

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE & SPORT

TO:	TRAFFIC MANAGEMENT ADVISORY PANEL		
DATE:	24 MARCH 2009	AGENDA ITEM:	11
TITLE:	CYCLING LIAISON GROUP MEETING NOTES AND CYCLE AUDIT		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGHWIDE
LEAD OFFICER:	HANNAH BUDNITZ	TEL:	0118 939 0653 (x72653)
JOB TITLE:	SENIOR TRANSPORT PLANNER	E-MAIL:	Hannah.Budnitz@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report is to inform the Panel of the discussions and actions arising from the second meeting of the Cycling Liaison Group under the auspices of the approved Cycling Strategy. This report also highlights Council officers' understanding of and position on Cycle Audits as requested at the Cycling Liaison Group meeting. Specifically, officers recommend that Cycle Audits be undertaken under the auspices of the Cycling Strategy and development of proposals through that Strategy, but not where they may duplicate work already completed according to statutory requirements. A further report to this Panel is provided to explore the progress on the Cycle Strategy and the proposed work programme for financial year 2009/2010.
- 1.2 Cycling Liaison Meeting Notes 14 January 2009 appended.

2. RECOMMENDED ACTION

- 2.1 That the Advisory Panel notes the attached notes of the meeting of the Cycling Liaison Group held on 14 January 2009.
- 2.2 That the Advisory Panel notes the position of Cycle Audits within the provision of the Transport Service.

3. POLICY CONTEXT

- 3.1 Reading Borough Council adopted the document entitled *Cycling Strategy: September 2008* at full Council on 14 October 2008 as a supporting strategy under

the Local Transport Plan 2006-2011. This document recommends regular cycling liaison meetings to be held with relevant stakeholders to help deliver the strategy in partnership with appropriate organisations.

#### **4. THE PROPOSAL**

The second meeting of the Cycling Liaison Group was held on 14 January 2009 and was attended by Councillors Page, Willis, Duveen, Gittings and T Harris, as well as Reading Borough Council officers and representatives of various local cycling groups. The notes of the meeting are attached. These include the resolution that an explanation of cycle audits be highlighted separately within this report. This is set out below:

##### **(a) Current Position**

As professional design engineers, officers of Reading Borough Council and their consultants carry out audits on safety and provision for all users. The Council has limited resources and it is impractical and unnecessary to single out any one user type and repeat what we already do. The Council already carries out a cycle audit within the context of the legally required safety audit. As professionals, officers are completely satisfied that safety audits fully embrace the safety of all users, if this was not the case then we would be acting illegally.

##### **(b) Options Proposed**

It is appreciated that safety audits are not always considered as being the same as a cycle audit; therefore the DfT produced guidance on Cycle Audits and Review to help that understanding. The DfT documentation makes the point that cycle audits should not duplicate any work carried out as a part of any other process such as a safety audit although the DfT advice highlights situations where a cycle audit may be considered. The DfT guidance identifies where a cycle audit may be considered where a safety audit is not carried out, these are largely in helping to identify the following: Cycle Pro-active routes - includes strategic or local cycle networks and roads that are, or could be, popular with cyclists; Cycle friendly routes - routes where this is a general desire to encourage cycling, e.g. distributor routes; Cycle neutral routes - all other routes where cycling is permitted. Within the context of development of the cycle strategy it is a perfect time to introduce the cycle audit where site-specific safety audits may not be considered (suitability of routes, roads, specific TM facilities/measures etc). More specific audits (safety and/or cycle) would then naturally follow as appropriate.

#### **5. CONTRIBUTION TO STRATEGIC AIMS**

- 5.1 To Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.

To promote equality, social inclusion and a safe and healthy environment for all.

#### **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 As described above.

**7. LEGAL IMPLICATIONS**

7.1 None.

**8. FINANCIAL IMPLICATIONS**

8.1 None at present.

**9. BACKGROUND PAPERS**

9.1 Cycle Liaison Meeting Notes 14 January 2009 appended.

9.2 DfT Cycle Audit and Review Guidance.