

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	10 MARCH 2016	AGENDA ITEM:	14
TITLE:	CYCLING IN BROAD STREET - CONSULTATION UPDATE		
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**1. EXECUTIVE SUMMARY**

- 1.1 Following completion of the informal consultation at the end of December 2015 on the status of cycling in Broad Street, it was agreed at the January 2016 meeting of this Sub-Committee to progress the formal Statutory Consultation on permitting cycling in Broad Street west (cycling is already permitted in Broad Street east).
- 1.2 The Statutory Consultation commenced on 18<sup>th</sup> February 2016 for a period of 21 days. Notices were placed on street in Broad Street informing of the consultation, alongside promotion via the RBC website and social media platforms.
- 1.3 Appendix 1 - Broad Street location plan

**2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee note the report.
- 2.2 That the Sub-Committee consider the results of the statutory consultation.

### 3. POLICY CONTEXT

- 3.1 The provision of movement restrictions and associated criteria is specified within existing Reading Borough Council Traffic Management Policies and Standards.

### 4. THE PROPOSAL

#### Background

- 4.1 In the early 1990's, Broad Street was initially partially pedestrianised resulting in the introduction of a cycling ban between the West Street/St Marys Butts Junction and Queen Victoria Street.
- 4.2 When the full length of Broad Street was pedestrianised in 2000, the existing cycle links on Broad Street East were retained to allow access via Cross Street and Queen Victoria Street to the north of the Town Centre. However, the existing moving traffic restrictions in Broad Street West remained, including the cycling ban.
- 4.3 The current prohibition of cycling in Broad Street West is supported by the existing pedestrian zone restrictions at the Queen Victoria Street/Broad Street junction. This part of the pedestrian zone includes a "No Vehicles" restriction and pedal cycles are included within this restriction type.
- 4.4 Enforcement of the current cycling ban in Broad Street West is the responsibility of the Police. Unfortunately, enforcement action has historically been difficult due to the current layout and inconsistent cycling message.
- 4.5 At the November 2015 meeting of this Sub-Committee, a report was submitted requesting approval to complete a consultation on permitting cycling for the entire length of Broad Street.
- 4.6 Members of the Sub-Committee reviewed the report, and decided that an informal consultation should take place first before any Statutory Consultation can commence. The members of the Sub-Committee agreed that the informal consultation should focus on three questions which were:-
- 1) *I support cycling along the whole length of Broad Street*
  - 2) *I support a ban of cycling along the whole length of Broad Street*
  - 3) *No change to the current system*
- 4.7 The Consultation started on Monday 9th November 2015, running until 31<sup>st</sup> December 2015. The consultation was available on the Council website, or written feedback was welcomed for those with no internet access

4.8 The results of the consultation was as follows:-

Total number of responses - 1283 (6 in written response)

- 1) Support whole length - 796 (62%)
- 2) Ban whole length - 448 (35%)
- 3) No change - 39 (3%)

4.9 At the January 2016 meeting of this Sub-Committee, the informal consultation results were presented, and members agreed to proceed to Statutory Consultation on permitting cycling for the whole length of Broad Street.

4.10 The Statutory Consultation commenced on 18<sup>th</sup> February 2016 for a period of 21 days until 10<sup>th</sup> March 2016. Consultation notices were placed on lamp columns in Broad Street, alongside promotion of the proposals on the Council Website and Social Media.

4.11 A further report detailing the results of the Statutory Consultation and recommended next steps will be presented on the night of this meeting.

## 5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The delivery of the projects outlined in this report help 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 The proposals have been and will continue to be communicated to the local community through the informal consultation, the Statutory Consultation process, Council Meetings and forums.

