

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	16
TITLE:	CYCLE FORUM MEETING NOTES		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
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1. EXECUTIVE SUMMARY

- 1.1 This report is to inform Members of the discussions and actions arising from the January 2015 Town Centre Workshop held with the Cycle Forum under the auspices of the approved Cycling Strategy.
- 1.2 Town Centre Workshop meeting notes 21st January 2015 appended.

2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached notes from the Town Centre Workshop held with the Cycle Forum on 21st January 2015.

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 recommended regular cycling meetings to be held with relevant stakeholders to help deliver the strategy in partnership with appropriate organisations.
- 3.2 The updated Cycling Strategy 2014, *Bridging Gaps, Overcoming Barriers and Promoting Safer Cycling* was available for consultation until 10th January 2014 and adopted as Council policy on 19th March 2014 at Strategic Environment, Planning and

Transport Committee. The document builds on the achievements of the 2008 Cycling Strategy, and sets out the overall ambition of encouraging more people to choose cycling as a way of getting around. This includes aiming for 2,300 additional cycle trips every day by April 2015, and doubling the percentage of people cycling to work. This will be achieved through the delivery of various cycle improvements, including the new pedestrian and cycle bridge, initiatives supporting new or infrequent cyclists such as cycle training and hosting community workshops in neighbourhoods to better understand the issues experienced by communities when travelling locally.

4. THE PROPOSAL

- 4.1 The workshop meeting of the Cycle Forum held on 21st January 2015 was chaired by Councillor Page. The Forum was also attended by Councillor Tickner, Reading Borough Council Officers and representatives of various local cycling groups. The notes of the meeting are attached.

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 None.

NOTES OF THE CYCLING TOWN CENTRE WORKSHOP
21st January 2015
Council Chamber, Civic Offices, Reading Borough Council

Attendees:

Representatives from Reading Cycle Campaign, including:

Adrian Lawson
Brian Morley
Richard Denny
Keith Elliot
Tanya Rebel
John Lee
Francis
Michelle

Cllr Page - RBC
Cllr Tickner - RBC
Simon Beasley - RBC
Ruth Leuillette - RBC

Cllr Page provided an introduction to the workshop & the topics of discussion are summarised below.

Broad Street

A range of views were expressed in relation to the potential future consultation cycling in Broad Street West. Some individuals expressed the view that all of Broad Street should be fully pedestrianised. Alternative views of a 'green zone' or 'blue trail' marking across the whole of the town centre, including the entire length of Broad Street were put forward. Discussion covered potential for part time cycle access, although likely to be difficult to enforce from a Police perspective. Key issue is enforcement against anti-social behaviour. Chain Street/Union Street/Riverside North would be retained as pedestrians only.

The next step would be to progress a formal consultation and a report taken to a future Traffic Management Sub Committee to seek approval to undertake the required statutory consultation process.

Signage & Access

Potential opportunities to undertake signage and access changes were raised by those attending. Officers set out the context of the limited ongoing resources, meaning that s106 and other sources of grant funding would need to be considered. Overall the aim is to provide clarity at key junctions and to work with partners such as Reading UK CIC and the BID on navigation signs / route stickers where appropriate.

The signage and access queries / suggestions that were raised for further consideration were:

- Garrard Street - westbound access in the longer term? i.e. Access from Station to West, can signage be improved and consideration be given for a dropped kerb
- Station Road - can contraflow for cyclists be considered
- Broad Street West (see note earlier)
- Friar Street East towards Town Hall - can consideration be given for 2 way cycling i.e. as a contraflow
- Blagrove Street - 2 way for cyclists - suggestion for cycle symbols on the road
- signage from bus lane on Vastern Road, eastbound as to whether cyclists can turn into Trooper Potts Way. Officers to check TRO.

The group raised the armadillos used in London as a method for accommodating cycle lanes.

The permeability of access across the town centre was felt to be important, e.g. access to Station North from Vastern Road.

The issue of cycling through the station subway was raised. A previous TM Sub report has already set out the position in relation to this matter.

A query was raised in relation to whether or not it was permitted to cycle on the ramp outside the south side of the Station & what the arrangements would be when Station Hill 3 is constructed. Clarification over cycle routes heading west from the south side of the station was requested.

It was felt that there was a lack of clarity of signage of cycle routes between Broad Street and Station.

Other signage reviews were requested at:

- Right turn out of Cheapside onto Friar Street - except cycles
- Left into Cheapside signage
- Duke Street / Star Lane junction - shared use sign can this be reviewed on Duke Street
- Top of Duke Street signage to Station
- Town Hall Square - shared use.
- The Oracle northbound to Minster Street at Yield Hall Lane access point - size of gate access
- Review sign from Yield Hall Lane to The Oracle Riverside
- Request to ask The Oracle for advanced pedestrian warnings and bigger signs to show that cycling is permitted on the south side as well as checking signage to alternative route (Mill Lane North)
- Market Place
- London Road shared use path on southern side currently only signed in one direction. Officers confirmed that it is a two way facility.

Requests for crossings / shared paths / renewal of highway markings

As there are 2 crossings on Caversham Road, can one of these be converted to a Toucan e.g. to access York Road?

When travelling from the Station, going east along Forbury Road, it was noted by the group that the pavement is underused by pedestrians. Can the path be shared use? Alternatively given the width of the carriageway, can cycle lanes in carriageway and/or shared path be considered.

It was asked if the footpath on the west side of the IDR (Forbury Road) over the Kennet when cycling to/from Watlington Street (north and southbound) could be considered to become a shared path.

A query was raised about the sensitivity of the loop detection for the cycle traffic lights at Queens Road/Watlington street -e.g. late at night.

Junction of Kings Road/King Street (bus lane), a query was raised on whether an ASL can be provided to give cyclists priority, e.g by moving the northern island or relocating the traffic signals. In the shorter term it was noted that it would be possible to review the signal timings.

As taxis stop on double yellow lines on Yield Hall bridge, this leads to blocking cycle access to/from The Oracle Riverside.

Cycle symbols worn out by Forbury Wall.

Star Lane/Richfield Avenue/Caversham Bridge - renewal of symbols requested

Caversham Bridge, clarification requested as to why shared use not on both sides. This is historical as shopkeepers objected in 1999 to the then proposal.

Can a dropped kerb to/from Queens Walk onto Oxford Road be installed.

The view was expressed that opening as many routes as possible is key, e.g. Blagrove Street through to Market Place and how contraflows can be accommodated and signed.

Contraflow requests:

- A request was made to consider the link by the Post Office in Market Place to allow eastbound cycling towards The Forbury, is contraflow possible?
- A request was made to consider contraflow in Market Place to enable northbound cycling as this is considered a preferred route to avoid Broad Street East.
- High Street contraflow.

Cycle Parking

Cycling parking in Town Centre - was observed by the group to be very full in the run up to Christmas

Can the cycle parking outside Thornton in Broad Street that is old style be replaced?

Requests for additional cycle parking at the following locations (acknowledging that not all of these are likely to be able to be accommodated):

- Adjacent to Target Junction
- Station Road
- St Mary's Butts Southern end
- Cross Street
- Magistrates Court
- Hosier Street market at rear of Broad Street Mall

Other requests

Southampton Street/Silver Street - replacing hatching with cycle lanes was requested.

Clarification requested for cycle route from Southampton Street to south side of London Road & crossing of London Road, and route from Crown Street westbound at Southampton junction.

With redevelopment of old Civic Centre area - question was raised in relation to Queens Walk/Hosier Street and request for shared use routes to be retained.

It was suggested that coloured line routes could be considered, e.g. at Paddington Station.