

READING BOROUGH LOCAL PLAN

Adopted November 2019



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Reading
Borough Council

Working better with you

- 4.5.18 The Local Transport Plan 2011-2026 is supported by a full Cycling Strategy, published in 2014. This seeks to enhance cycling in Reading through:
- “new and improved cycle infrastructure that will aim to bridge gaps between existing barriers, including the railway and River Thames
 - cycle hire will give people that do not currently have access to a bicycle the opportunity to cycle to key destinations
 - increased cycle parking facilities to enable people to park closer to more key destinations
 - positively promoting the benefits of cycling in a compact urban area such as Reading.”⁹⁶
- 4.5.19 The Cycling Strategy 2014 continues and builds upon the cycle routes developed as part of the 2008 strategy by identifying detailed policies for delivering infrastructure and route improvements for cyclists on the public highway to enhance the routes. The relevant routes are shown on the Proposals Map, and the Policy therefore applies to these routes. If an updated Cycling Strategy or supporting cycle map shows a different network of cycle routes, these will become the routes to which this policy applies.
- 4.5.20 The measures which the strategy identifies in different areas include minor improvements, new links, maintenance, branding and signing. The Cycling Strategy and the development of a Local Cycling and Walking Infrastructure Plan will be useful to help identify which improvements are required.
- 4.5.21 In addition, a cycle hire scheme was initially introduced in central, north, south and east Reading in 2014. There is the potential for this scheme to be expanded to key destinations in west Reading during the plan period, and this should be supported, subject to compliance with other policies in this Plan.
- 4.5.22 Reading is working with the Thames Valley Berkshire LEP and neighbouring authorities to provide additional strategic cycle routes as part of the NCN (National Cycle Network) and to provide enhanced linkages between the NCN and local cycle routes within the Borough.

Car and Cycle Parking and Electric Vehicle Charging

TR5: CAR AND CYCLE PARKING AND ELECTRIC VEHICLE CHARGING

Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Development should make the following provision for electric vehicle charging points:

- ***All new houses with dedicated off-street parking should provide charging points;***
- ***Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.***

- 4.5.23 Ensuring the appropriate level of car parking in new developments involves striking a careful balance. On the one hand, it is important that enough parking is provided so that there is not a

⁹⁶ <http://www.reading.gov.uk/media/1065/Revised-Parking-Standards-and-Design-Supplementary-Planning-Documents-Adopted-October-2011/pdf/Revised-Parking-Standards-And-Design-Supplementary-Planning-DocumentsOct11.pdf>

knock-on effect on the safety and function of the highway and public transport network through on-street parking. On the other hand, an over-provision of car parking, particularly at places of work, can lead to less sustainable travel choices.

- 4.5.24 The Council has produced a Parking Standards and Design Supplementary Planning Document (SPD)⁹⁷, which includes different standards in four different zones according to the accessibility of those zones. The SPD also sets out requirements for cycle parking. The document is available on the Council's website. It will continue to apply, until such time as it is superseded by any more up-to-date version.
- 4.5.25 Reading has local air quality issues linked to traffic and congestion, which are highlighted in reference to policy EN15 on air quality. Increased use of low-emissions vehicles would make a major contribution to tackling this issue, as well as helping to tackle carbon emissions. However, one of the main barriers to increased use of low-emissions vehicles is the lack of supporting infrastructure. Therefore, new development should make adequate provision for electric vehicle charging points. Where a house has its own off-street parking, this can be a relatively simple design measure factored into the construction, and should generally be achievable in all cases. Elsewhere, where at least 10 spaces are provided, 10% of spaces should contain active charging points.

Walking

- 4.5.26 The Council is committed to encouraging sustainable travel choices and to improving the accessibility and quality of sustainable travel infrastructure. Walking is essential for achieving door-to-door journeys and is the dominant mode for movements into and out of central Reading. Outside the central area, walking is one of the main means of travelling to local destinations and forms a key element of wider local journeys made by public transport. Challenges including the provision of local facilities and services, such as shops, schools and healthcare, personal security, attractiveness of public realm as well as footway parking are to be overcome in order to encourage more people to consider walking for local journeys. There is not therefore a specific policy on walking, but consideration of walking has informed many elements of the whole plan. The Council will continue to improve and expand the existing walking infrastructure and provide quality links in order to cater for future demand.

⁹⁷ <http://www.reading.gov.uk/media/1065/Revised-Parking-Standards-and-Design-Supplementary-Planning-Documents-Adopted-October-2011/pdf/Revised-Parking-Standards-And-Design-Supplementary-Planning-DocumentsOct11.pdf>