responsible Officer, and other key officers, are kept up-to-date on the delivery and review of the LCWIP and reporting updates to relevant Committees.

## Monitoring

- 7.9. Local monitoring is important to measure change and understand whether targets such as those included in this Strategy and the Climate Change Strategy are achieved. Cycling and walking journeys will be monitored through various sources and additional information will also be available in the emerging Local Transport Plan and supporting documents, including, but not limited to, the Climate Change Strategy and Air Quality Strategy.
- 7.10. Cycling and walking schemes will continue to be monitored before and after implementation to ensure that it is operating effectively and to evidence modal change. As part of the ongoing development and review of the LCWIP, we continue to welcome individual and collective feedback post implementation.

7.11. Cycling and walking usage will continue to be monitored through the annual cordon count measuring trips by all modes coming into and out of central Reading as referenced in Figure 7.2. The count takes place over one day for 12 hours and allows a comparison of mode share. We will also continue to monitor the number of bicycles parked at designated locations in the town centre.

7.12. Other data sources that will be used to monitor cycling and walking use include:

- Personal injury collision data
- Air quality monitoring data
- School travel plan data
- Annual cordon count data
- Traffic count data from permanent automatic traffic counters
- Sustainable travel initiatives take-up data
- National Highways & Transport Public Satisfaction Survey

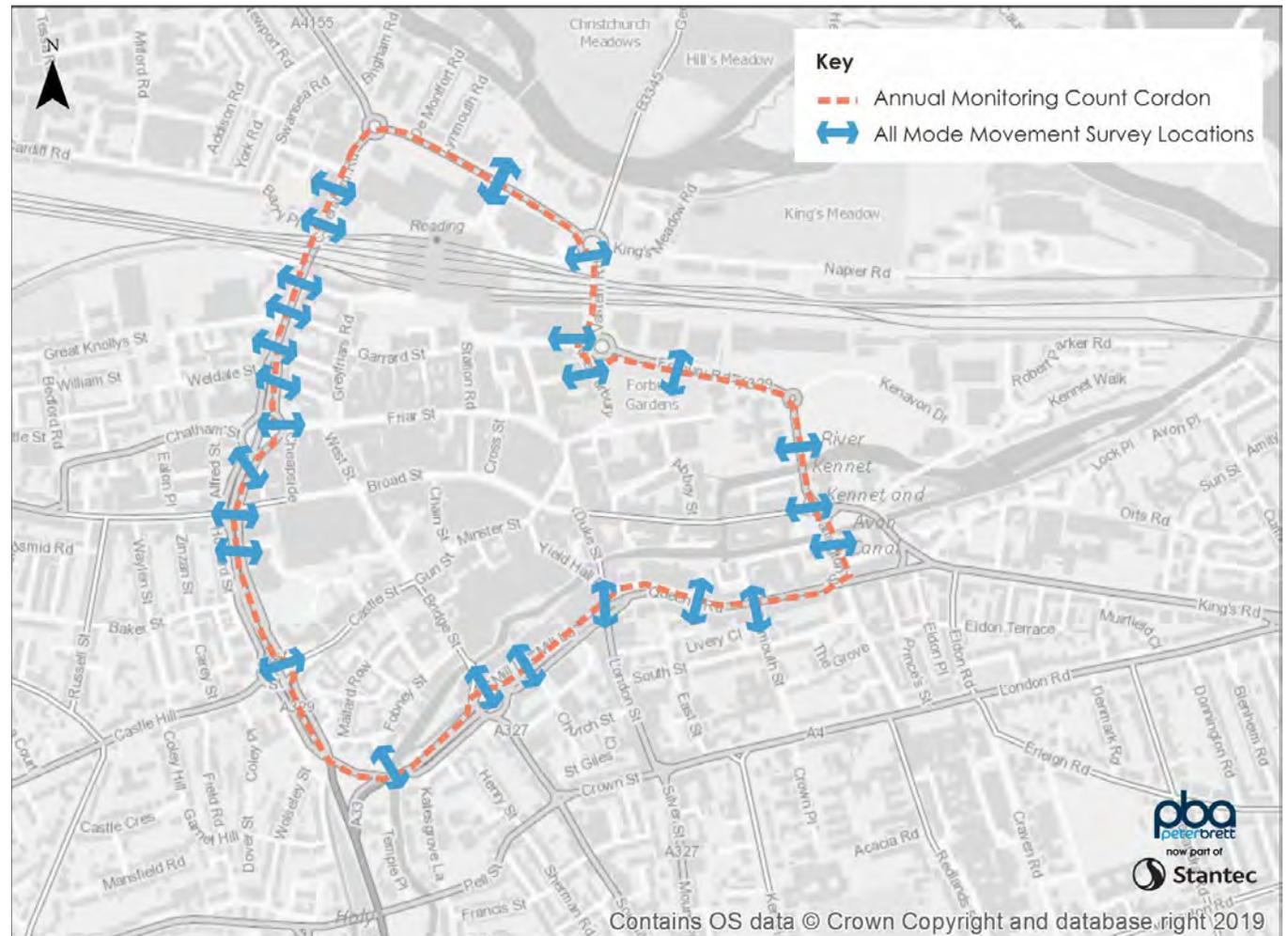


Figure 7.2 – Cordon Count Points

## Review

- 7.13. This live strategy is the first iteration of the LCWIP. Whilst this document initially spans a ten-year period until 2030, it should be noted that it forms a fundamental part of delivering our ambitious plans as set out in our emerging Local Transport Plan, including to deliver a carbon neutral Reading by 2030 and managing strategic growth sites set out in the Local Plan (2019-2036).
- 7.14. The strategy and the supporting prioritisation lists will be reviewed in line with the emerging Local Transport Plan (2020-2036) and reported to committees as set out in Figure 7.1, including a mid-term review in 2025. Periodic reviews will ensure documents remain 'live' and up-to-date reflecting ongoing feedback from users and delivery programmes.
- 7.15. From time to time, it will be necessary to update the policy context to reflect new and emerging national guidance and influential policy, including those in relation to tackling climate change and reducing carbon emissions, improving air quality, encouraging healthy lifestyles and supporting economic growth. In addition to policy updates, best practice examples from

the UK and internationally, particularly those endorsed by DfT and those recognised in delivering excellence in cycling and walking, will also be integrated. We will also integrate guidance and best practice examples that ensure transport improvements also cater for those affected by particular mobility constraints, such as the Inclusive Mobility Strategy.

## 8. CONCLUSION & NEXT STEPS

- 8.1. This Local Cycling and Walking Infrastructure Plan (LCWIP) is a live strategy developed by Reading Borough Council, in partnership with West Berkshire and Wokingham Borough Councils. This report is the first iteration of the joint strategy and implementation plan for the wider Reading area, spanning a ten year period from 2020-30. The LCWIP was developed using Local Cycling and Walking Infrastructure Plan Technical Guidance for Local Authorities, issued by the Department for Transport (DfT), and also considers best practice examples from the UK.

Government, the LEP and other relevant funding sources.
- 8.2. As set out in Section 3, the LCWIP will be adopted as a sub-strategy to our emerging Local Transport Plan and complementary strategies as described. Building on the initial LTP4 consultation, further feedback will be sought as part of the statutory consultation period in Summer 2020. Further feedback will be integrated into the LCWIP prior to the adoption of LTP4 in Winter 2020.
- 8.3. It should be noted that this is the first iteration of the LCWIP, which will be a live and evolving document. Further consideration will be given to the wider application of the LCWIP process to support us achieving our ambition of delivering a carbon neutral Reading by 2030.
- 8.4. The prioritised list of infrastructure improvements set out, in Appendix G, will be used to inform future funding bids to Central
- 8.5. It should be noted that the improvements set out in this LCWIP are subject to detailed design and securing funding.
- 8.6. Technical drawings developed and adopted as part of the Cycling Strategy 2014 will be updated and expanded upon to include proposed improvements recognised as innovative and radically improve cycling and walking infrastructure.
- 8.7. As set out in Section 6, engagement and support from local user groups will be vital in us demonstrating support for future funding applications and therefore successful bids. We continue to welcome the support and input from these groups in the ongoing development and review of the LCWIP to ensure that we are able to deliver our vision to transform our streets, encourage healthy lifestyle choices and clean and inclusive growth.

## 9. GLOSSARY

BLIS	Berkshire Local Industrial Strategy
CAST	Cleaner Air and Safer Transport Forum
CWIS	Cycling and Walking Investment Strategy
DFT	Department for Transport
EQIA	Equality Impact Assessment
LCWIP	Local Cycling and Walking Infrastructure Plan
LEP	Local Enterprise Partnership
LSTF	Local Sustainable Transport Fund
LTP	Local Transport Plan
PTC	Propensity to Cycle Tool
RST	Route Selection Tool
SEP	Strategic Economic Plan
SEPT	Strategic Environment, Planning and Transport Committee
TFSE	Transport for the South East
TMSC	Traffic Management Sub-Committee

## 10. REFERENCES

- <sup>1</sup> Reading Borough Council Cycling Strategy  
[http://www.reading.gov.uk/media/2420/Cycling-Strategy-2014/pdf/Cycling\\_Strategy\\_2014.pdf](http://www.reading.gov.uk/media/2420/Cycling-Strategy-2014/pdf/Cycling_Strategy_2014.pdf)
- <sup>2</sup> Reading Borough Council Local Sustainable Transport Fund 2011
- <sup>3</sup> Reading Borough Council Emerging Local Transport Plan 4: 2020 to 2036  
<http://www.reading.gov.uk/article/11827/Transport-Strategy>
- <sup>4</sup> Local Cycling and Walking Infrastructure Plans Technical Guidance  
<https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>
- <sup>5</sup> Reading Borough Council New Local Plan  
<http://www.reading.gov.uk/newlocalplan>
- <sup>6</sup> Reading Borough Council Emerging Climate Change Strategy
- <sup>7</sup> London Mini Hollands  
<https://tfl.gov.uk/modes/cycling/routes-and-maps/cycle-mini-hollands>
- <sup>8</sup> Transport for London Healthy Streets  
<http://content.tfl.gov.uk/healthy-streets-for-london.pdf>
- <sup>9</sup> Manchester Beelines  
<https://tfgm.com/made-to-move/publications>
- <sup>10</sup> Cycling Walking and Investment Strategy  
<https://www.gov.uk/government/publications/cycling-and-walking-investment-strategy>
- <sup>11</sup> HM Government Industrial Strategy  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/664563/industrial-strategy-white-paper-web-ready-version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/664563/industrial-strategy-white-paper-web-ready-version.pdf)

<sup>12</sup> Future of Mobility Strategy

<https://www.gov.uk/government/publications/future-of-mobility-urban-strategy>

<sup>13</sup> Transforming Cities Fund: Stage 1 Application:

<http://www.reading.gov.uk/article/11826/Funding-Bids>

<sup>14</sup> Clean Air Strategy

<https://www.gov.uk/government/publications/clean-air-strategy-2019>

<sup>15</sup> The Road to Zero

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## Local Cycling and Walking Infrastructure Plan

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<sup>30</sup> Taken from adopted Local Plans and emerging Local Plan evidence bases.

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transportstrategy](https://www.reading.gov.uk/transportstrategy)

# 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

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# **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**



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# 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.

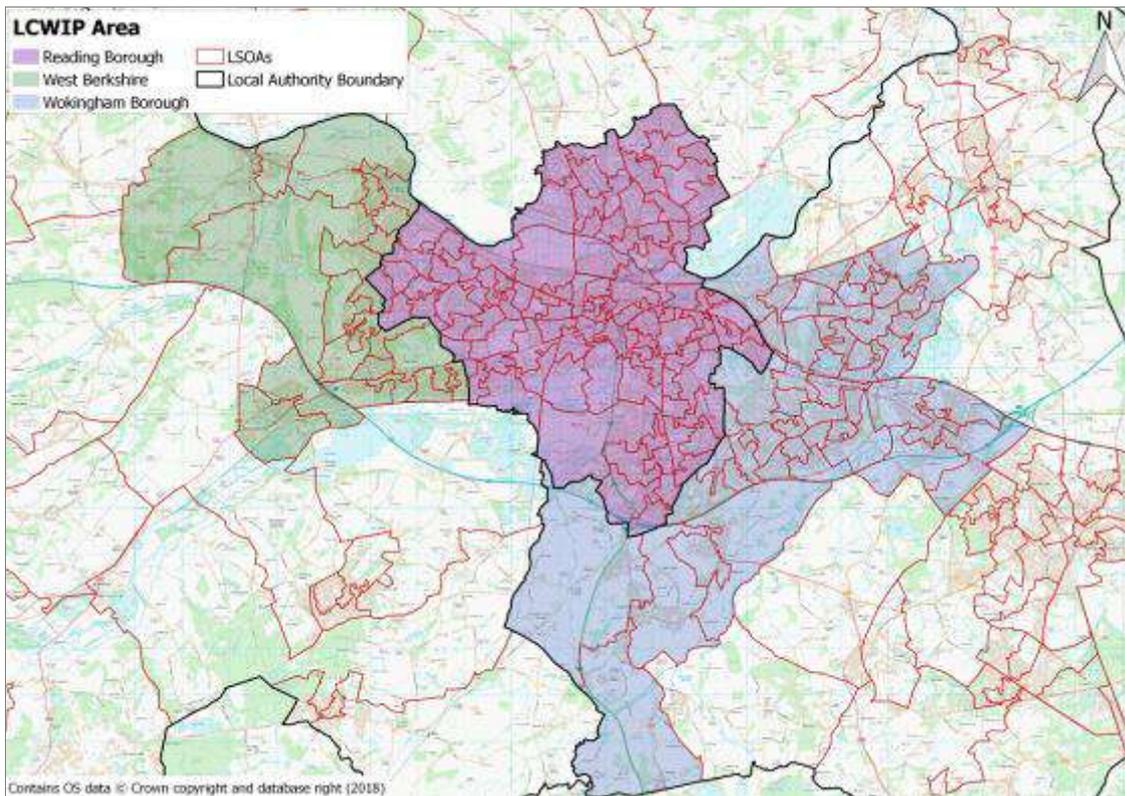
**Priority will be given to the following trip attractors:**

- **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.

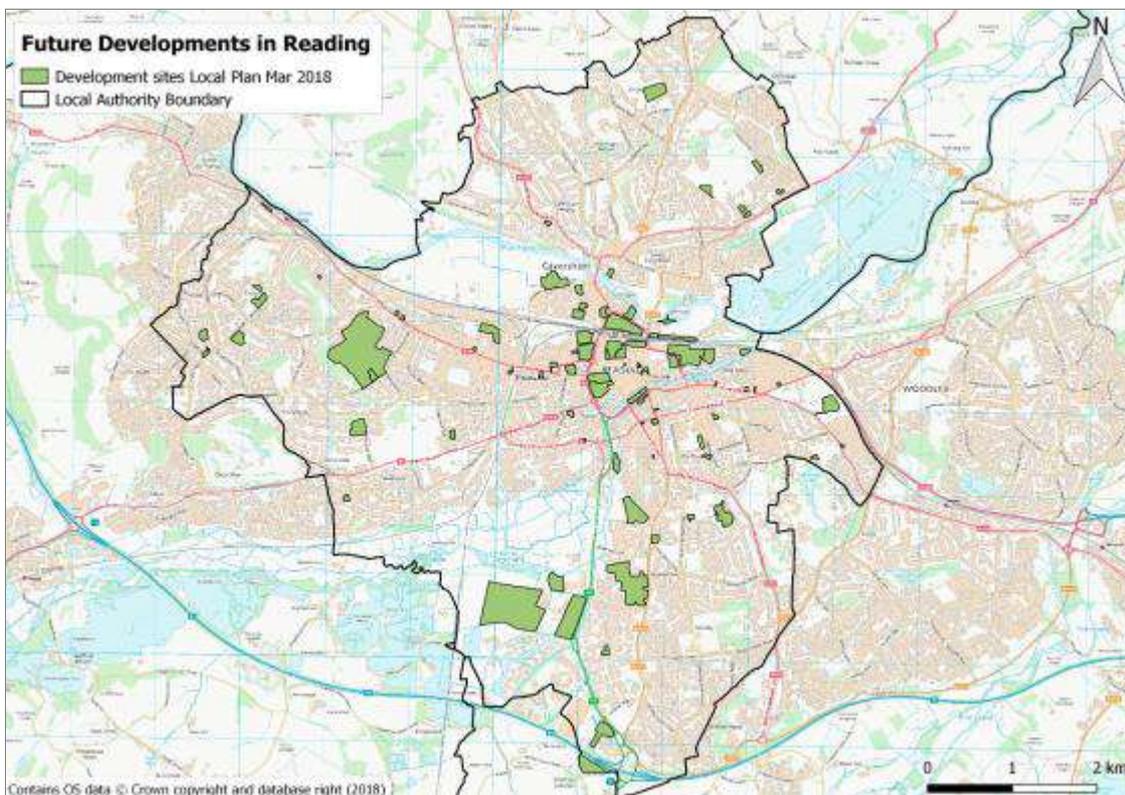
## LCWIP Area

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.

