

**READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT & NEIGHBOURHOOD SERVICES**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>3 NOVEMBER 2016</b>	<b>AGENDA ITEM:</b>	<b>16</b>
<b>TITLE:</b>	<b>NATIONAL CYCLE NETWORK ROUTE 422 - UPDATE</b>		
<b>LEAD COUNCILLOR:</b>	<b>COUNCILLOR TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING &amp; TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION AND STREETCARE</b>	<b>WARDS:</b>	<b>SOUTHCOTE NORCOT MINSTER</b>
<b>LEAD OFFICER:</b>	<b>EMMA BAKER</b>	<b>TEL:</b>	<b>0118 937 4881</b>
<b>JOB TITLE:</b>	<b>SENIOR TRANSPORT PLANNER</b>	<b>E-MAIL:</b>	<b>EMMA.BAKER@READING.GOV.UK</b>

**1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report outlines progress in developing a new National Cycle Network route funded through the LEP Growth Deal, connecting Newbury to Windsor via Reading, Wokingham and Bracknell and seeks scheme approval for the construction of Phase 1 consisting of shared-use facilities along Bath Road.
- 1.2 Appendix 1 - Kerb realignment works near New Lane Hill
- 1.3 Appendix 2 - Junction design for raised table at Honey End Lane / Bath Road
- 1.4 Appendix 3 - Junction design for raised table at Southcote Road / Bath Road
- 1.5 Appendix 4 - Equality Impact Assessment Scoping Report

**2. RECOMMENDED ACTION**

- 2.1 That the Sub-Committee note the report.
- 2.2 That the Sub-Committee gives scheme and spend approval for Phase 1 of the NCN 422 scheme.
- 2.3 That in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out a statutory consultation and advertise the proposed raised tables at the junctions of Southcote Road / Bath Road and Honey End Lane / Bath Road shown in Appendix 2 and 3 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.4 That subject to no objections received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order.

2.5 That any objections received following the statutory consultation be reported to a future meeting of the Sub-Committee.

### 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. The cross-Berkshire cycle route between Newbury and Windsor will provide an enhanced 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.

#### PHASE 1 - BATH ROAD BOROUGH BOUNDARY TO SOUTHCOTE LANE

- 4.2 Detailed design work for Phase 1 along Bath Road from the borough boundary to Southcote Lane is complete, including stage 1 and 2 road safety audits which resulted in some adjustments to the proposed scheme. The £400,000 shared-use scheme, which will be delivered by our in-house DLO and existing contractors, mainly consists of a 2.5 metre wide facility along the northern footway. Entry treatments will be used at minor junctions in the form of imprinting, previously used at the Church Street / Prospect Street junction. Shared-use tiles installed along London Road will also be used throughout, complimenting regulatory shared-use signs and official NCN branding. Traffic management will be in place to reduce any disruption to the A4 corridor and on-carriageway works carried out off-peak where possible.
- 4.3 The existing footway between the borough boundary and New Lane Hill will be widened by approximately 1.7 metres to 2.5 metres, achieved through kerb realignment illustrated in Appendix 1 and complimented by an entry treatment across New Lane Hill. The existing pedestrian refuge island and bus stop will be relocated to the east of New Lane Hill as part of Section 278 works for the Lidl development. Further investigations are also being carried out along this stretch to assess the strength of a privately-owned retaining wall parallel to the public highway.
- 4.4 Morlands Avenue to Honey End Lane will consist of entry treatments across three junctions, including accesses to/from the petrol station as well as

Advanced Stop Lines at the Burghfield Road junction. The removal of existing segregated facilities between Morlands Avenue and Honey End Lane are included to ensure consistency throughout the route. A raised table on the approach to Bath Road from Honey End Lane, included in Appendix 2, and informal crossing facility linking to Frogmore Way will enhance wider pedestrian/cycle routes.

- 4.5 Honey End Lane to approximately 40 metres east of the bus shelter will benefit from localised resurfacing and widening through the removal of existing guard railing and grass verge. Street furniture will be relocated to the back of the footway, including a number of lamp columns, to increase the effective width of the shared-use facility. Pedestrian crossings near Circuit Lane and on all arms of the Bath Road / Liebenrood Road junction will be upgraded to toucan crossings, linking directly to The Wren School and Blessed Hugh Faringdon via shared-use facilities on the southern footway.
- 4.6 Existing paving tiles from Parkside Road to Southcote Road will be replaced with asphalt reducing future maintenance and providing a smooth surface. A raised table with imprinting will be constructed across Southcote Road as set out in Appendix 3 and the existing pedestrian crossing upgraded to a toucan.
- 4.7 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 approval for these phases will be reported at a future meeting and are expected to be constructed by the end of 2017/18.

