

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES

TO:	POLICY COMMITTEE		
DATE:	16 JANUARY 2017	AGENDA ITEM:	14
TITLE:	NATIONAL CYCLE NETWORK ROUTE 422		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	SOUTHCOTE NORCOT MINSTER
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report seeks spend approval for the new National Cycle Network route (NCN 422) Phase 1 works programme along Bath Road, funded through the LEP Growth Deal.

2. RECOMMENDED ACTION

- 2.1 That Policy Committee gives spend approval for the National Cycle Network route (NCN 422) Phase 1 works programme.

3. POLICY CONTEXT

- 3.1 The Local Transport Plan (LTP) is a statutory document setting out the Council's transport strategy and policy. Reading Borough Council's third Local Transport Plan (LTP3) for the period 2011-26 was adopted by the Council on 29 March 2011.
- 3.2 The Cycle Strategy 2014: Bridging Gaps, Overcoming Barriers & Promoting Safer Cycling, was adopted by the Council on 19 March 2014 as a sub-strategy to the Local Transport Plan. The strategy includes detailed policies regarding the design principles for delivering infrastructure and route improvements for cyclists on the public highway, as well as policies to encourage and promote cycling.
- 3.3 The NCN 422 scheme is included within the Council's Corporate Plan 2016-19 and Thames Valley Berkshire LEP's Strategic Economic Plan 2016-21.

4. THE PROPOSAL

4.1 National Cycle Network (NCN) Route 422 was granted full funding approval from the Berkshire Local Transport Body in November 2015 to the value of £4.2 million. The cross-Berkshire cycle route between Newbury and Windsor will provide an enhanced £1.2 million east-west cycle facility through Reading, linking to existing cycle routes to the north and south of the borough and directly serving schools and other local facilities/services.

4.2 The Phase 1 scheme along Bath Road from the borough boundary to Southcote Lane consists of shared-use facilities linking to three secondary schools and Prospect Park. The scheme will be delivered by our in-house DLO and existing contractors at a cost of £450,000, including:

- Localised footway resurfacing and widening, supported by the installation of shared-use tiles
- Entry treatments across minor junctions in the form of imprinting or raised tables
- Decluttering and the relocation of street furniture to maximise the effective width of the footway.
- Directional and regulatory signs, including official NCN branding.
- Improvements to formal and informal crossing facilities, including the installation of tactile paving and upgrading existing pedestrian crossing facilities to toucan crossings.

4.3 Detailed designs for Phase 2 from Southcote Lane to Watlington Street are in-progress, alongside conceptual designs for the final phase to the Reading / Wokingham boundary. Scheme and spend approval for these phases will be reported at a future meeting and are expected to be delivered by the end of March 2018.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of the new National Cycle Network route - NCN 422 outlined in this report helps to deliver the following Corporate Plan Service Priorities:

- Keeping the town clean, safe, green and active.
- Providing infrastructure to support the economy.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Statutory Consultation has been carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

6.2 Regular updates on the development of the NCN scheme have, and will continue, to be reported at Cycle Forum meetings. There are also plans to present the National Cycle Network scheme to the Older People's Working Group in February, following a request at Traffic Management Sub-Committee.

7. LEGAL IMPLICATIONS

7.1 Any traffic regulation orders will be made under the Road Traffic Regulation Act 1984.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 An Equality Impact Assessment scoping report has been carried out on the planned National Cycle Network route and reported to Traffic Management Sub-Committee.

9. FINANCIAL IMPLICATIONS

9.1 The costs associated with the design and delivery of the National Cycle Network Scheme Phase 1 will be met by LEP Growth Deal funding to the value of £400,000 and £50,000 Section 106 monies for the Bath Road Lidl development.

10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee Report, Major Transport & Highways Projects - Update reports from November 2015 onwards.

10.2 Traffic Management Sub-Committee Report, National Cycle Network Route NCN422 - Update, November 2016.

10.3 NCN 422 Phase 1 Detailed Designs: <http://www.reading.gov.uk/transport-schemes-and-projects>.