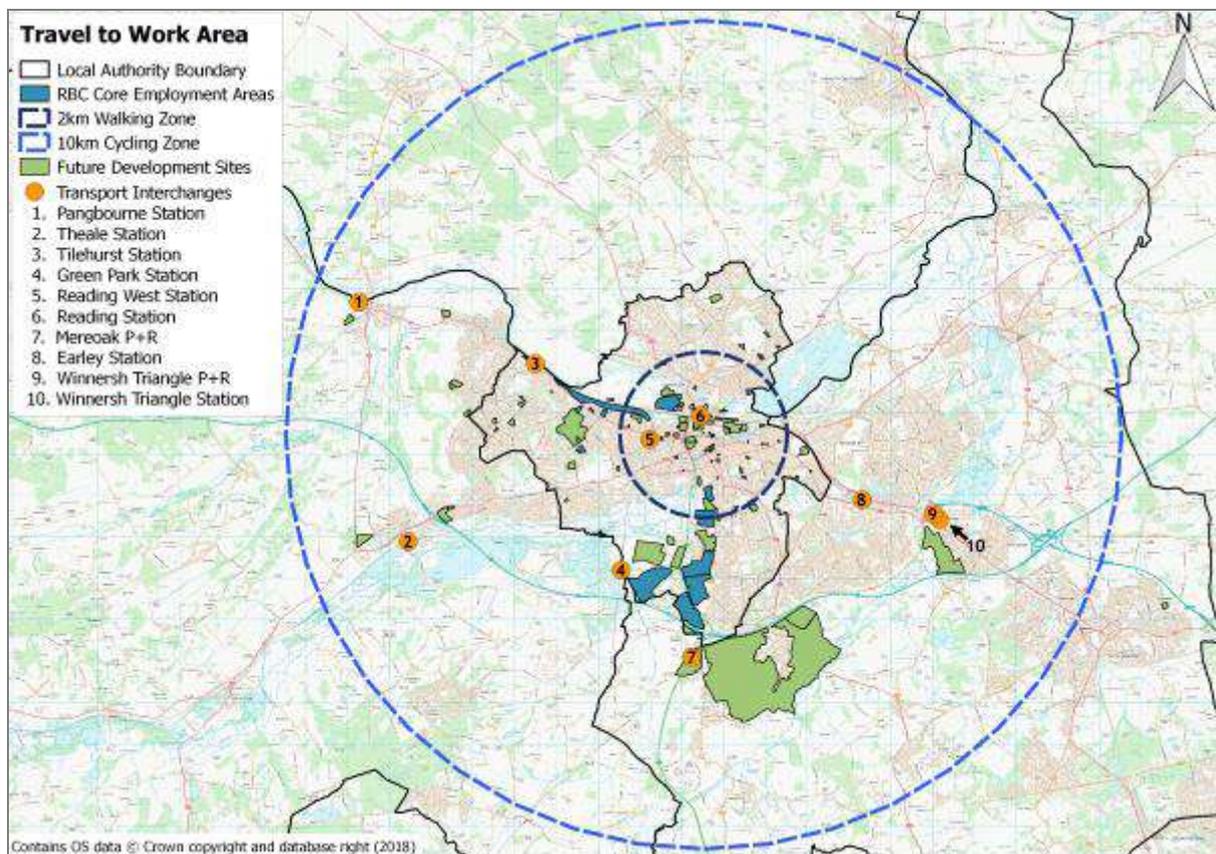


Figure 3 - Reading's travel to work area

# 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.

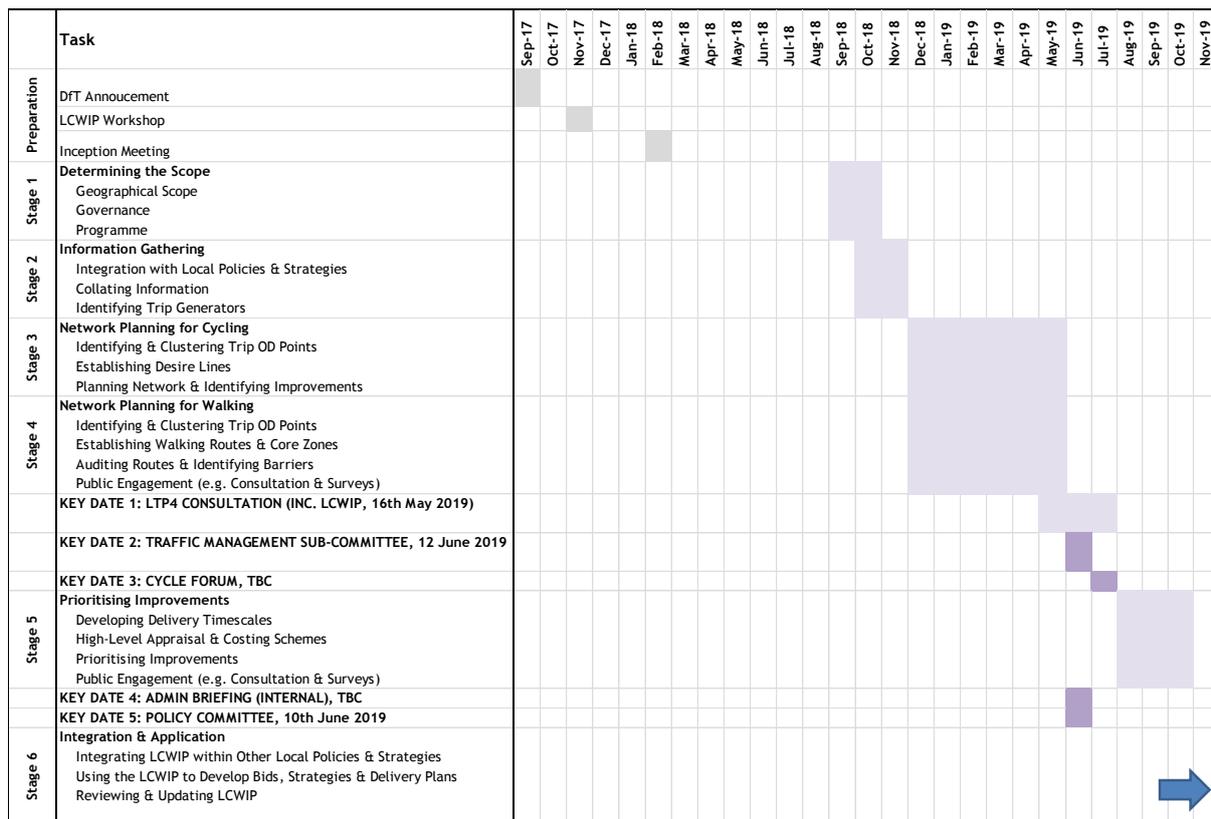


Figure 5 - Local Cycling & Walking Infrastructure Plan - Programme



## APPENDIX B – KEY STAKEHOLDERS

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

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



# **APPENDIX B – METHODOLOGY OUTPUTS**

## **Cycle Route Outputs (Figures 1-4)**

Figure 1 Origins by Type - the map displays the distribution of the origin points within a buffer of a radius of 5km from the town centre. This buffer represents a distance of 10km in accordance with the Reading LCWIP document. The origins are represented by the Lower Super Output Area population weighted centroids and the future developments considered within the analysis.

Figure 2 Origins and Destinations - the map shows the different kinds of origins and destinations located within the study area. The origins are represented as a single group with a red dot, while the destinations are illustrated with different symbols for each category.

Figure 3 Top 30 Weighted Desire Lines and Top 10 Clustered Desire Lines - the map displays the top 30 weighted desire lines alongside the top 10 clustered desire lines. The top 30 lines are primarily from town and local centres to their nearest origin cluster points, in addition to the key employment areas of AWE Burghfield and the University of Reading.

Figure 4 Top 15 Clustered Desire Lines and Top 15 Propensity to Cycle Tool (PCT) Straight Line Flows (Go Dutch) - the map makes a comparison between the top 15 clustered desire lines and the top 15 PCT lines (Go Dutch scenario). Each line is represented with a width which is proportional to the potential for cycling. It is worth noting that PCT flows go from LSOA to LSOA, and do not take into consideration key destinations.

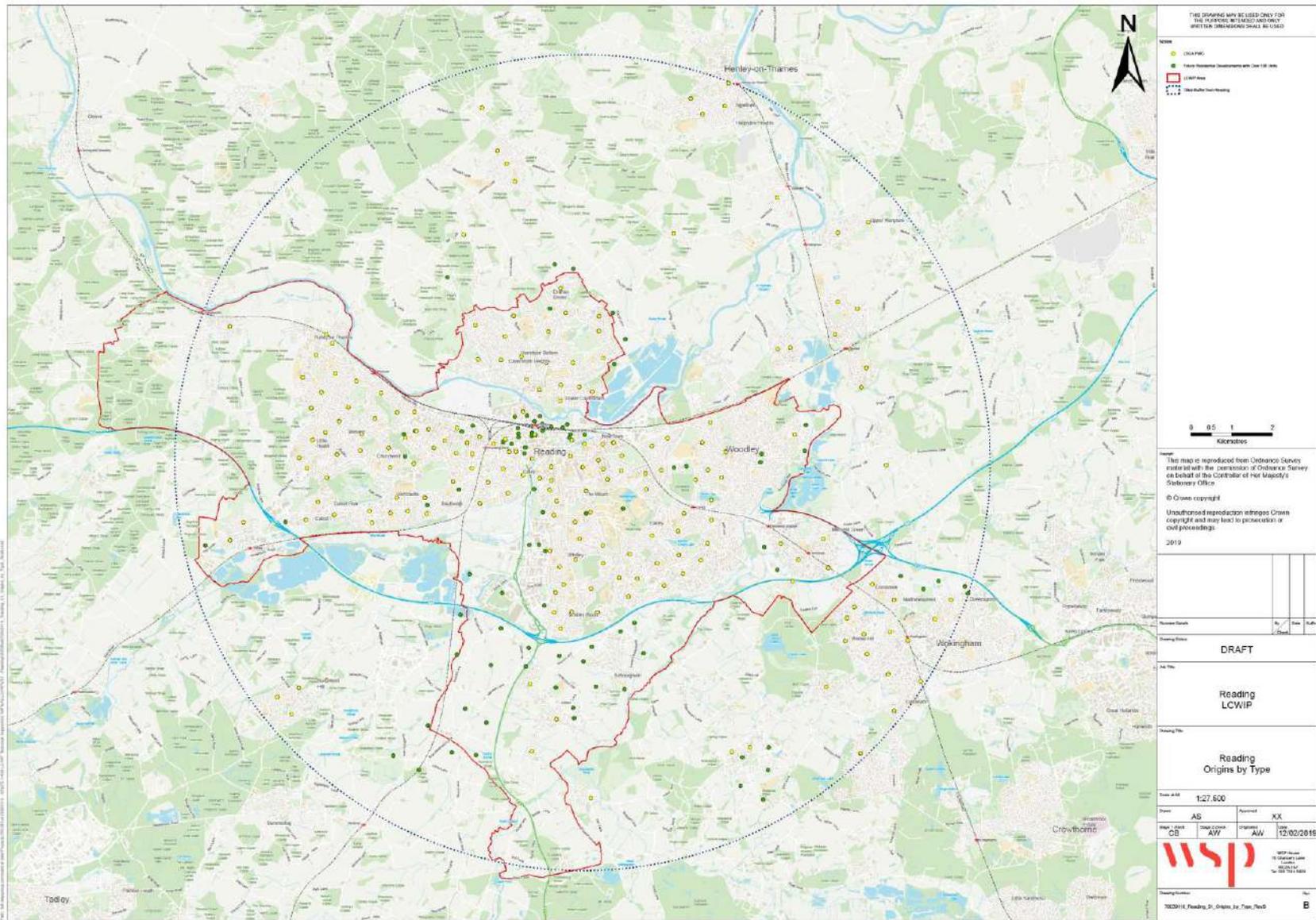


Figure 1 - Origins by Type







### **Walking Route Outputs (Figure 5-8)**

Figure 5 Clustered Key Attractors - the map identifies any clusters of key attractors, where there are 5 or more key attractors within a 200m radius.

Figure 6 Core Walking Zones - the map shows possible core walking zones which have been developed by applying a 400m buffer from the centre of each cluster. The buffers with the highest number of attractors were identified as possible core walking zones.

Figure 7 Core Walking Zones (Central Reading Area) - These core walking zones from Figure 6 were revised based on the Central Reading area boundary defined within the new Local Plan. This area covers the whole of Reading town centre and extends beyond the Inner Distribution Road (IDR) into key green spaces and areas with high levels of pedestrian footfall.

Figure 8 Walking Barriers - this map outlines the key walking barriers within the core walking zone. These barriers include rivers, railway lines, and heavily-trafficked roads with a limited number of crossing points.



Figure 5 - Clustered Key Attractors

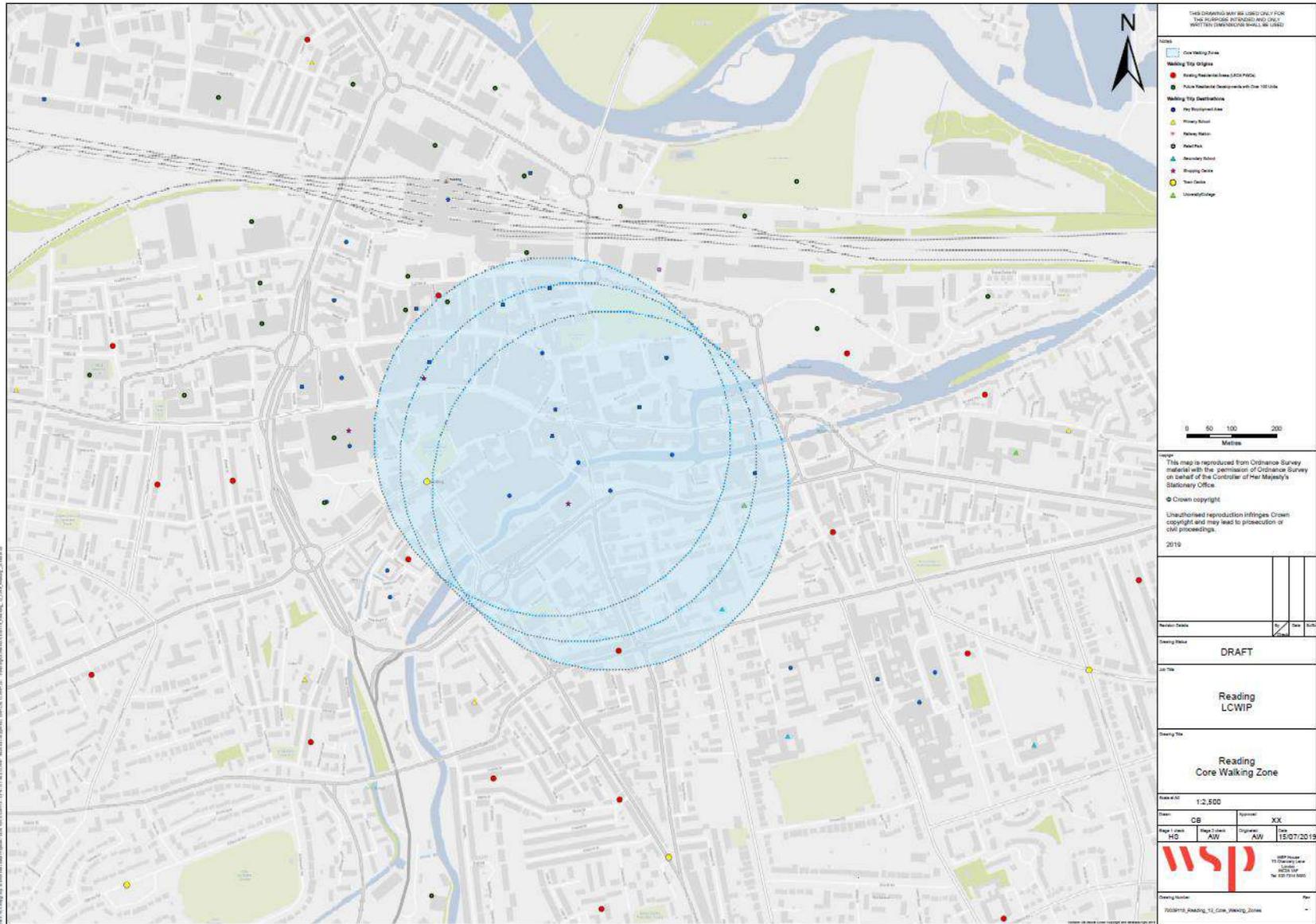


Figure 6 - Core Walking Zones

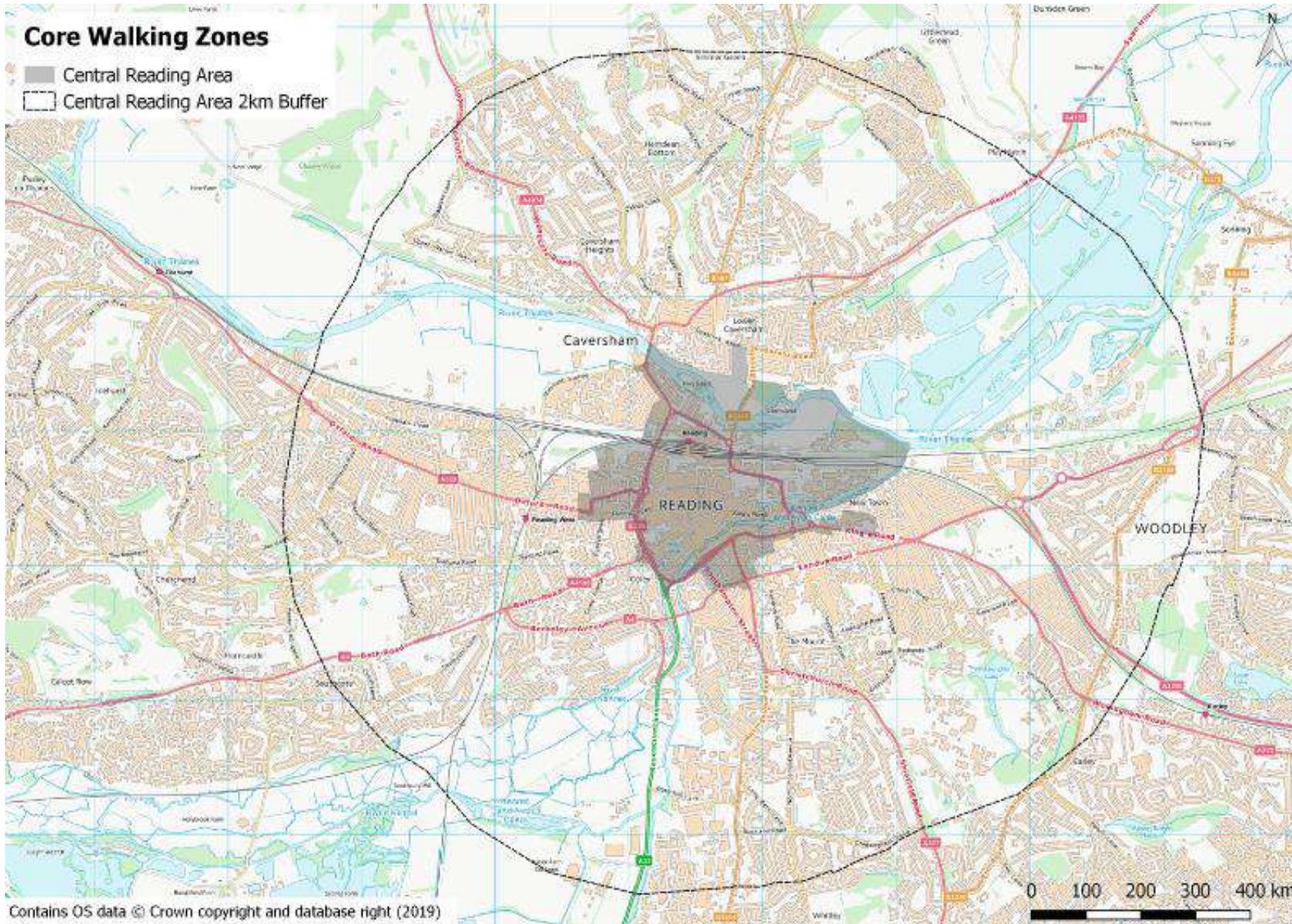


Figure 7 - Core Walking Zones (Central Reading Area)