## **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 will be 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.

## **7. LEGAL IMPLICATIONS**

- 7.1 Any resultant traffic regulation order 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.

7.2 An Equality Impact Assessment scoping report has been carried out on the planned National Cycle Network. The report concluded that the proposals do not have a direct impact on any groups with protected characteristics.

## 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 for £400,000 and £50,000 Section 106 monies for the Bath Road Lidl development. These works will be largely undertaken by our in-house DLO alongside other existing contractors.

9.2 The pedestrian refuge island and bus stop to the east of the borough boundary will be relocated as part of planning permission granted by West Berkshire Planning Authority for the Lidl development. The design has been agreed as part of their S278 / 38 Agreement for Highway Works.

## 10. BACKGROUND PAPERS

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

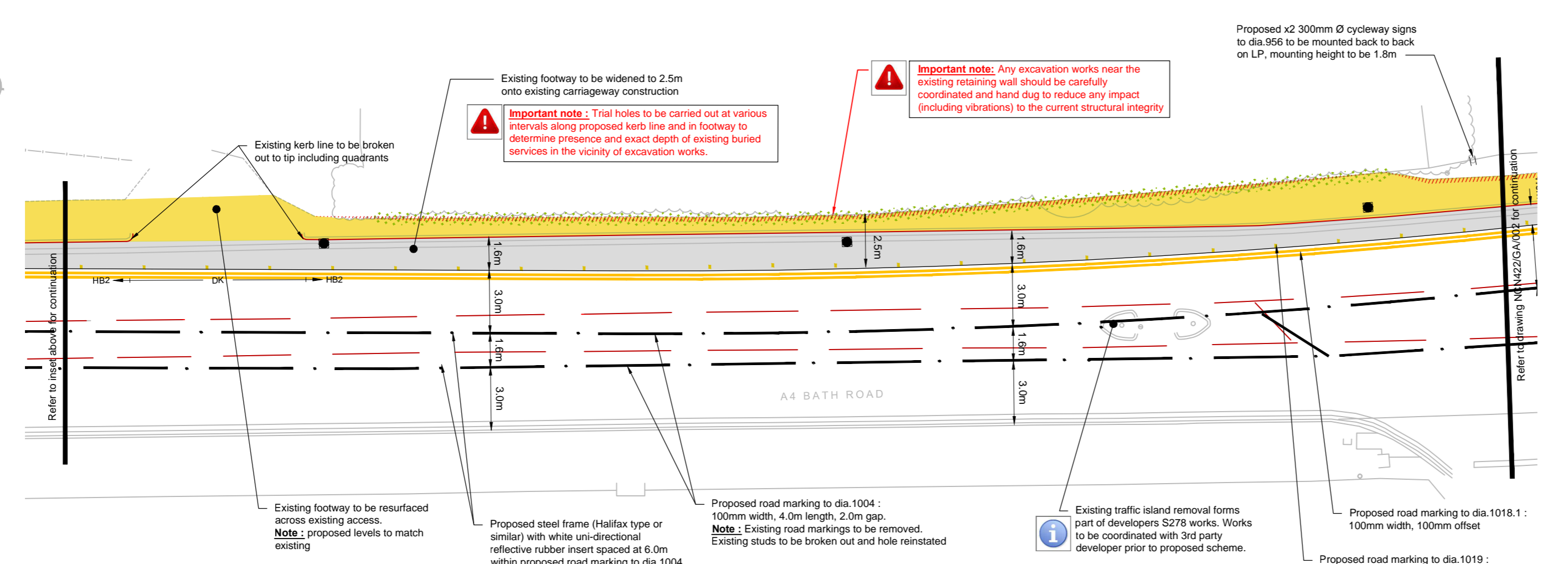
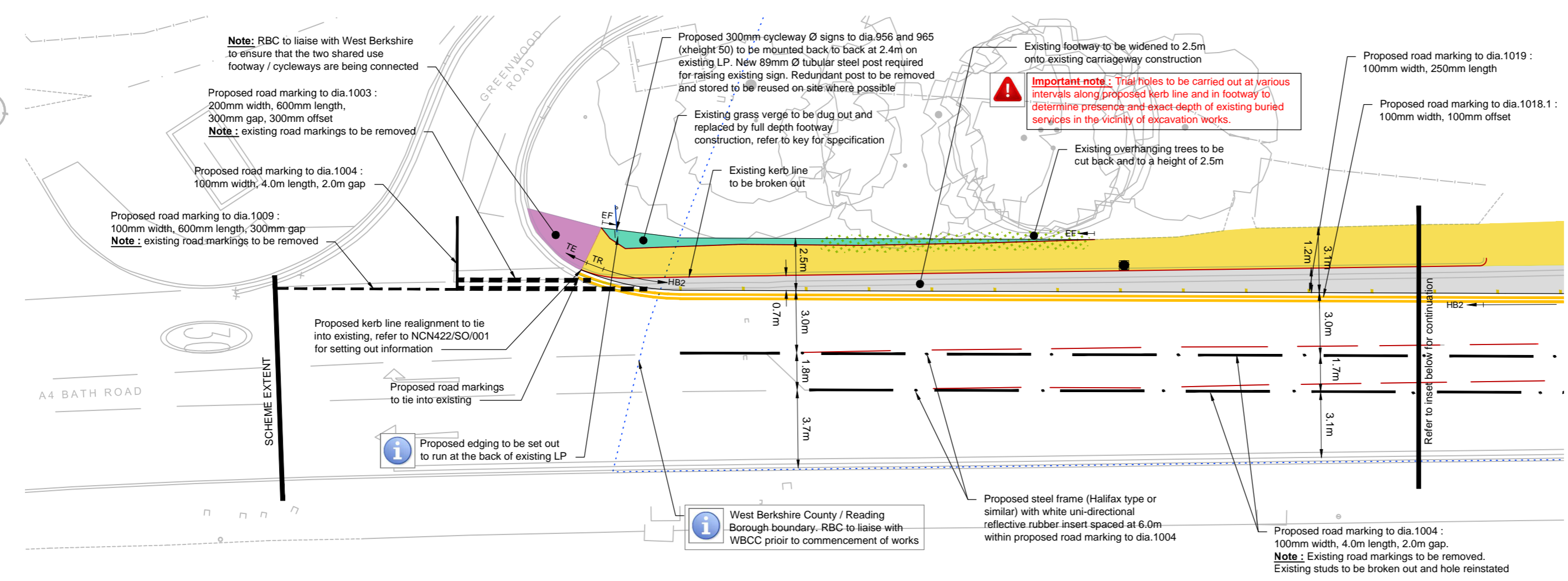
10.2 NCN 422 Phase 1 Detailed Designs: <http://www.reading.gov.uk/transport-schemes-and-projects>.