## 7. LEGAL IMPLICATIONS

7.1 Any proposals for movement restrictions are advertised 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.

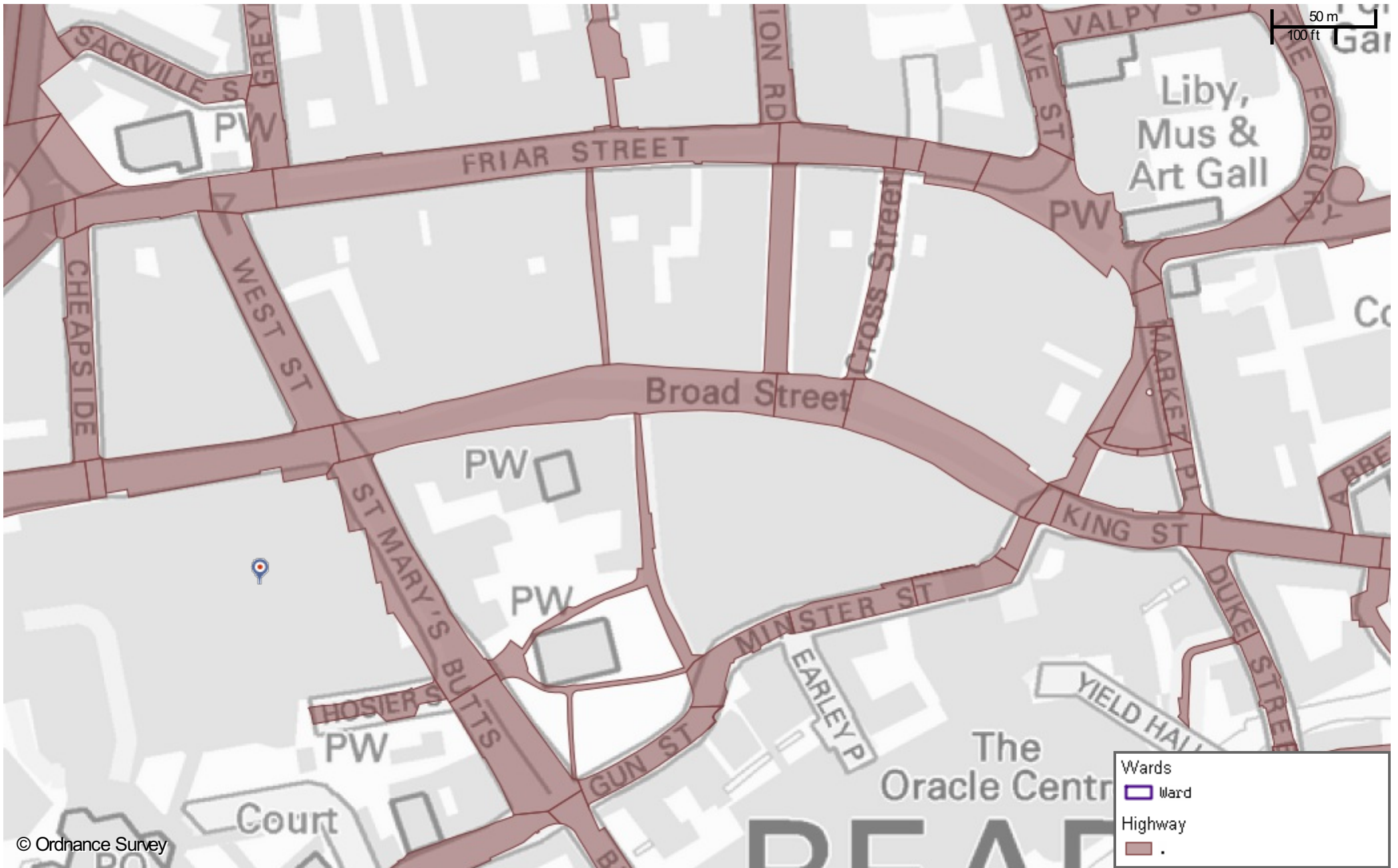
8.2 A full EqIA has been completed and was reported to the January 2016 meeting of this Sub-Committee.

## 9. FINANCIAL IMPLICATIONS

9.1 The proposals will be funded from existing Transport budgets

## 10. BACKGROUND PAPERS

10.1 Traffic Management Sub-Committee reports - November 2015 & January 2016.



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