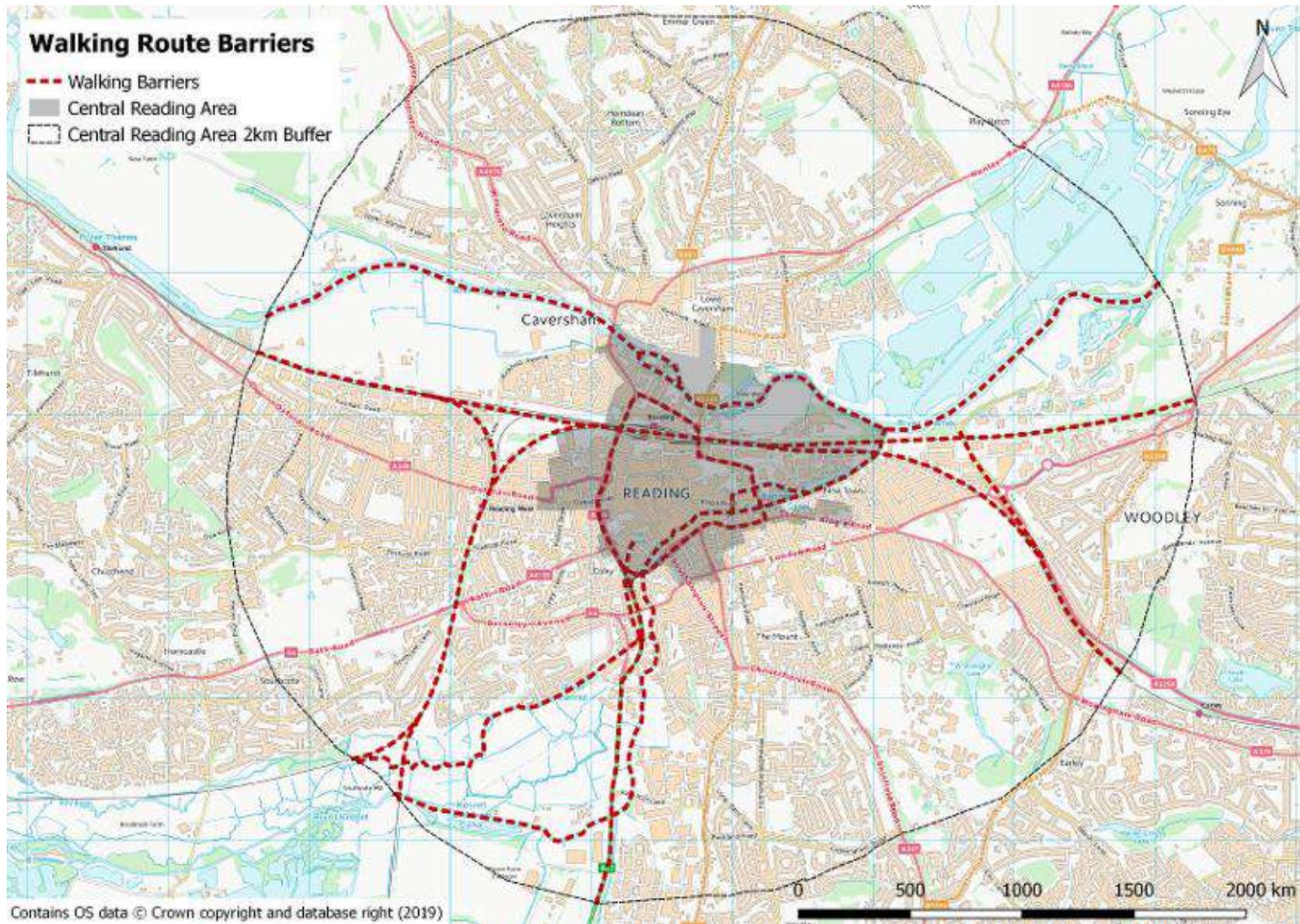
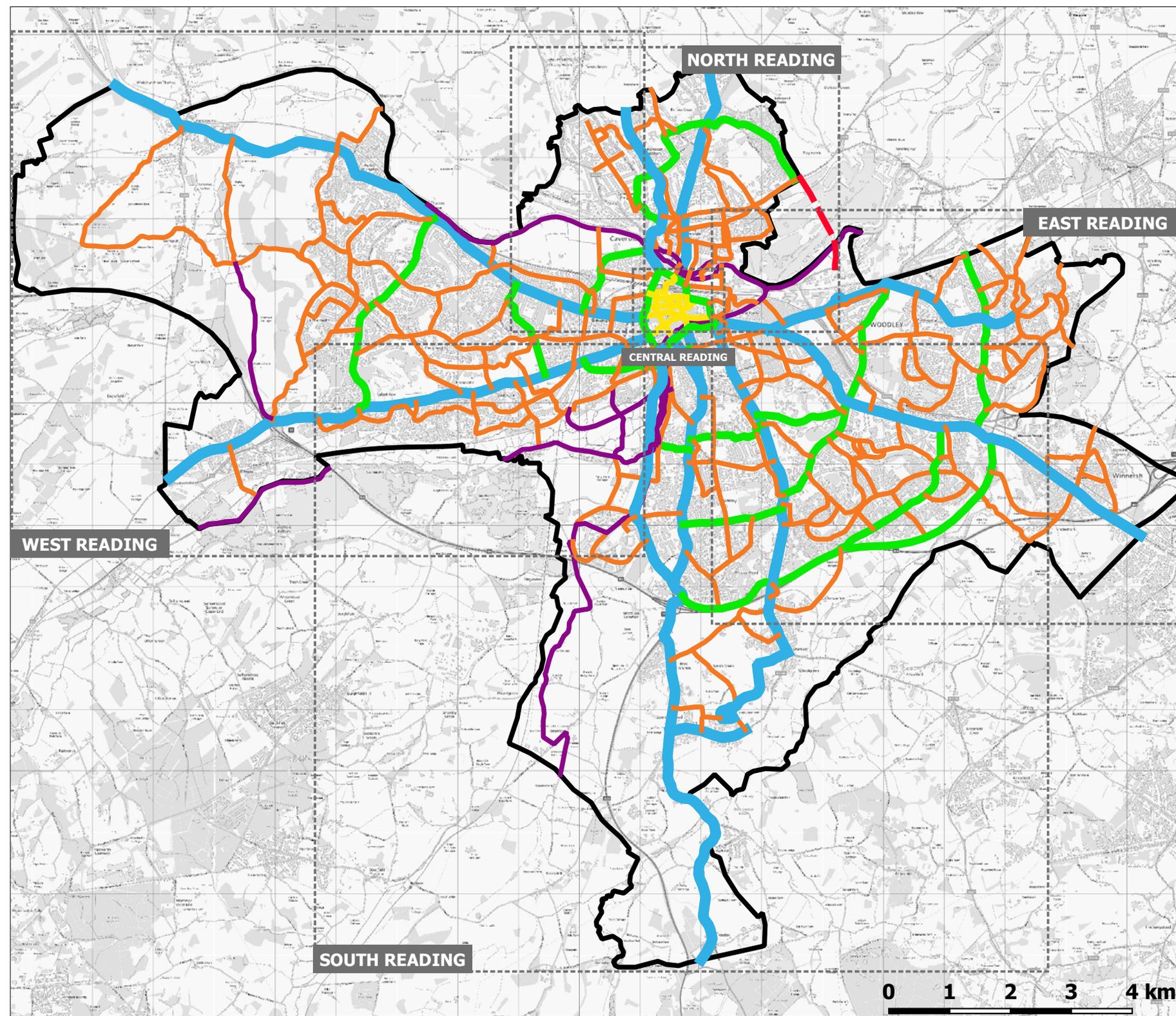


Figure 8 - Walking Barriers



**APPENDIX C -  
NETWORK PLAN FOR CYCLING**



- KEY**
- Town Centre
  - Strategic
  - Orbital
  - Local
  - Leisure
  - Third Thames Crossing
  - LCWIP Boundary



Reading's Joint Local Cycling and Walking Infrastructure Plan (LCWIP)

**LCWIP CYCLE ROUTES - FULL NETWORK**

Drawn: LP      Date: April 2020



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**KEY**

- Town Centre
- Strategic
- Orbital
- Local
- Leisure



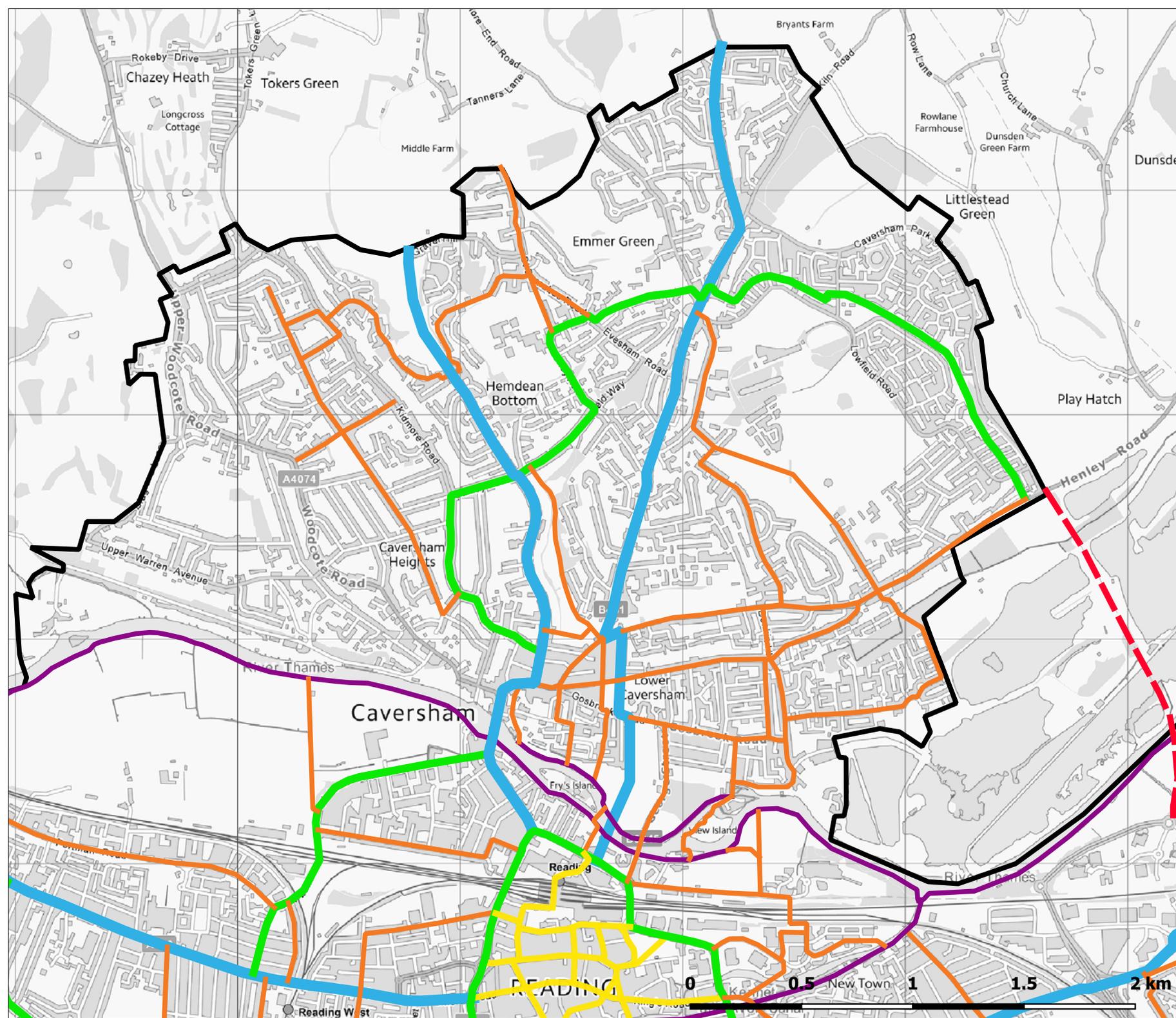
Reading's Joint Local Cycling and Walking Infrastructure Plan (LCWIP)

**CENTRAL READING LCWIP CYCLE ROUTES**

Drawn: LP      Date: April 2020



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- KEY**
- Town Centre
  - Strategic
  - Orbital
  - Local
  - Leisure
  - Third Thames Crossing
  - LCWIP Boundary



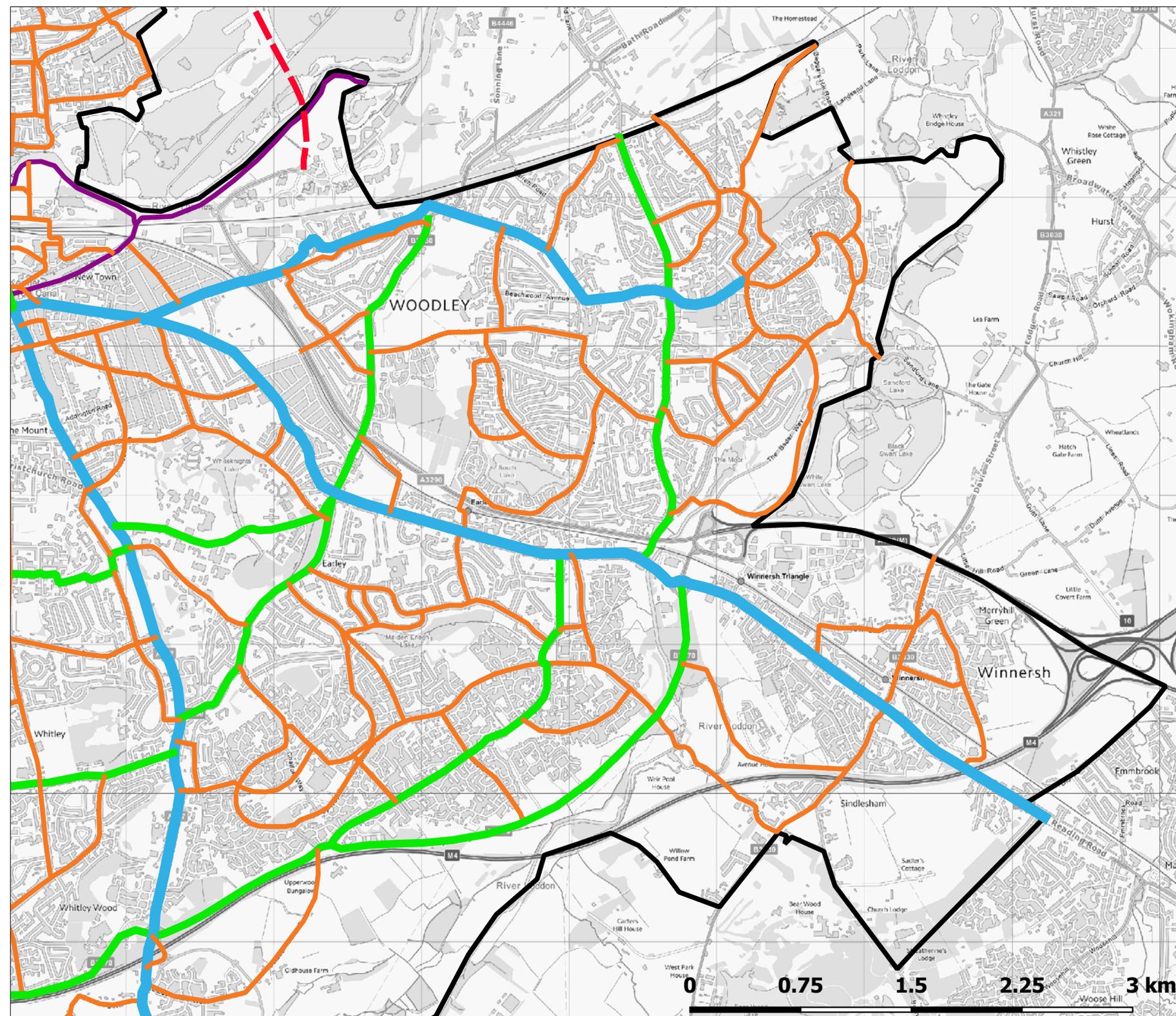
Reading's Joint Local Cycling and Walking Infrastructure Plan (LCWIP)

**NORTH READING LCWIP CYCLE ROUTES**

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- KEY**
- █ Strategic
  - █ Orbital
  - █ Local
  - █ Leisure
  - - - Third Thames Crossing
  - LCWIP Boundary



Reading's Joint Local Cycling and Walking Infrastructure Plan (LCWIP)