DO NOT SCALE

- Key**
- Items to be removed / broken out and tipped from site
  - Items to be relocated as specified
  - ▨ Area extent of vegetation to be cleared (including hedges & trees) up to 2.5m height
  - ▨ Siding on existing footway/cycleway to be carried out
  - HB Proposed full height kerb, refer to RBC standard detail SD/1101
  - TR Proposed transition kerb using a HB2 kerb to tie in to existing/proposed kerb line, refer to RBC standard detail SD/1101
  - DK Proposed dropped kerb with transitions using a HB2 transition and BN kerb with 0-6 upstand, refer to RBC standard detail SD/1101
  - EF Proposed precast concrete edging kerb
  - TE Tie into existing kerb line
  - Existing footway construction to be overlaid to a varying depth. Proposed footway construction shall be:
    - varying depth of 60mm size dense asphalt concrete
    - Refer to RBC standard detail SD/1105
  - Existing footway construction to be broken out to a depth of 20mm (up to 80mm if required) and shall be prepared for an in-lay including an application of a weed killer. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - Refer to RBC standard detail SD/1105
  - Existing surface to be dug out to a depth of 230mm. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - 150mm of Type 1 sub-base material.
    - Refer to RBC standard detail SD/1105
    - Note : standard geotextile to be laid underneath footway construction, Terram T1000 or similar where new construction was previously verge
  - Existing carriageway surfacing to be overlaid with footway construction. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 105mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - Refer to RBC standard detail SD/1105
  - Road marking to TSRGD specification (white screed)
  - Road marking to TSRGD specification (yellow screed)
  - Concrete shared use cycle route "Paragon" tile (450 x 450mm), refer to standard detail NCN422/SD/001. Tile to be located centrally on the footway/cycleway and not across vehicular accesses's.