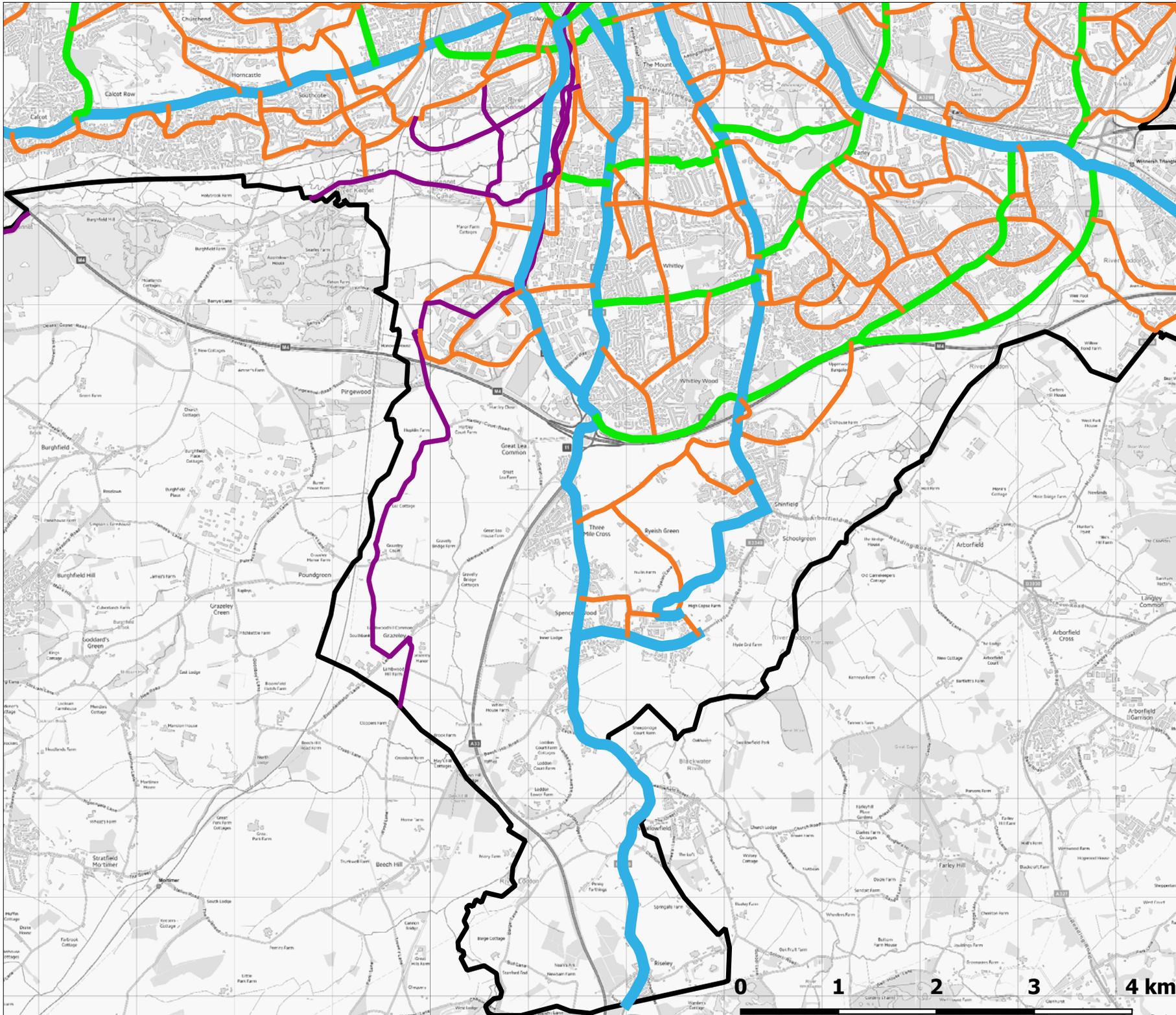
**EAST READING LCWIP CYCLE ROUTES**

Drawn: LP      Date: April 2020

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# KEY

- Strategic
- Orbital
- Local
- Leisure
- LCWIP Boundary



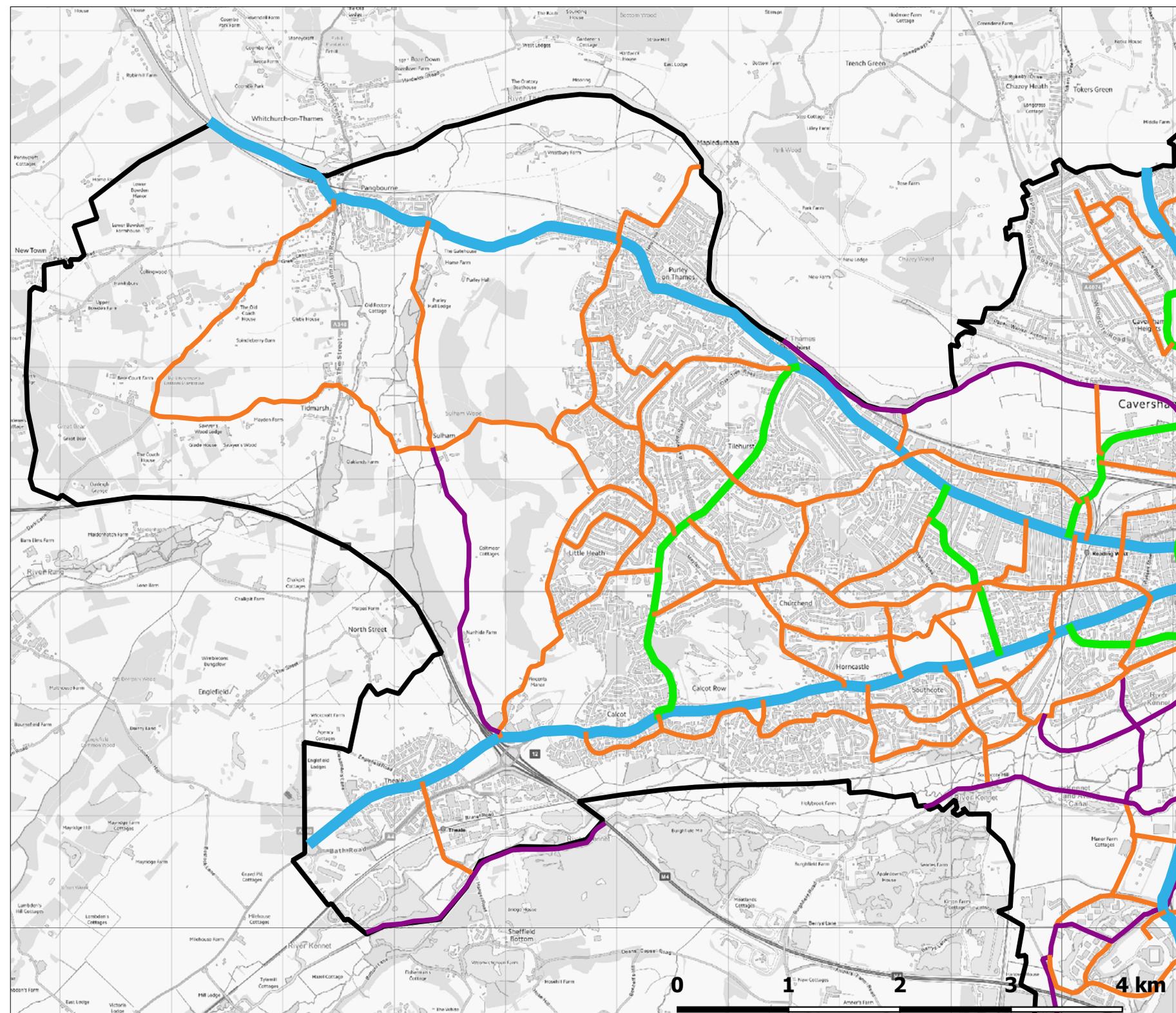
Reading's Joint Local Cycling and Walking Infrastructure Plan (LCWIP)

## SOUTH READING LCWIP CYCLE ROUTES

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**KEY**

- Strategic
- Orbital
- Local
- Leisure
- LCWIP Boundary




**Reading**  
Borough Council  
Working better with you

Reading's Joint Local Cycling and Walking Infrastructure Plan (LCWIP)

**WEST READING LCWIP  
CYCLE ROUTES**

Drawn: LP      Date: April 2020

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# **APPENDIX D – CYCLING ROUTE AUDITS**

# Local Cycling and Walking Infrastructure Plan: Route Selection Tool

## DIRECTNESS

Assessed for the entire route length

	Existing Route	Potential Route
Motor Vehicle Route Length (km)		
Cycle Route Length (km)		
Ratio	To Be Determined	To Be Determined
Directness Score for Route	0	0

Directness Scores Table	
Length Factor	Score
≤ 1.0	5
> 1.0, ≤1.2	4
>1.2, ≤1.4	3
>1.4, ≤1.6	2
>1.6, ≤1.8	1
>1.8	0

Length Factor: Length of the cycle route divided by the corresponding shortest motor vehicle route

# Local Cycling and Walking Infrastructure Plan: Route Selection Tool

## GRADIENT

Assessed for sections of route of similar characteristics - max 1km each

Google Earth elevation profile is a useful tool for obtaining data for this section

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Max Slope (m)	Max Grade (%)	Score	Section Length (km)	Max Slope (m)	Max Grade (%)	Score
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										

Gradient Score for Route	Existing	Potential
	To Be Determined	To Be Determined

Note - Gradient may vary between existing and proposed (e.g. if zig-zag ramps are introduced to reduce gradient)

Gradient Scores Table						
Maximum Grade along each section (%)	Maximum slope (m)					
	15m	30m	50m	80m	150m	exceeds 150m
<2	5	5	5	5	5	5
2	5	5	5	5	5	4
3	5	5	5	5	4	3
4	5	5	5	4	3	2
5	5	5	4	3	2	1
6	5	4	3	2	1	0
7	4	3	2	1	0	0
8	3	2	1	0	0	0
9	2	1	0	0	0	0
10	1	0	0	0	0	0
> 10	0	0	0	0	0	0

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

**SAFETY**

Assessed for sections of route of similar characteristics - max 1km each

AADT - Average Annualised Daily Traffic

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score	Section Length (km)	Motor Traffic Speed (mph)	Motor Traffic Volume (AADT)	Score
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										

Safety Score for Route	Existing	Potential
	To Be Determined	To Be Determined

Safety Scores Table		Motor Traffic Speed			
Mixed Traffic Table Scores	Motor Traffic Volume	<2500	20 mph	30 mph	>30 mph
				4	3
		2500-5000	3	2	1
		>5000	2	1	0
Route physically protected from motor vehicles or off highway completely	n/a	5			
Unlit routes	n/a	Deduct 1 point			
Routes without passive surveillance	n/a	Deduct 1 point			

Notes: Speed - Measured 85th percentile speed if known, otherwise speed limit  
 Volume - AADT, two way on single carriageways, one way on dual carriageways.

Local Cycling and Walking Infrastructure Plan: Route Selection Tool

**CONNECTIVITY**

Assessed as connectivity for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Total Connections (No.)	Connections per km	Score	Section Length (km)	Total Connections (No.)	Connections per km	Score
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										

Connectivity Score for Route	Existing	Potential
	To Be Determined	To Be Determined

Connectivity Scores Table	
Number of Accesses/Connections per Km	Score
> 4	5
> 3, < 4	4
> 2, < 3	3
> 1, < 2	2
> 0, < 1	1
0	0



Note - Accesses to be suitable for cycling and barrier-free

### COMFORT

Assessed for sections of route of similar characteristics - max 1km each

Section Number	Section start point	Section end point	Existing Route				Potential Route			
			Section Length (km)	Surface Type	Available Width (m)	Score	Section Length (km)	Surface Type	Available Width (m)	Score
1										
2										
3										
4										
5										
6										
7										
8										
9										
10										

Comfort Score for Route	Existing	Potential
	To Be Determined	To Be Determined

Comfort Scores Table		Available Width				
One-Way Track/Lane		≥ 2.1m	< 2.1m, ≥ 1.8m	< 1.8m, ≥ 1.5m	< 1.5m, ≥ 1.2m	< 1.2m
Two-Way Track/Lane		≥ 3.5m	< 3.5m, ≥ 3m	< 3m, ≥ 2.5m	< 2.5m, ≥ 2m	< 2m
Surface Type	Smooth, Machine-laid bituminous or	5	4	3	1	0
	Hand-laid bituminous or similar	4	3	2	1	0
	Concrete/stone pavements with filled level	3	2	1	0	0
	Concrete/stone flags	2	1	0	0	0
	Unbound graded	1	0	0	0	0
	Unsurfaced	0	0	0	0	0

Notes:  
 Mixed traffic streets with less than 2500 vehicles per day should be assessed as two-way tracks with available width greater than 3.5m  
 Mixed traffic streets carrying more than 2500 vehicles per day score zero  
 Scores for Shared Use Paths (with pedestrians) are reduced:  
 By 1 where pedestrian flows exceed 100 per hour  
 By 2 where pedestrian flows exceed 300 per hour

### CRITICAL JUNCTIONS

Critical Junctions	Existing	Potential
	No. of Junctions	No. of Junctions
Cycle movements in potential conflict with heavy motor traffic flows (>5000 vpd, or HGV/Bus >500 per day)		
Cycle movements mixed with or crossing traffic stream with 85th percentile speed >60kph		
Cycles need to cross more than one traffic lane to complete a movement (where the road has moderate or heavy traffic flows and where no refuge is provided)		
Cycle movement crosses very wide or flared side road junction, radii >9m, multi-lane entry, merge and diverge slip road, or acceleration and deceleration lanes		
Pinch points (widths between 3.2m and 3.9m inclusive) on junction entry or exit lanes		
Poor surface quality within path of cycle movement due to drainage grating, adverse camber, road debris, or poor reinstatement/maintenance		
Congested conditions restriction visibility to cyclists passing stationary traffic		
Any type of roundabout with >8000 vpd where cycles mix with traffic or cross without priority		
Multi-lane roundabout where cycles mix with traffic		

	Existing	Potential
Number of Critical Junctions/Crossings on Route with critical features requiring improvement	0	0

Note 1 – 'In potential conflict with' means where heavy motor traffic movements cross or run alongside cycle movements without being separated physically and/or in time  
 Note 2 – Moderate or heavy traffic flows are those above 2500 vehicles per day and / or 250 HGVs per day

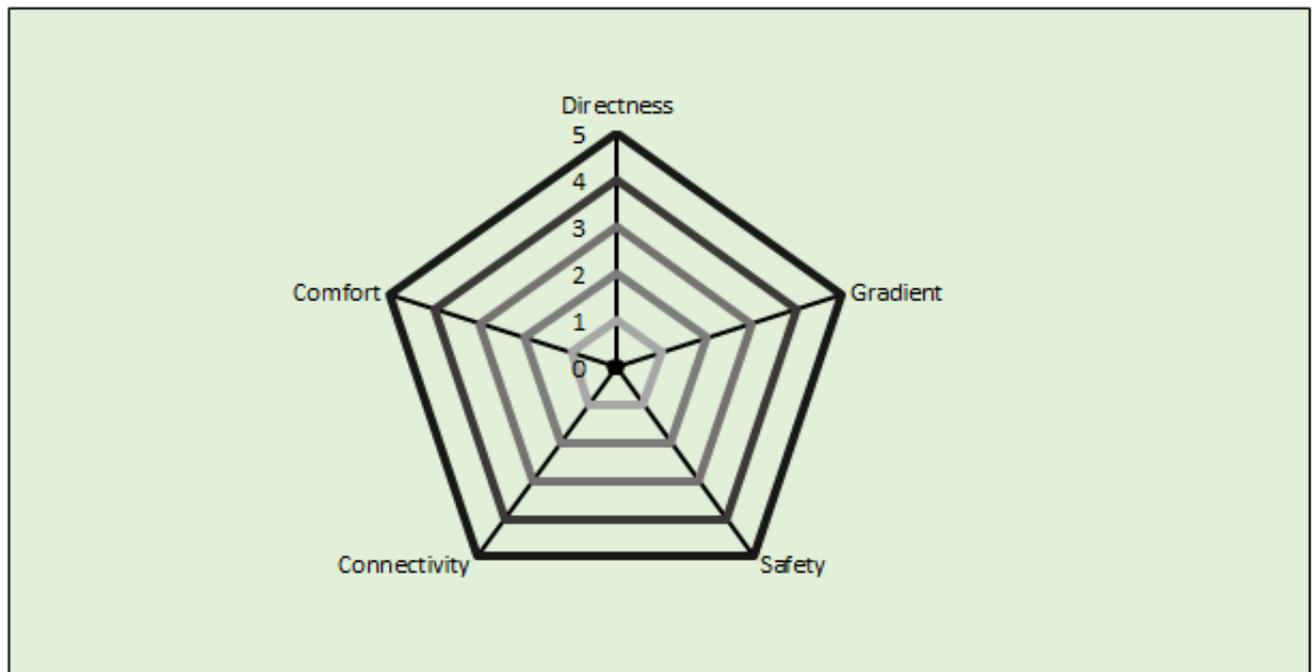


# Local Cycling and Walking Infrastructure Plan: Route Selection Tool

## ROUTE SUMMARY

Route Name	
Overall Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores	
	Existing	Potential
Directness	0.00	0.00
Gradient	To Be Determined	To Be Determined
Safety	To Be Determined	To Be Determined
Connectivity	To Be Determined	To Be Determined
Comfort	To Be Determined	To Be Determined



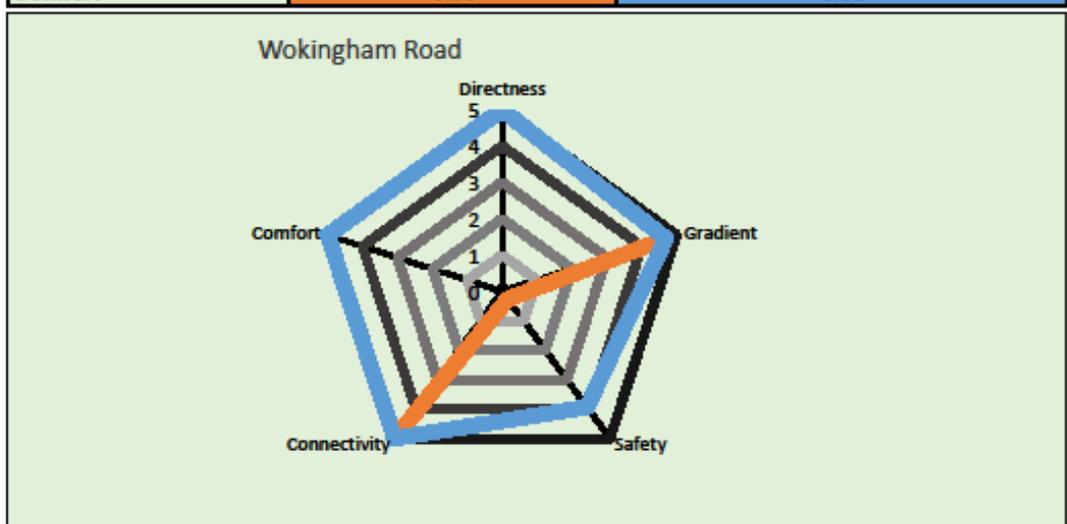
Number of Existing Critical Junctions/Crossings	0
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	
Indicative Cost	

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

Route Name	Wokingham Road
Overall Length	6.7km
Name of Assessor(s)	Lucy Prismall (RBC) and James Turner (RBC)
Date of Assessment	2nd August 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	4.70	4.70
Safety	0.27	3.94
Connectivity	5.00	5.00
Comfort	5.00	5.00



Number of Existing Critical Junctions/Crossings	6
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	Physically protect cyclists on 40mph roads Resurfacing through Local Centre. Provide segregated cycle lane through local centre, will require reallocating road space. Remove pinch point at refuge near fire station
Indicative Cost	TBC

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

Route Name	Alexandra Road
Overall Length	1.19
Name of Assessor(s)	Karen Stanbridge (UoR) and Lucy Prismall (RBC)
Date of Assessment	17 June 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	4.16	4.16
Safety	4.00	5.00
Connectivity	5.00	5.00
Comfort	3.00	4.00



Number of Existing Critical Junctions/Crossings	13
Number of Potential Critical Junctions/Crossings	10
Description of Improvements	Removal of pinch points, cut back vegetation, provision of shared use facilities, improvements to road surface, signage, on-carriageway cycle facilities, reduce flare at crossroad junctions, advanced stop lines at key junctions. Remove parking on one side along Elmhurst Road
Indicative Cost	Low - Medium cost

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

Route Name	Basingstoke Road Northbound
Overall Length	2.6
Name of Assessor(s)	Tom Holcroft, Lucy Prismall, West Berks and Wokingham Officers
Date of Assessment	28 February 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	3.46	3.46
Safety	1.15	5.00
Connectivity	4.62	4.62
Comfort	0.00	3.00



Number of Existing Critical Junctions/Crossings	30
Number of Potential Critical Junctions/Crossings	9
Description of Improvements	See powerpoint
Indicative Cost	TBC

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

Route Name	Basingstoke Road Southbound
Overall Length	2.6
Name of Assessor(s)	Tom Holcroft, Lucy Prismall, West Berks and Wokingham Officers
Date of Assessment	28 February 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	3.46	3.46
Safety	2.23	5.00
Connectivity	4.62	4.62
Comfort	0.31	3.00



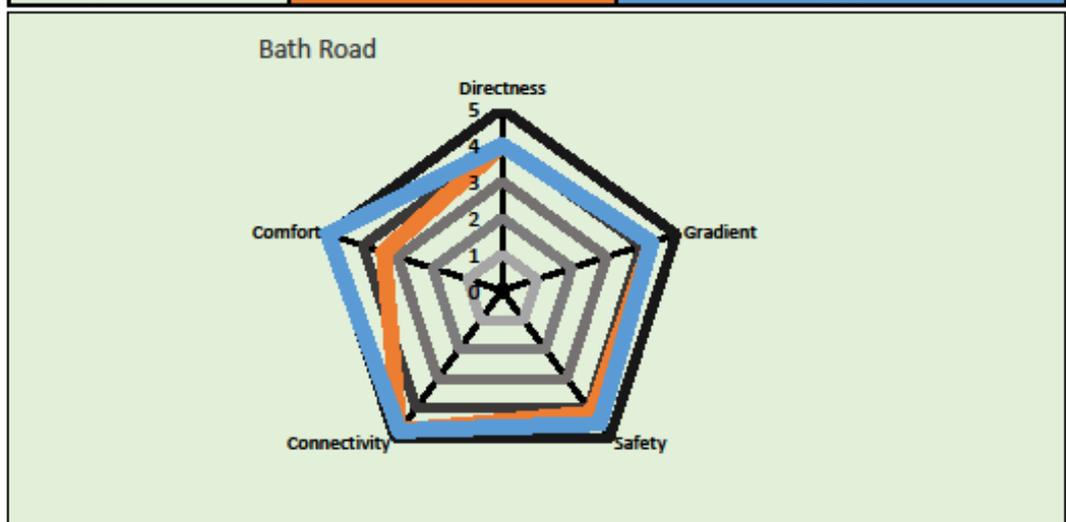
Number of Existing Critical Junctions/Crossings	30
Number of Potential Critical Junctions/Crossings	9
Description of Improvements	See powerpoint
Indicative Cost	TBC

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

Route Name	Bath Road
Overall Length	7.98km
Name of Assessor(s)	Lucy Prismall and James Turner (RBC)
Date of Assessment	02 July 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	4.00	4.00
Gradient	4.28	4.28
Safety	4.18	4.54
Connectivity	4.78	4.78
Comfort	3.40	5.00



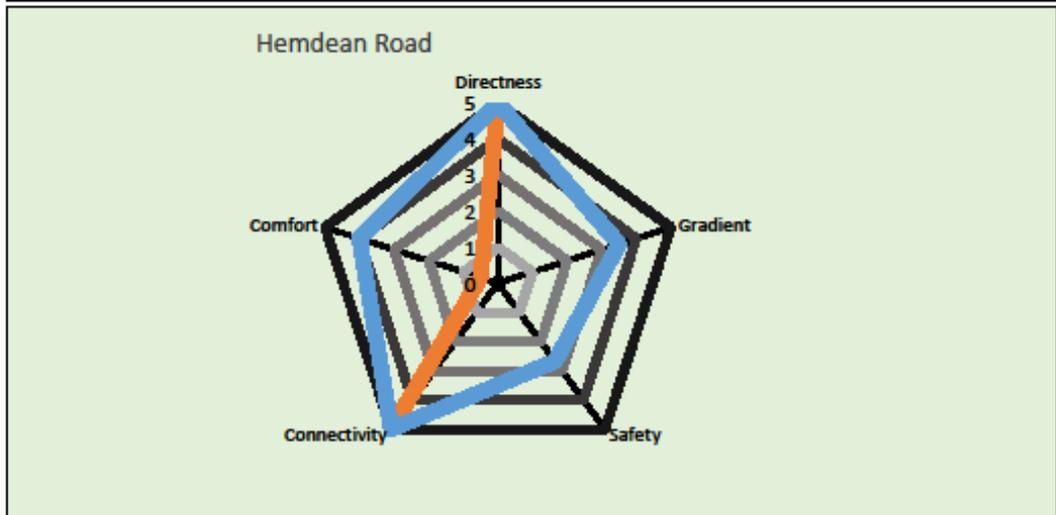
Number of Existing Critical Junctions/Crossings	7
Number of Potential Critical Junctions/Crossings	2
Description of Improvements	Physically protect cyclists on faster roads or where volumes are high. Remove potential for vehicles to park half on segregated cycle path between Old Bath Road and West Drive. Improve surface through Theale, and at critical junction with Station Road. Provide cycle provision at IDR junction
Indicative Cost	TBC

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

Route Name	Hemdean Road
Overall Length	2.55
Name of Assessor(s)	Lucy Prismall and James Turner (RBC)
Date of Assessment	26 June 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	3.50	3.50
Safety	2.67	2.67
Connectivity	5.00	5.00
Comfort	0.50	4.00



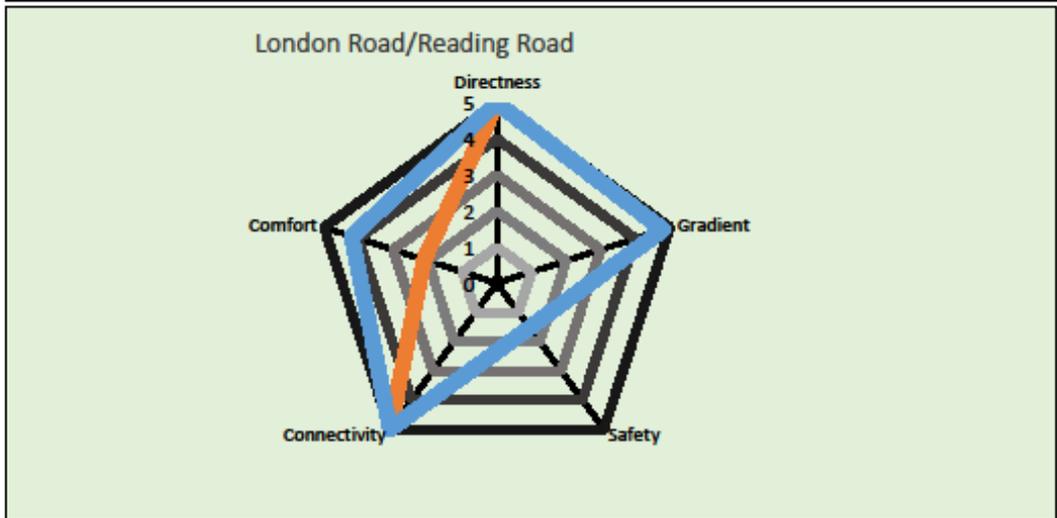
Number of Existing Critical Junctions/Crossings	3
Number of Potential Critical Junctions/Crossings	2
Description of Improvements	Provision of some form of cycle facilities throughout route, generally quiet residential/leisure route. Vegetation to be cut back and surfacing improvements required at Gravel Hill.
Indicative Cost	Low

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

Route Name	London Road/Reading Road
Overall Length	4.94
Name of Assessor(s)	Lucy Prismall (RBC) and James Turner (RBC)
Date of Assessment	02 August 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	4.80	4.80
Safety	1.52	1.52
Connectivity	5.00	5.00
Comfort	2.11	4.20



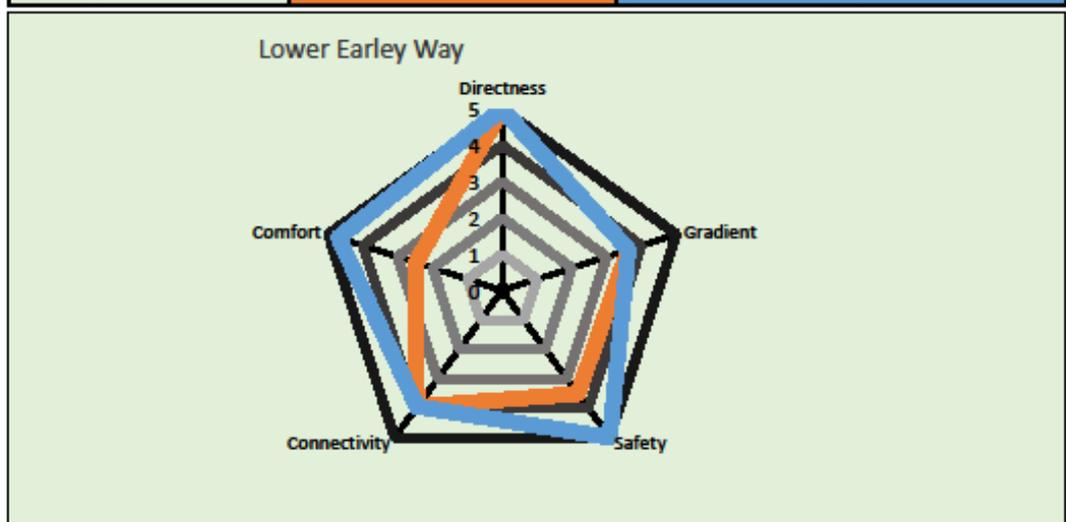
Number of Existing Critical Junctions/Crossings	9
Number of Potential Critical Junctions/Crossings	1
Description of Improvements	Priority for cyclists/peds when crossing side arms of Aldi roundabout.
Indicative Cost	TBC

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

Route Name	Lower Earley Way
Overall Length	5.45km
Name of Assessor(s)	Lucy Prismall (RBC) and James Turner (RBC)
Date of Assessment	2nd August 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	3.62	3.62
Safety	3.51	5.00
Connectivity	3.95	3.95
Comfort	2.47	4.70



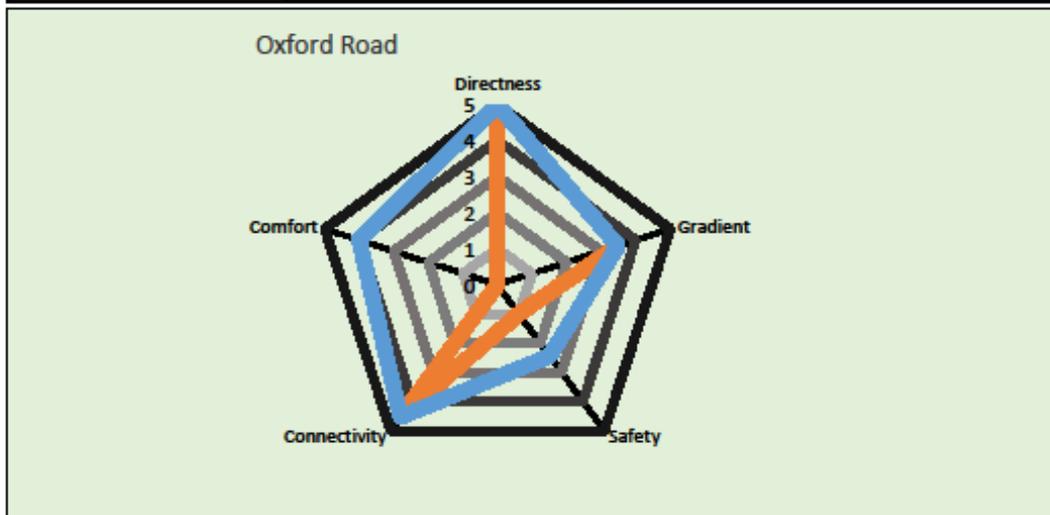
Number of Existing Critical Junctions/Crossings	14
Number of Potential Critical Junctions/Crossings	6
Description of Improvements	Protect cyclists on high speed sections. Upgrade existing footway to shared path between Black Boy Roundabout and M4 J11, widen where possible and resurfacing is required. Add link from Whitley Wood Lane to M4 J11 and provide dropped kerbs at
Indicative Cost	TBC

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

Route Name	Oxford Road
Overall Length	8.50 km
Name of Assessor(s)	Lucy Prismall and James Turner (RBC)
Date of Assessment	02 July 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	3.48	3.48
Safety	1.00	2.45
Connectivity	4.54	4.54
Comfort	0.00	4.00



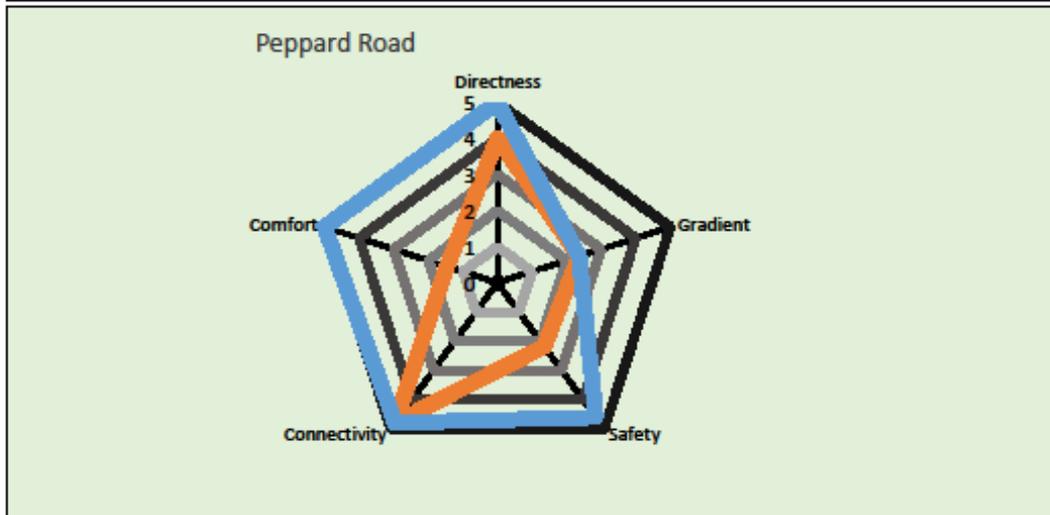
Number of Existing Critical Junctions/Crossings	8
Number of Potential Critical Junctions/Crossings	8
Description of Improvements	Physically protect cyclists at busier, faster sections between Overdown Road and Sulham Lane. Signage along entire route, provision for cycle lane towards middle to end of route. Surfacing improvements required on footway.
Indicative Cost	Medium to high

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

Route Name	Peppard Road
Overall Length	4.03
Name of Assessor(s)	Lucy Prismall and James Turner (RBC)
Date of Assessment	26 June 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	4.00	5.00
Gradient	2.36	2.36
Safety	2.19	4.61
Connectivity	4.80	4.80
Comfort	1.46	5.00



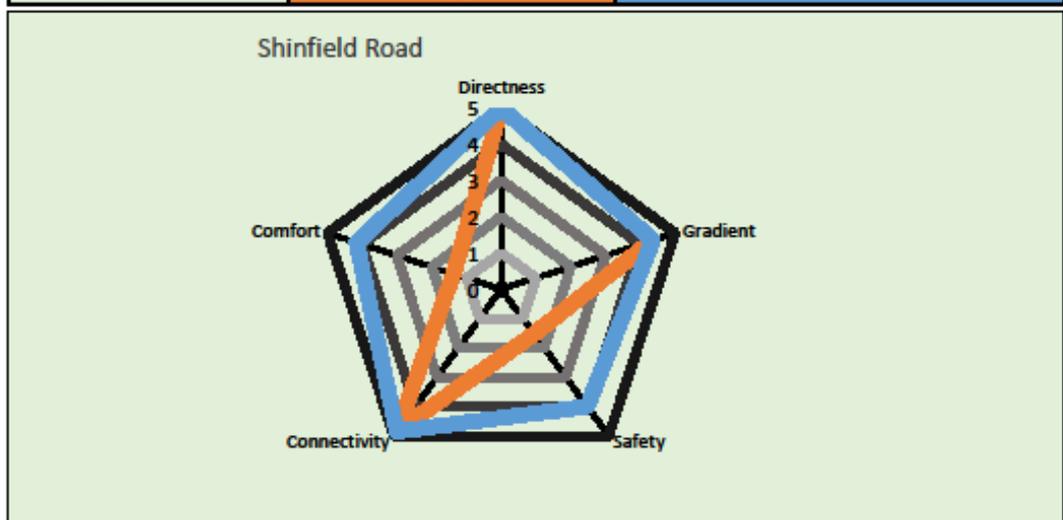
Number of Existing Critical Junctions/Crossings	9
Number of Potential Critical Junctions/Crossings	5
Description of Improvements	Signage at Gosbrook Road junction, improve surface and widening alongside The Heights Primary School. Continue cycle lane at top of Peppard Road hill, refresh advisory. Install dropped kerbs on side roads and provide cycle facilities up to borough boundary as there are currently none.
Indicative Cost	TBC