- Notes**
1. All dimensions are in metres unless otherwise stated.
  2. This drawing should be read in conjunction with all other relevant engineering details, drawings & specifications.
  3. Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
  4. All works are to be in accordance with Reading Borough Council specifications and standard details.
  5. Contractor to establish all utility and drainage locations and coordinate safe working procedures before any excavation works take place.
  6. Where applicable, existing manhole covers and utility covers are to be adjusted to new surfacing levels before the final surfacing takes place.
  7. The works shall be programmed to ensure a clear footway is available for pedestrians throughout the works on or another side of the carriageway.
  8. All traffic management arrangements to be carried out in accordance with Traffic Signs Manual Chapter 8.
  9. All setting out on site to be agreed with Engineer.
  10. Diagram numbers refer to "Traffic Signs Regulations and General Directions 2016".
  11. Mounting heights of all signs to be
    - footway 2.1m
    - cycleways 2.4m
    - verges and non-pedestrian areas as directed by the Engineer (normally) 1.8m.
 If above mounting heights are not achievable due to practical reasons on site, contact the Engineer for further clarification.
  12. All signs and street furniture to have a minimal lateral clearance of 450mm from all kerb faces.
  13. All non-illuminated signs and supplementary plates to be retroreflective class RA2 material.

**Important note:** Presence of existing services within vicinity of excavation works, including SSE HV&LV, BT, Virgin Media, SGN, JSM/Zayo. Refer to stats information provided. Proposed design developed without trial holes information. RBC to carry out necessary investigation works.



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REV	DATE	BY	DESCRIPTION	CHK	APD
B	07.10.2016	OB	MINOR AMMENDMENTS FROM RSA 1&2 COMMENTS	TRA	NW
A	05.09.2016	OB	ISSUED	TRA	NW

DRAWING STATUS: **FOR TECHNICAL APPROVAL**



CLIENT: **READING BOROUGH COUNCIL**

ARCHITECT:

PROJECT: **A4 BATH ROAD CYCLE ROUTE IMPROVEMENT**  
**READING**

TITLE: **PHASE 1**  
**GENERAL ARRANGEMENT**  
**SHEET 1 OF 8**

SCALE @ A2: 1:200	CHECKED: TRA	APPROVED: NW
CAD FILE: NCN422_GA_001	DESIGN-DRAWN: OB	DATE: September 2016
PROJECT No: NCN422	DRAWING No: NCN422/GA/001	REV: B