## Local Cycling and Walking Infrastructure Plan: Route Selection Tool

### ROUTE SUMMARY

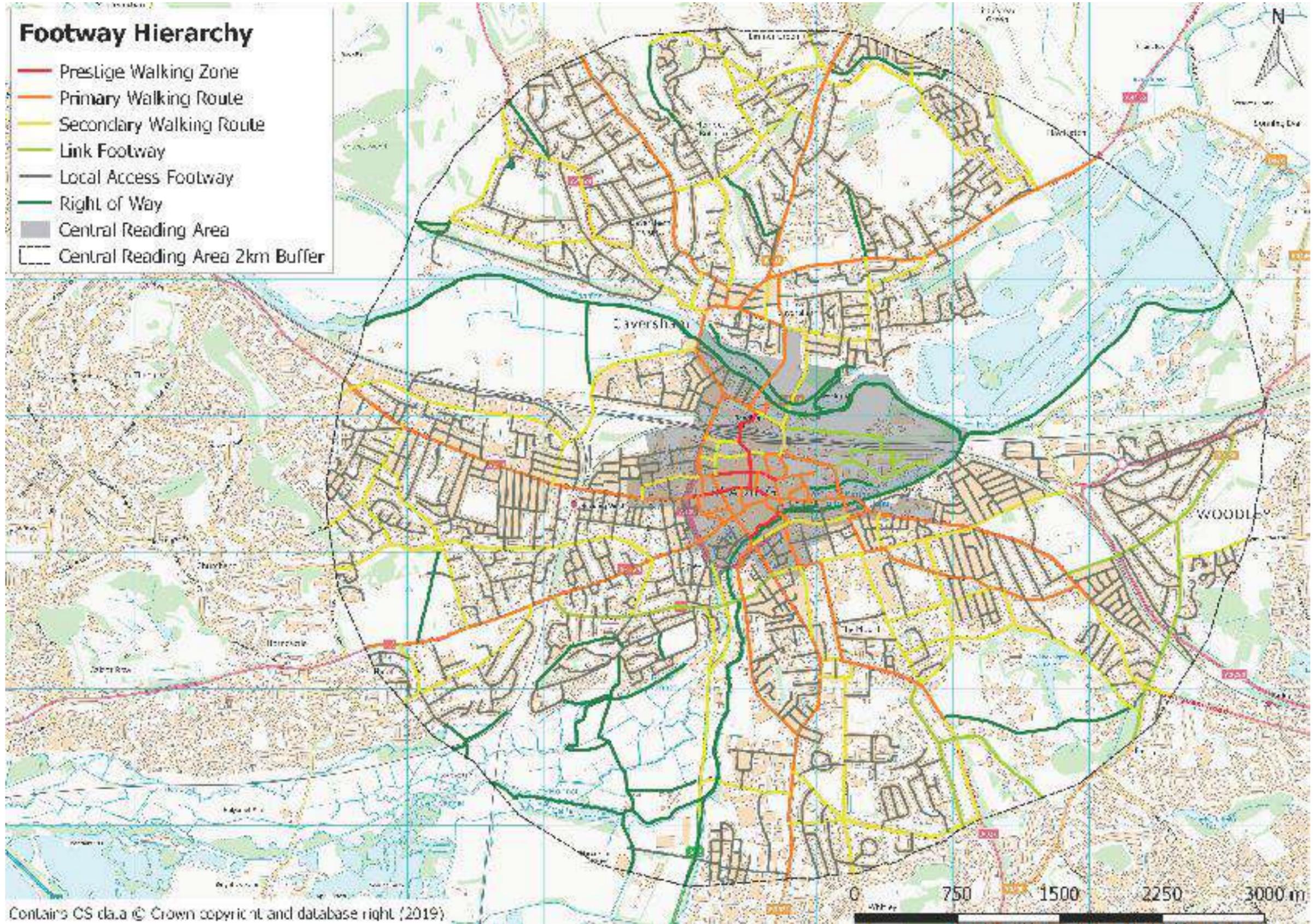
Route Name	Shinfield Road
Overall Length	4.36km
Name of Assessor(s)	Lucy Prismall (RBC) and James Turner (RBC)
Date of Assessment	2nd August 2019

Criterion	Performance Scores	
	Existing	Potential
Directness	5.00	5.00
Gradient	4.36	4.36
Safety	1.53	4.00
Connectivity	4.86	4.86
Comfort	1.38	4.16



Number of Existing Critical Junctions/Crossings	5
Number of Potential Critical Junctions/Crossings	0
Description of Improvements	THIS RST DOES NOT COVER BEYOND ESSO GARAGE, DUE TO ROUTE NOT YET BUILT. Provide more direct crossing across London Road or upgrade existing toucan crossing. Cycle lane heading inbound and shared use (will required widening) heading
Indicative Cost	TBC

**APPENDIX E –  
NETWORK PLAN FOR WALKING**



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# **APPENDIX F – WALKING ROUTE AUDITS**

## Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

### Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
<b>1. ATTRACTIVENESS - maintenance</b>	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.			
<b>2. ATTRACTIVENESS - fear of crime</b>	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).			
<b>3. ATTRACTIVENESS - traffic noise and pollution</b>	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise			
<b>4. ATTRACTIVENESS - other</b>	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards					

ATTRACTIVENESS				0		
<b>5. COMFORT - condition</b>	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.			
<b>6. COMFORT - footway width</b>	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			
<b>7. COMFORT - width on staggered crossings/ pedestrian islands/refuges</b>	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.			
<b>8. COMFORT - footway parking</b>	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.			
<b>9. COMFORT - gradient</b>	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).			
<b>10. COMFORT - other</b>	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces					

COMFORT				0		
<b>11. DIRECTNESS - footway provision</b>	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.			
<b>12. DIRECTNESS - location of crossings in relation to desire lines</b>	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.			
<b>13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)</b>	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).			
<b>14. DIRECTNESS - impact of controlled crossings on journey time</b>	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.			
<b>15. DIRECTNESS - green man time</b>	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.			
<b>16. DIRECTNESS - other</b>	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.					

<b>DIRECTNESS</b>				<b>0</b>	
<b>17. SAFETY - traffic volume</b>	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.		
<b>18. SAFETY - traffic speed</b>	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.		
<b>19. SAFETY - visibility</b>	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.		
<b>SAFETY</b>				<b>0</b>	
<b>20. COHERENCE - dropped kerbs and tactile paving</b>	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.		
<b>COHERENCE</b>				<b>0</b>	
<b>Total Score</b>				<b>0</b>	

## ROUTE SUMMARY

<b>Route Name</b>	
<b>Length</b>	
<b>Name of Assessor(s)</b>	
<b>Date of Assessment</b>	

<b>Criterion</b>	<b>Performance Scores</b>
<b>Attractiveness</b>	0
<b>Comfort</b>	0
<b>Directness</b>	0
<b>Safety</b>	0
<b>Coherence</b>	0
<b>Total</b>	0

<b>Comments</b>	
<b>Actions</b>	

## ROUTE SUMMARY

<b>Route Name</b>	Oxford Road (Howard Street to Argyle Street)
<b>Length</b>	636m
<b>Name of Assessor(s)</b>	Helen Stimpfig, Tom Holcroft, Lucy Prismall, Rob Curtis, Chris Sperring, Emma Baker, Rebecca Brooks
<b>Date of Assessment</b>	01 March 2019

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	7
Safety	4
Coherence	1
<b>Total</b>	<b>24</b>

<b>Comments</b>	Average of each team's results. Score of less than 70% - interventions required to bring route up to standard.
<b>Actions</b>	<ul style="list-style-type: none"> <li>Remove unnecessary bollards / guardrail.</li> <li>Target any pavement trip hazards.</li> <li>Improve street maintenance to reduce litter.</li> <li>Ensure tactile paving is present and at a good standard.</li> <li>Explore the relocation of Argyle Street Crossing.</li> <li>Explore the option to lengthen Bedford Road green man phase.</li> </ul>

## ROUTE SUMMARY

<b>Route Name</b>	Oxford Road (Argyle Street to Cranbury Road)
<b>Length</b>	660m
<b>Name of Assessor(s)</b>	Tom Holcroft, Emma Baker, Chris Sperring
<b>Date of Assessment</b>	01 March 2019

Criterion	Performance Scores
Attractiveness	4
Comfort	8
Directness	12
Safety	3
Coherence	2
<b>Total</b>	<b>29</b>

<b>Comments</b>	As above. Result of 73% - this route has achieved just over the minimum recommended score.
<b>Actions</b>	<ul style="list-style-type: none"> <li>Remove Beresford Road pinch point.</li> <li>Replace defected tactile paving.</li> </ul>

<b>Route Name</b>	Oxford Road (Cranbury Road to Beecham Road)
<b>Length</b>	600m
<b>Name of Assessor(s)</b>	Rachel O'Boyle, Lucy Prismall, Rebecca Brooks
<b>Date of Assessment</b>	01 March 2019

<b>Criterion</b>	<b>Performance Scores</b>
Attractiveness	2
Comfort	7
Directness	8
Safety	3
Coherence	1
<b>Total</b>	<b>21</b>

<b>Comments</b>	As above. Score of less than 70% - interventions required to bring route up to standard.
<b>Actions</b>	<ul style="list-style-type: none"> <li>• Remove unnecessary bollards / guardrail.</li> <li>• Improve street maintenance to reduce litter - bins next to bus stops.</li> <li>• Ensure tactile paving is present and at a good standard.</li> <li>• Improve the Wantage Road crossing - move within pedestrian desire line.</li> <li>• Explore bus stop relocation.</li> </ul>

## ROUTE SUMMARY

<b>Route Name</b>	Oxford Road (Cranbury Road to Beecham Road)
<b>Length</b>	643m
<b>Name of Assessor(s)</b>	Helen Stimpfig, Rob Curtis
<b>Date of Assessment</b>	01 March 2019

<b>Criterion</b>	<b>Performance Scores</b>
Attractiveness	6
Comfort	7
Directness	8
Safety	3
Coherence	0
<b>Total</b>	<b>24</b>

<b>Comments</b>	Route varies - the route improves further west.
<b>Actions</b>	<ul style="list-style-type: none"> <li>• Remove unnecessary bollards / guardrail.</li> <li>• Ensure tactile paving is present and kerbs are dropped/flushed.</li> <li>• Address pedestrian delay at Groveland Road crossing.</li> <li>• Address pinch points - this will be helped with the removal of unnecessary bollards.</li> </ul>

## ROUTE SUMMARY

<b>Route Name</b>	University to Reading Town Centre - Christchurch Road
<b>Length</b>	730m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15 October 2019

Criterion	Performance Scores
Attractiveness	6
Comfort	9
Directness	8
Safety	3
Coherence	0
<b>Total</b>	<b>26</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	University to Reading Town Centre - Southampton Street
<b>Length</b>	900m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15 October 2019

Criterion	Performance Scores
Attractiveness	6
Comfort	8
Directness	9
Safety	4
Coherence	1
<b>Total</b>	<b>28</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	University to Reading Town Centre - Bridge St to Broad St
<b>Length</b>	250m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15 October 2019

Criterion	Performance Scores
Attractiveness	7
Comfort	12
Directness	11
Safety	6
Coherence	2
<b>Total</b>	<b>38</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	University to Town Centre - Redlands Road
<b>Length</b>	1km
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15 October 2019

Criterion	Performance Scores
Attractiveness	7
Comfort	8
Directness	10
Safety	6
Coherence	0
<b>Total</b>	<b>31</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	University to Town Centre - Addison Road and Craven Road
<b>Length</b>	660m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15 October 2019

Criterion	Performance Scores
Attractiveness	8
Comfort	9
Directness	12
Safety	6
Coherence	0
<b>Total</b>	<b>35</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	University to Town Centre - London Road
<b>Length</b>	630m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15 October 2019

Criterion	Performance Scores
Attractiveness	6
Comfort	11
Directness	9
Safety	4
Coherence	2
<b>Total</b>	<b>32</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	University to Town Centre - London St to Broad St
<b>Length</b>	660m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15 October 2019

Criterion	Performance Scores
Attractiveness	6
Comfort	8
Directness	8
Safety	5
Coherence	2
<b>Total</b>	<b>29</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Castle Street - Bath Road / Berkerly Avenue Junction
<b>Length</b>	1500m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	7
Comfort	9
Directness	7
Safety	4
Coherence	0
<b>Total</b>	<b>27</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Bath Road / Berkeley Avenue Junction - Bath Road / Honey End Lane Mini Roundabout
<b>Length</b>	1600m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	5
Comfort	10
Directness	7
Safety	4
Coherence	0
<b>Total</b>	<b>26</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 4: Wokingham Road
<b>Length</b>	1800m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	7
Safety	4
Coherence	0
<b>Total</b>	<b>28</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 4: Wokingham Road Kings Street to Kings Road
<b>Length</b>	770m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	7
Safety	4
Coherence	0
<b>Total</b>	<b>28</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 4: Broad Street
<b>Length</b>	360m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	8
Comfort	11
Directness	12
Safety	6
Coherence	2
<b>Total</b>	<b>39</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 4: Oxford Road
<b>Length</b>	250m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	7
Comfort	10
Directness	9
Safety	3
Coherence	2
<b>Total</b>	<b>31</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 5: Part 1A Broad St to Reading Station
<b>Length</b>	300m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	5
Comfort	11
Directness	9
Safety	6
Coherence	2
<b>Total</b>	<b>33</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 5: Part 1B St Marys Butts to Caversham Road
<b>Length</b>	400m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	5
Comfort	10
Directness	11
Safety	5
Coherence	2
<b>Total</b>	<b>33</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 5: Part 2A Underpass Reading Station to Vastern Road
<b>Length</b>	400m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	6
Comfort	10
Directness	8
Safety	5
Coherence	2
<b>Total</b>	<b>31</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 5: Part 2B Caversham Road
<b>Length</b>	600m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	3
Comfort	7
Directness	9
Safety	2
Coherence	1
<b>Total</b>	<b>22</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 5: Part 3 Vastern Road
<b>Length</b>	250m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	7
Comfort	8
Directness	8
Safety	4
Coherence	1
<b>Total</b>	<b>28</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 5: Part 4 Caversham Road
<b>Length</b>	360m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

<b>Criterion</b>	<b>Performance Scores</b>
Attractiveness	6
Comfort	9
Directness	10
Safety	2
Coherence	1
<b>Total</b>	<b>28</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 5: Part 5 Caversham Bridge
<b>Length</b>	300m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	6
Comfort	7
Directness	9
Safety	4
Coherence	0
<b>Total</b>	<b>26</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 5: Part 6 Church St to Prospect St
<b>Length</b>	560m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

Criterion	Performance Scores
Attractiveness	7
Comfort	8
Directness	10
Safety	4
Coherence	1
<b>Total</b>	<b>30</b>

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

## ROUTE SUMMARY

<b>Route Name</b>	Route 6: Part 7 Peppard Road
<b>Length</b>	2000m
<b>Name of Assessor(s)</b>	Ellen Few and Andrew Lovegrove
<b>Date of Assessment</b>	15.10.2019

<b>Criterion</b>	<b>Performance Scores</b>
<b>Attractiveness</b>	6
<b>Comfort</b>	8
<b>Directness</b>	9
<b>Safety</b>	4
<b>Coherence</b>	0
<b>Total</b>	27

<b>Comments</b>	Detailed in Audit
<b>Actions</b>	Detailed in Audit

**APPENDIX G –  
PRIORITISED LIST OF CYCLING AND  
WALKING MEASURES**

Scheme Reference	Route	Section (From)	Section (To)	Description	Criteria										Total Score						
					1	2	3	4	5	6	7	8									
					LTP4 Theme - People and Places	LTP4 Theme - Healthy Lifestyles	LTP4 Theme - Clean and Green	LTP4 Theme - Inclusive Growth	LTP4 Theme - Smart Solutions	Deliverability	PCT flows	Estimated scheme cost									
<b>Strategic Cycle Routes</b>																					
S6	Wokingham Road (S6)	Cemetery Junction	Simons Lane	Physically protect cyclists where possible on 40mph roads, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, junction improvements to cater for cyclists, parking restrictions, drainage in kerbs, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	5 (Highest PCT flows)	5	2 (Moderate cost band 2m to 4.9m)	2	30
S9	A33 (S9)	Mereoak Park and Ride	Bridge Street	Enhance area under IDR, connect shared use facilities, widen foot/cycleway to 3m, links to new developments south of M4, segregate where possible, crossing improvements on side and main roads, cycle priority at junctions, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	30
S1	Basingstoke Road (S1)	Oracle Roundabout	Whitley Wood Lane/Imperial Way	Re-allocate road space - lining and carriageway widening, crossing enhancements on side and main roads, bus stop bypasses, gridded gully covers, relocate street furniture, signage, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	5 (Highest flows)	5	1 (High cost band 5m to 9m)	1	29

S8	Shinfield Road/Redlands Road (S8)	Black Boy Roundabout	Queens Road	drainage in kerbs, signage, widen footways, lining, enhance cycle facilities at junctions, improve crossing of main and side roads, introduce shared foot/cycleway, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	28						
S7	London Road/Reading Road (S7)	Forbury Road/Kings Road	Hurricane Way Roundabout	drainage in kerbs, de-clutter streetscape, enhance cycle facilities at junctions, resurface carriageways and footways, remove guard railing, widen footways, re-allocate road space, signage, lining, improve crossings of side and main roads, cycle enhancements at signal junctions, cycle counters	5 (Excellent Fit)	5	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	27
S4	Oxford Road (S4)	Oxford Road/IDR	Pangbourne Station	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, resurface carriageway and footway, signage, extend 20mph zone, crossing enhancements on side and main roads, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	26

S5	Bath Road (S5)	The Green	Bath Road/IDR	Physically protect cyclists where possible, segregated routes, re-allocate road space - lining and carriageway widening, surface improvements, signage, crossing enhancements on side and main roads, widen/new ped/cycle bridge, parking restrictions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Significant Deliverability Issues)	2	4	4	1 (High cost band 5m to 9m)	1	26						
S3	Peppard Road (S3)	Norman Place/IDR	Borough Boundary	Signage, lining, widen shared foot/cycleways, maintain vegetation, surface improvements, introduce crossings on main roads and enhance crossing of side roads, introduce shared foot/cycleways, provision for cyclists at main junctions, cycle enhancements at signal junctions, cycle counters	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	24
S2	Hemdean Road (S2)	Richfield Avenue /Church Street	Gravel Hill	Re-allocate road space - lining and carriageway/footway widening, crossing enhancements on side and main roads, reduce guard railing, car parking restrictions, signage, surface bridleway, cycle enhancements at signal junctions, cycle counters	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	22

Orbital Cycle Routes																					
O2	Inner Distribution Road (O2)	Circular route	Circular route	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	5 (Excellent Fit)	5	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	4	4	1 (High cost band 5m to 9m)	1	27
O9	(O9)	Hartland Road/Basingstoke Road	Shepherd House Hill Roundabout	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	24
O6	(O6)	Beresford Road/Oxford Road	Richfield Avenue/Caversham Bridge	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	3 (Low cost band 0 to 1.9m)	3	23
O1	Lower Earley Way (O1)	Showcase Roundabout	M4 Junction 11	signage, maintenance of shared foot/cycleway, protection for cyclists on high speed sections of road, upgrade footway to shared use with widening and resurfacing, new foot/cycleway, priority for cyclists at junctions, crossing improvements, cycle enhancements at signal junctions	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	22						

O3	(O3)	Tilehurst Railway Station/Oxford Road	Bath Road/Old Bath Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	22
O5	(O5)	Berkeley Avenue/Bath Road	London Road/Silver Street	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	3 (Low cost band 0 to 1.9m)	3	22
O10	(O10)	Cutbush Lane/Lower Earley Way	Meadow Road/Wokingham Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	21
O11	(O11)	Loddon Bridge Road/Wokingham Road	Butts Hill Road/Western Avenue	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21

O4	(O4)	Grovelands Road/Oxford Road	Liebenrod Road/Bath Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	3 (Low cost band 0 to 1.9m)	3	21
O7	(O7)	Priest Hill/Hemden Road	Caversham Park Road/Henley Road	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21
O8	(O8)	Rose Kiln Lane/A33	Three Tuns	Crossing enhancements on main and side roads, segregation where possible, shared use where not, surfacing, signage, cycle enhancements at signal junctions, Mini Hollands treatments - further research required	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	21
Leisure Cycle Routes																					
L2	(L2)	West of Hanger Road/Station Road	Thames Valley Park	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	1 (No Fit)	1	4 (Limited deliverability issues)	4	3	3	2 (Moderate cost band 2m to 4.9m)	2	22
L3	(L3)	Rose Kiln Lane/A33	Park Lane	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	4 (Significant Fit)	4	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	21
L5	(L5)	River Kennet/River Thames	Tilehurst Station	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	21

L1	(L1)	Sulham Hill	Nunhide Lane/Pincents Lane	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	3 (Moderate Fit)	3	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	2	2	3 (Low cost band 0 to 1.9m)	3	19
L4	(L4)	Southcote Farm Lane	Rose Kiln Lane/Matalan	signage, annual vegetation maintenance, cycle maintenance points, surfacing, lighting	2 (Limited Fit)	2	2 (Limited Fit)	2	2 (Limited Fit)	2	2 (Limited Fit)	2	1 (No Fit)	1	4 (Limited deliverability issues)	4	1 (Insignificant flows)	1	3 (Low cost band 0 to 1.9m)	3	17
Local Cycle Routes																					
LO1	Town Centre (LO1)	n/a	n/a	crossing enhancements, cycle enhancements at signals, cycle counters, signage, allow cycling in new areas, lining, smart secure cycle parking	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate deliverability issues)	3	4	4	3 (Low cost band 0 to 1.9m)	3	28
LO2	North Reading (LO2)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	23
LO4	South Reading (LO4)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	23
LO3	East Reading (LO3)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	22

LO5	West Reading (LO5)	n/a	n/a	signage, speed limit reductions, traffic calming, cycle priority measures, lining, improved and new crossings, cycle enhancements at signals, surface improvements	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	2 (Limited Fit)	2	3 (Moderate deliverability issues)	3	3	3	1 (High cost band 5m to 9m)	1	22
<b>Prestige Walking Routes</b>																					
P2	Station Hill	Queen Victoria Street/Broad Street	Vastern Road	Enhance public realm, reposition street furniture, resurface, signal crossing improvements, enhance uncontrolled crossings	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Limited deliverability issues)	4	5 (Highest flows)	5	2 (Moderate cost band 2m to 4.9m)	2	30
P1	Broad Street	Kings Street/Broad Street	Oxford Road/Howard Street	Enhance public realm, reposition street furniture, resurface, signal crossing improvements, enhance uncontrolled crossings	5 (Excellent Fit)	5	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	4 (Limited deliverability issues)	4	5 (Highest flows)	5	2 (Moderate cost band 2m to 4.9m)	2	29
<b>Primary Walking Routes</b>																					
PM4	Redlands Road	Christchurch Road Local Centre	Duke Street/Broad Street	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	27
PM1	Caversham	Oracle Roundabout	Kidmore End Road	Signal crossing improvements, maintain vegetation, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, introduce footway on desire line at Peppard Road, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26
PM2	Wokingham Road	St Peters Road	Kings Street/Broad Street	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26

PM3	University of Reading	Christchurch Road Local Centre	Bridge Street/Broad Street	Enhance public realm, signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	3	3	2 (Moderate cost band 2m to 4.9m)	2	26
PM6	Oxford Road	Howard Street	Norcot Road	Signal crossing improvements, relocate or remove street furniture, side road crossing enhancements	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	4	4	2 (Moderate cost band 2m to 4.9m)	2	26
PM5	Bath Road	Castle Street	Honey End Lane	Signal crossing improvements, relocate street furniture, side road crossing enhancements, resurfacing areas of poor quality, maintain vegetation, signage	4 (Significant Fit)	4	4 (Significant Fit)	4	4 (Significant Fit)	4	3 (Moderate Fit)	3	3 (Moderate Fit)	3	3 (Moderate deliverability issues)	3	2	2	2 (Moderate cost band 2m to 4.9m)	2	25

**APPENDIX H –  
CYCLE FORUM REQUESTED  
SCHEMES LIST**

## Reading Cycle Forum - Requested Schemes List

### 1. Town Centre

Ref	Town Centre - Access Scheme Requests	RBC Response	Status
01	Allow cycling along Broad Street West.	Committee decision not to proceed with the proposal due to inconclusive result from the formal consultation.	N/A
02	Provision of cycle route heading west from the south side of the station.	Improved signing into Stanshawe Road and ASL from Great Knollys Street to be investigated.	Medium term - Network Management
03	Allow cycling through the subway at Reading Station.	To be progressed in parallel to Station Hill development	Medium term - Highways
04	Allow cycling on the access ramp at south side of Reading Station.	Cycling is not permitted on the access ramps as they are not designed for this purpose.	N/A
05	Allow cycling in the Vastern Road bus lane (eastbound right turn into Trooper Potts Way).	Feasibility to be investigated - TRO of July 2013 allows buses only.	Medium term - Network Management
06	Contraflow cycling on Station Road to enable southbound cycling from Reading Station.	Insufficient width due to competing demands for space - improvements to alternative routes to be investigated.	N/A
07	Contraflow cycling on Friar Street East to enable eastbound cycling towards Town Hall Square.	Feasibility to be investigated.	Long term, subject to feasibility & funding.
08	Contraflow cycling/segregated path in Market Place to enable northbound cycling towards Town Hall Square.	Feasibility to be investigated.	Long term, subject to feasibility & funding.
09	Contraflow cycling in Blagrove Street to enable northbound cycling towards Reading Station.	Feasibility to be investigated.	Long term, subject to feasibility & funding.
10	Dropped kerb to/from Queens Walk onto Oxford Road and retain shared paths at Queens Walk and Hosier Street.	To be investigated as proposals for the redevelopment of old Civic Centre site are progressed.	Long term

11	Allow right-turn for cyclists from Cheapside into Friar Street.	Feasibility to be investigated - currently right-turn is banned for all vehicles due to safety concerns.	Short term - Network Management
12	Larger access point from Yield Hall Lane to Minster Street (existing gate).	To be investigated in partnership with The Oracle.	Medium term - Transport Planning
13	Review and clarify cycle access to southern interchange and Garrard Street	To be reviewed as part of final station arrangements.	Medium term - Transport Planning

Ref	Town Centre - Signage Requests	RBC Response	Status
14	Review town centre signage (including Queen Victoria Street and Market Place South) to ensure compliance with TSRGD.	Site visit undertaken in July 2016. CIL identified to fund changes.	Short term - Network Management
15	Improved signage at Town Hall Square to highlight shared facility and Broad Street to clarify cycle routes.	As item 14 above.	Short term - Network Management
16	Improve clarity of cycle routes within the town centre.	Town centre branded route stickers to be revised when NCN 422 route is complete.	Short term - Transport Planning

Ref	Town Centre - Cycle Parking Requests	RBC Response	Status
17	Additional cycle parking in the town centre (including Station Road, St Mary's Butts, Cross Street, Hosier Street etc.).	Funding bid to be identified.	Medium term - Transport Planning

## 2. Reading Cycle Routes

Ref	Cycle Routes - Route Requests	RBC Response	Status
18	Improved cycle facilities on the Oxford Road corridor.	Improvements to be progressed in parallel to Reading West Station upgrade in summer 2020.	Medium term - Transport Planning
19	Cycle lanes on Southampton Street and Silver Street.	Scheme to be implemented when funding source identified	Short term - Network Management
20	Allow cycling on the southern section of	Statutory consultation and risk assessment	Short term - Transport Planning

	the Thames Path between Caversham Bridge and Reading Bridge.	complete. Legal documents are being prepared and will be submitted to Secretary of State in early 2020.	
21	Allow cycling on the west side of Caversham Bridge.	Shopkeepers have objected to this proposal due to the proximity of shop entrances to the footway.	N/A
22	Remove sections of advisory cycle lanes around on-street parking on Wokingham Road and Lower Henley Road.	Alterations to Wokingham Road cycle lanes, agreed as part of NCN 422 Phase 3 programme, are underway and will be completed Winter 2019.	Medium term - Network Management
23	Implementation of 20mph zones in Reading.	East Reading, Southcote and Coley Park 20mph zones are also complete. Funding has been identified to progress other areas of west Reading and the extension of Northumberland Ave. Lower Caversham, subject to funding.	Ongoing, as funding is identified - Network Management
24	Southcote Farm Lane cycle route & access to Southcote Primary School.	Suggested improvements to be progressed as part of future schemes.	Medium term - Transport Planning
25	Barriers on NCN 4 are inaccessible for cyclists.	Alterations to barriers will be implemented in spring 2020 as part of Sustrans Activation Project.	Short term - Transport Planning
26	Review of NCN 5 and associated cycle routes in Caversham linking to Christchurch Bridge.	Review to be undertaken in partnership with Sustrans. Options include using Christchurch Bridge and Gosbrook Road.	Medium term - Transport Planning
27	Provision of dropped kerbs on south side of Caversham Bridge (northbound) and on Promenade Road.	Promenade Road dropped kerb to be considered as part of future development sites coming forward.	Medium term - Network Management
28	Extend the cycle path under Vastern Road railway bridge (southbound) to connect to the exit onto the pavement.	Existing cycle lane ends at start of zigzags approaching crossing facility and includes a cycle symbol.	N/A
29	Improve the surface of the Thames Path between Tilehurst and the town centre.	Funding bid for Thames Path improvements currently being prepared.	Medium term, subject to funding - Transport Planning
30	Cycle route between Watlington Street and Christchurch Bridge via Kings Meadow	Cycle link through Homebase site secured. Other linking sections subject to funding and consultation.	Long term, subject to funding - Transport Planning

Ref	Cycle Routes - Signage & Highway Marking Requests	RBC Response	Status
31	Renew cycle symbols at Kennetside / Star Lane.	Improvements will be progressed as part of NCN 422 Phase 2 programme.	Short term
32	Renew faded shared path symbols (including Palmer Park, Caversham Bridge and Richfield Avenue).	Shared-use tiles installed along southern path in Palmer Park as part of NCN.	Short term, subject to funding
33	Henley Road advisory cycle lane markings to be refreshed and additional cycle symbols installed	Waiting restriction review undertaken summer 2017. TMSC have agreed that the plans should be implemented.	Short term - Network Management
34	Improved cycle signing on NCN 5 between Abbotsmead Place and Hemdean Road	To be investigated with Sustrans	Short term - Transport Planning

Ref	Cycle Routes - ASLs & Crossing Upgrade Requests	RBC Response	Status
35	Provide ASL at bus lane on Kings Road / Watlington Street.	Feasibility to be investigated - however alterations to island would be required.	Long term, subject to funding.
36	Improve loop detection of signals at Queens Road / Watlington Street.	To be reviewed as part of NCN Phase 2.	Short term - Transport Planning
37	Upgrade existing pedestrian crossings on Caversham Road (by Northfield Road) to toucan crossings.	To be investigated.	Long term, subject to funding.
38	Access to Christchurch Meadow from Gosbrook Road.	Road safety audit underway. Statutory consultation to take place in early 2020 and any objections reported to Committee in spring/summer 2020.	Medium term - Network Management

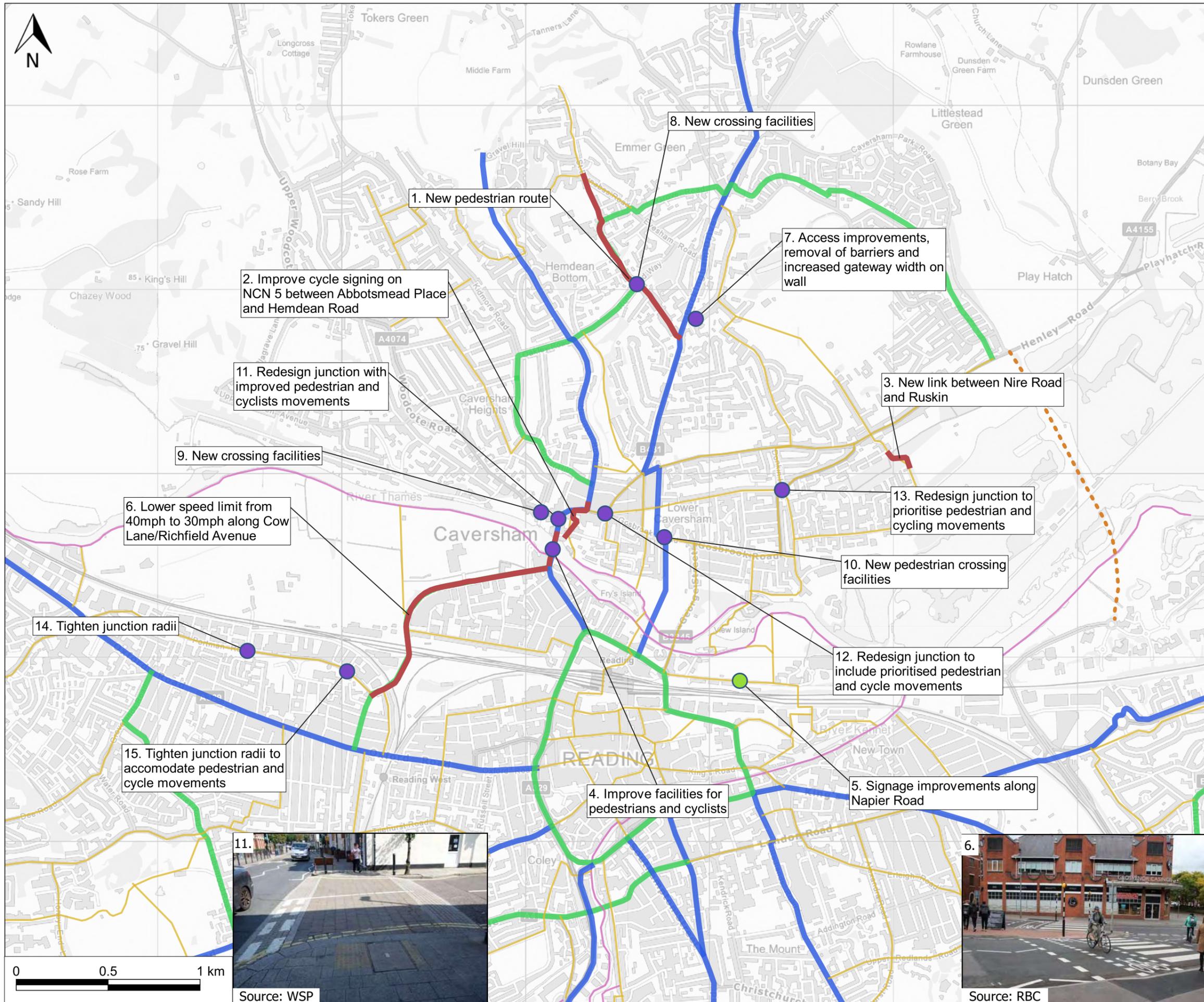
Ref	Cycle Parking Requests	RBC Response	Status
39	Request for cycle parking at Caversham Centre.	To be included as part of St Martins Precinct S106 works.	Medium Term - Transport / Network Management

# **APPENDIX I – LIST OF STAKEHOLDERS**

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

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

# **APPENDIX J – PROPOSED CYCLING AND WALKING MEASURES BY AREA**



**KEY:**

**Improvement Type**

- Amend Signage
- Redesign Junction
- Improvement Extent

**Proposed Cycle Routes**

- Leisure
- Local
- Orbital
- Strategic
- Proposed Third Thames Crossing

The potential improvements shown on this plan are based on information provided to WSP by Reading Borough Council and do not constitute committed schemes. All potential interventions are subject to further study, feasibility and consultation.

REV	DATE	DRW	DESCRIPTION	CHK	APP
D	6/2/20	CS	Revised	WS	JP
C	8/1/20	CS	Revised	WS	JP
B	3/1/20	CS	Revised	JP	CM
A	26/11/19	CS	FIRST ISSUE	JP	AW

STATUS: **FOR INFORMATION ONLY**



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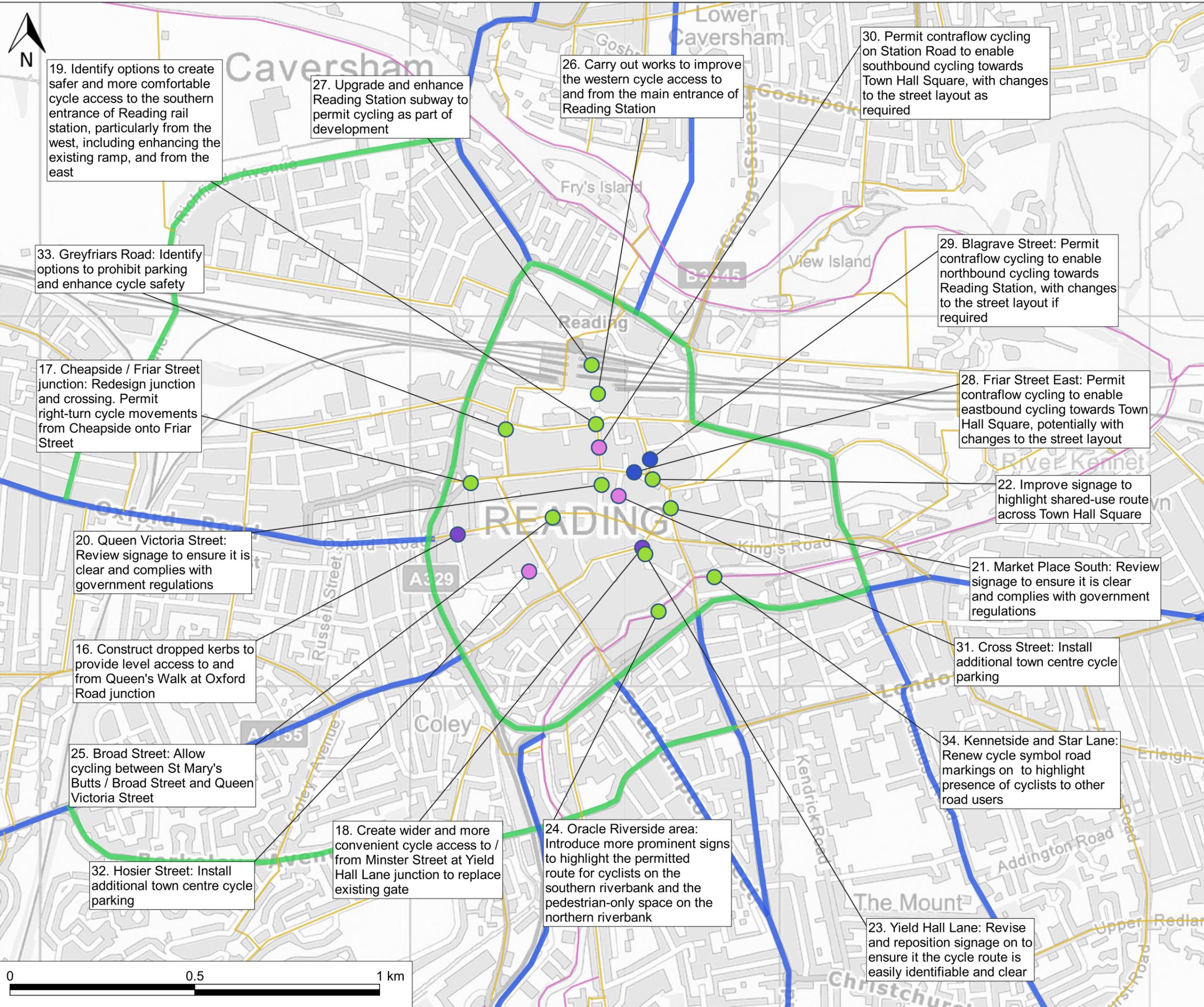
ARCHITECT: -

PROJECT: **Local Cycling and Walking Infrastructure Plan**

TITLE: **Proposed Walking and Cycling Improvements, North Reading**

DRAWN: <b>CS</b>	CHECKED: <b>WS</b>	APPROVED: <b>JP</b>
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PROJECT No: <b>70039118</b>	DRAWING No: <b>39118-TP-RBC-001</b>	REV: <b>D</b>

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**KEY:**

**Improvement Type**

- Amend Signage
- Install Cycle Lane/Path
- Install Cycle Parking
- Redesign Junction

**Proposed Cycle Routes**

- Leisure
- Local
- Orbital
- Strategic

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REV	DATE	DRW	DESCRIPTION	CHK	APP
A	26/11/19	CS	FIRST ISSUE	JP	AW

STATUS: **FOR INFORMATION ONLY**



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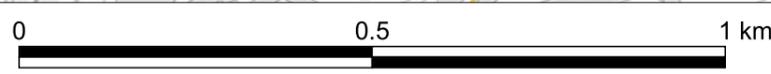
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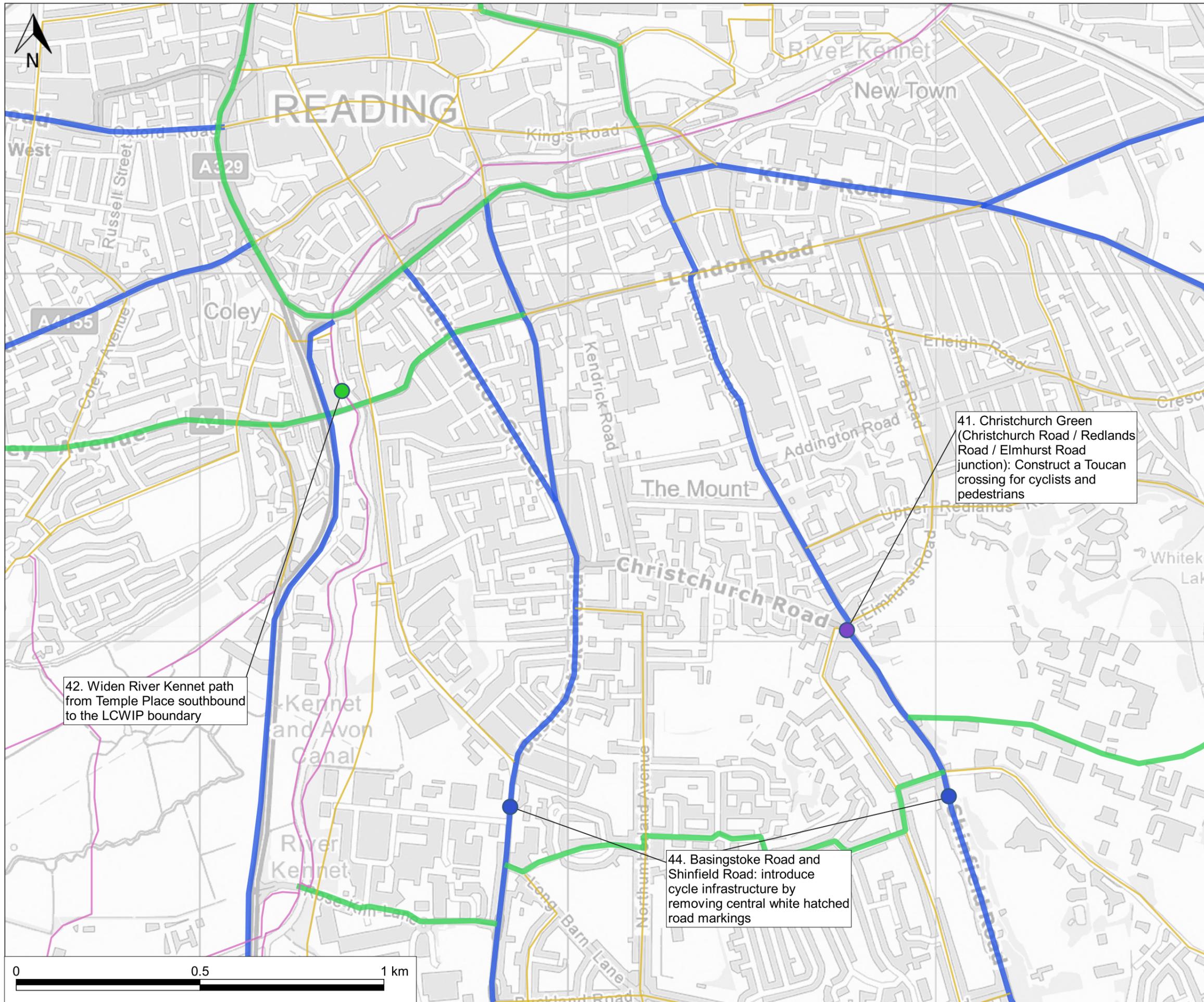
TITLE: **Proposed Walking and Cycling Improvements, Town Centre Reading**

DRAWN: CS	CHECKED: WS	APPROVED: JP
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PROJECT No: 70039118	DRAWING No: 39118-TP-RBC-002	REV: A
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**KEY:**

**Improvement Type**

- Install Cycle Lane/Path
- Redesign Junction
- Widen Path

**Proposed Cycle Routes**

- Leisure
- Local
- Orbital
- Strategic

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A	26/11/19	CS	FIRST ISSUE	JP	AW
REV	DATE	DRW	DESCRIPTION	CHK	APP

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ARCHITECT: -

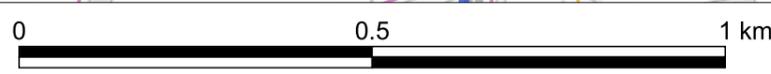
PROJECT: **Local Cycling and Walking Infrastructure Plan**

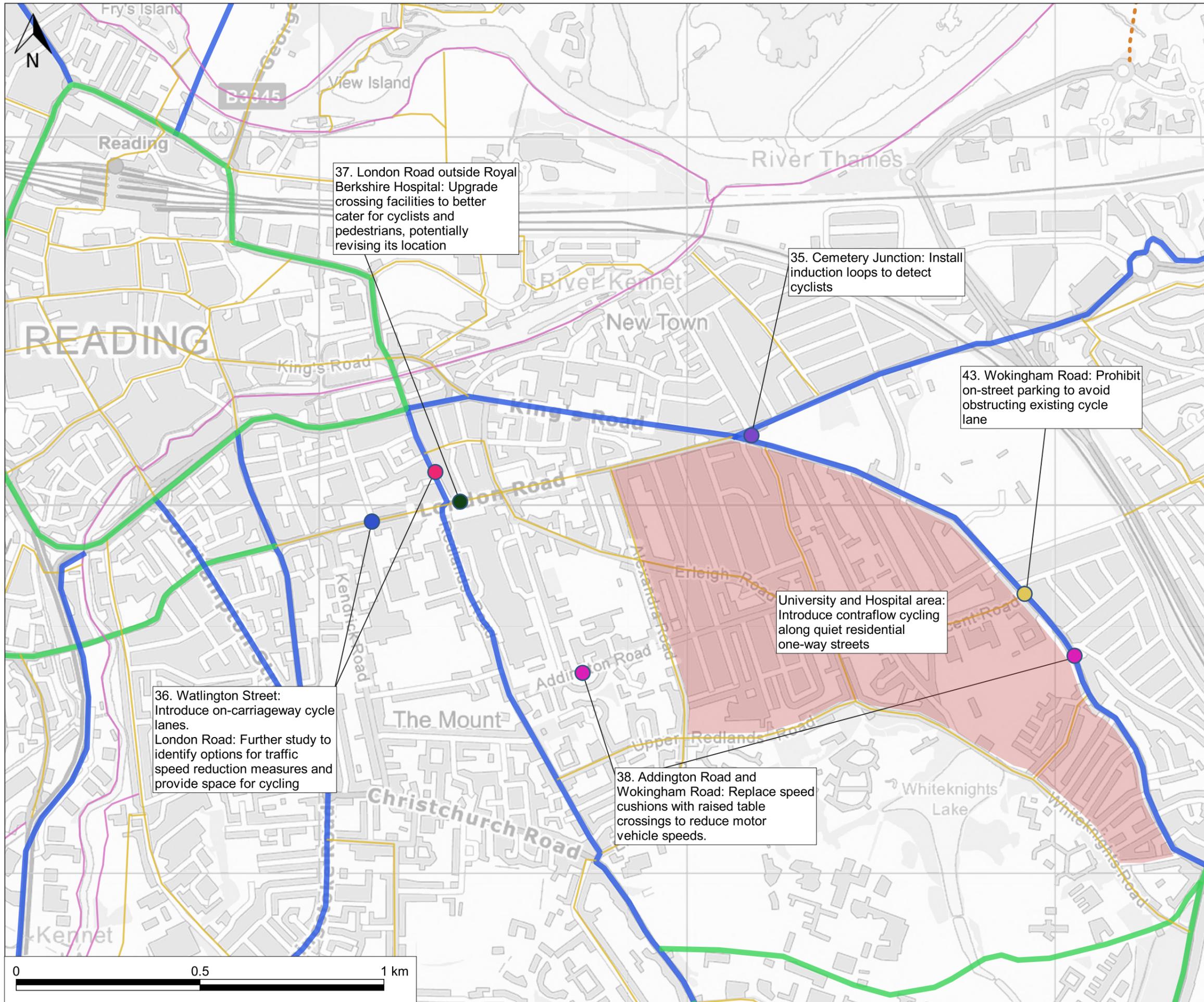
TITLE: **Proposed Walking and Cycling Improvements, South Reading**

DRAWN: CS      CHECKED: WS      APPROVED: JP

QGIS FILE: Cycling Improvements.qgz      SCALE @A3: 1:10000      DATE: 10/02/20

PROJECT No: 70039118      DRAWING No: 39118-TP-RBC-004      REV: A





**KEY:**

**Improvement Type**

- Amend Parking Regulations
- Install Cycle Lane/Path
- Redesign Junction
- Reduce Speed Limit
- Install Traffic Calming Measures
- Improved Crossings

**Proposed Cycle Routes**

- Leisure
- Local
- Orbital
- Strategic
- Proposed Third Thames Crossing

**Proposed Extent of Improvements**

- Streets east of Hospital and north of University

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A	26/11/19	CS	FIRST ISSUE	JP	AW
REV	DATE	DRW	DESCRIPTION	CHK	APP

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CLIENT: **Reading Borough Council**

ARCHITECT: -

PROJECT: **Local Cycling and Walking Infrastructure Plan**

TITLE: **Proposed Walking and Cycling Improvements, East Reading**

DRAWN: <b>CS</b>	CHECKED: <b>WS</b>	APPROVED: <b>JP</b>
QGIS FILE: Cycling Improvements.qgz	SCALE @A3: <b>1:10000</b>	DATE: <b>10/02/20</b>
PROJECT No: <b>70039118</b>	DRAWING No: <b>39118-TP-RBC-003</b>	REV: <b>A</b>

36. Watlington Street: Introduce on-carriageway cycle lanes.  
London Road: Further study to identify options for traffic speed reduction measures and provide space for cycling

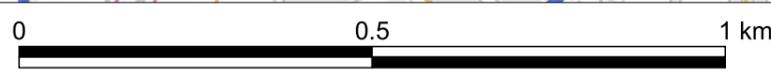
37. London Road outside Royal Berkshire Hospital: Upgrade crossing facilities to better cater for cyclists and pedestrians, potentially revising its location

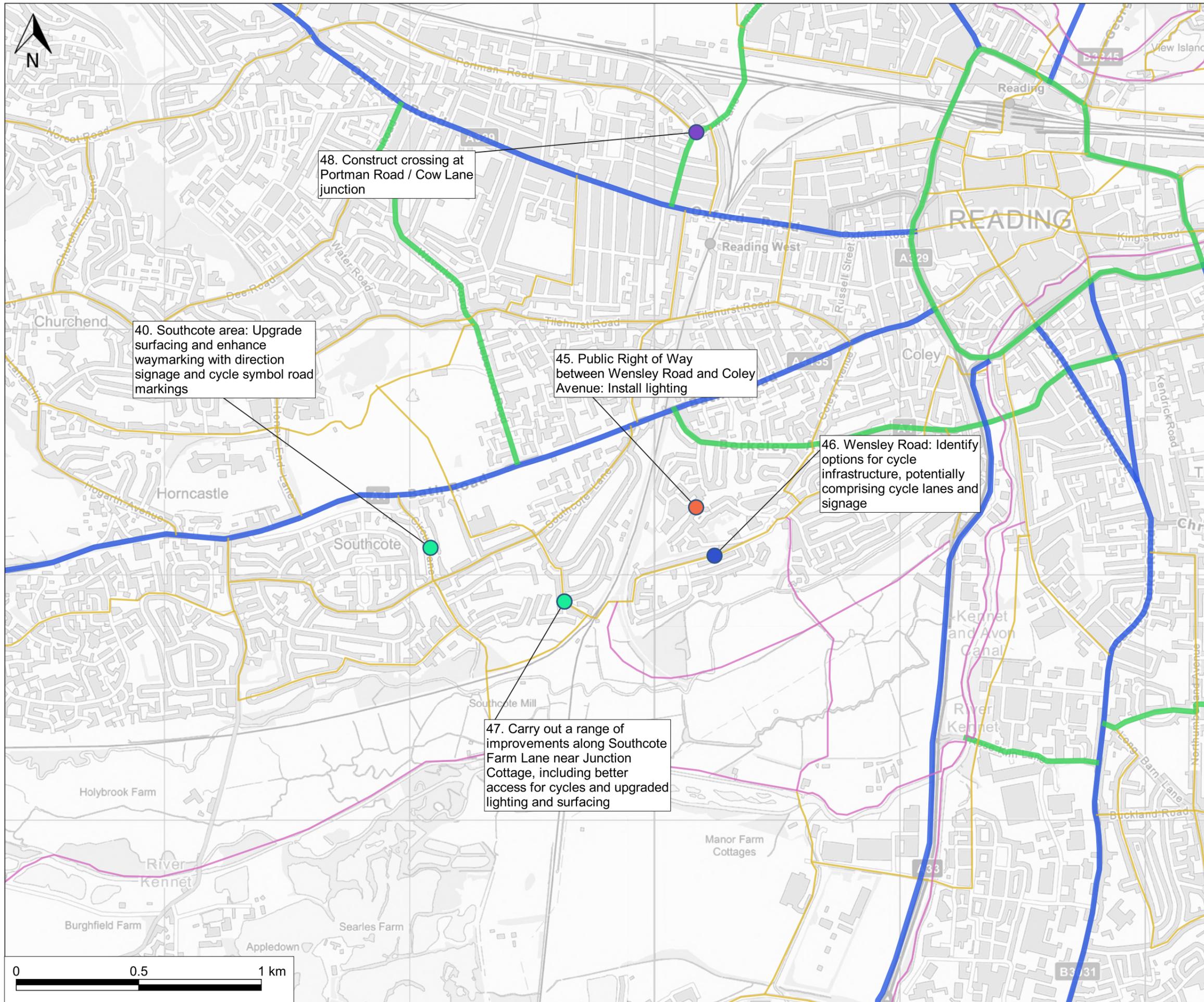
35. Cemetery Junction: Install induction loops to detect cyclists

43. Wokingham Road: Prohibit on-street parking to avoid obstructing existing cycle lane

University and Hospital area: Introduce contraflow cycling along quiet residential one-way streets

38. Addington Road and Wokingham Road: Replace speed cushions with raised table crossings to reduce motor vehicle speeds.





**KEY:**

- Improvement Type**
- Install Cycle Lane/Path
  - Install Lighting
  - Redesign Junction
  - Upgrade Surfacing

- Proposed Cycle Routes**
- Leisure
  - Local
  - Orbital
  - Strategic

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REV	DATE	DRW	DESCRIPTION	CHK	APP
A	26/11/19	CS	FIRST ISSUE	JP	AW

STATUS: **FOR INFORMATION ONLY**

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CLIENT: **Reading Borough Council**

ARCHITECT: -

PROJECT: **Local Cycling and Walking Infrastructure Plan**

TITLE: **Proposed Walking and Cycling Improvements, West Reading**

DRAWN: **CS**      CHECKED: **WS**      APPROVED: **JP**

QGIS FILE: **Cycling Improvements.qgz**      SCALE @A3: **1:15000**      DATE: **10/02/20**

PROJECT No: **70039118**      DRAWING No: **39118-TP-RBC-005**      REV: **A**