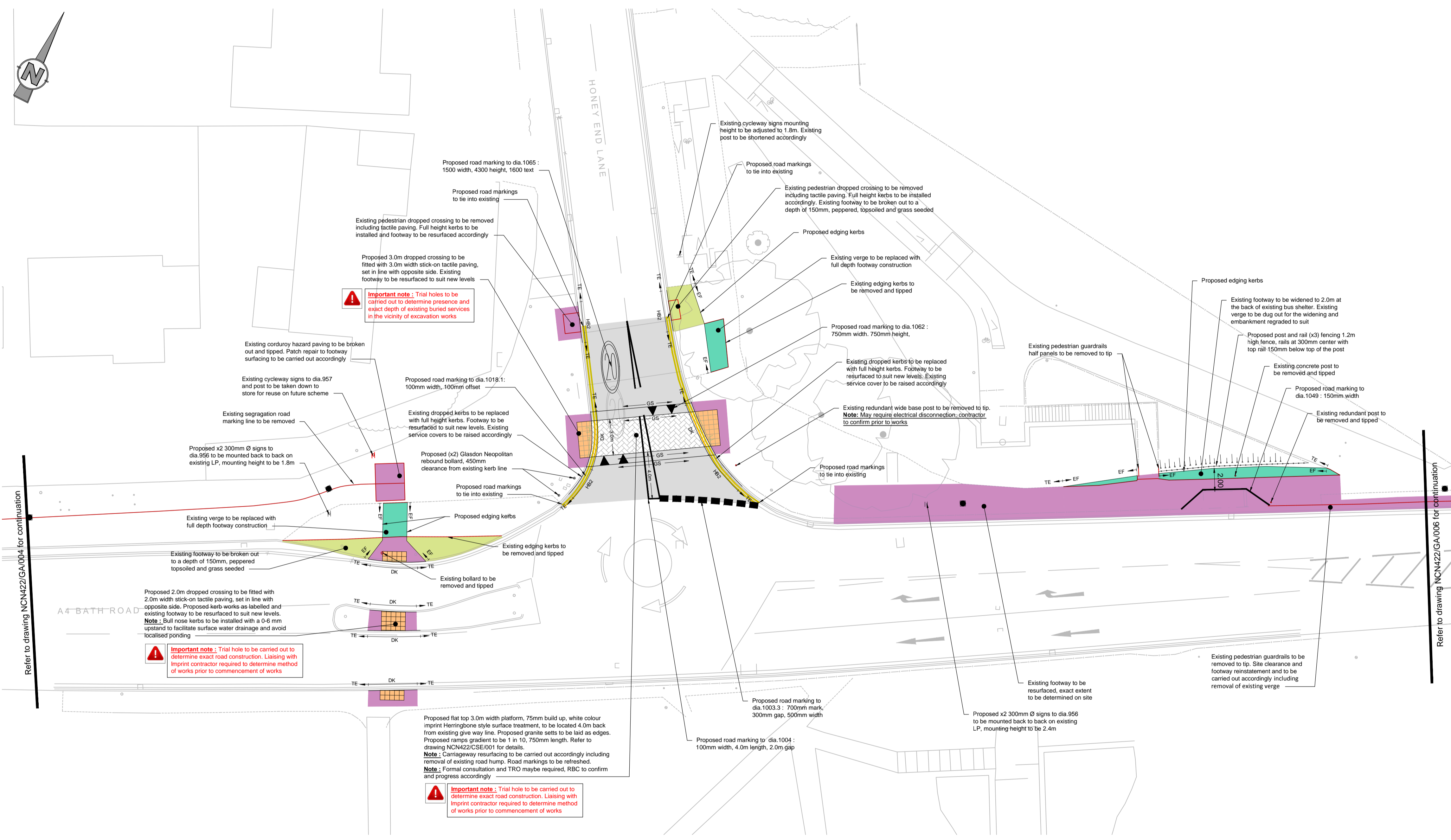


DO NOT SCALE

- Key**
- Existing kerb line / edgings to be broken out and tipped from site
  - Items to be removed and tipped from site
  - Area extent of vegetation to be cleared (including hedges & trees) up to 2.5m height
  - Proposed full height kerb, refer to RBC standard detail SD/1101
  - Proposed dropped kerb with transitions using a H&B transition and BN kerb with 0-6 upstand, refer to RBC standard detail SD/1101
  - Proposed 100mm x 200mm granite sett, refer to RBC standard detail SD/1101
  - Proposed precast concrete edging kerb
  - Tie into existing kerb line
  - Proposed 5mm thick 400mm x 400mm flags buff colour stick-on tactile paving from JA Tactile System or similar
  - Existing surface to be dug out to a depth of 230mm. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - 150mm of Type 1 sub-base material.
 Refer to standard detail SD/1105  
 Note: standard geotextile to be laid underneath footway construction, Terram T1000 or similar.
  - Existing footway construction to be broken out to a depth of 20mm (up to 80mm if required) and shall be prepared for an in-lay including an application of a weed killer. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
 Refer to RBC standard detail SD/1105
  - Proposed area to be broken out to a depth of 150mm, peppered and backfilled with topsoil to original depth, regraded to suit proposed levels and grass seeded
  - Cold mill by planing to 40mm depth and inlay with:
    - 40mm thick thin surface course system to clause 942, site category Q/R, stress level 3, texture depth of 1.5mm maximum AAV 12 and minimum PSV 65.
 Note: Reading Borough Council to confirm above specification prior to laying.
  - Proposed white colour Herringbone pattern imprint surface treatment to the following specifications: Ensis-Flint 'DuraTherm' perforated thermoplastic material inlay into imprinted asphalt laid to supplier's specifications.
  - Road marking to TSRGD specification (white screened)
  - Road marking to TSRGD specification (yellow screened)
  - Concrete shared use cycle route "Paragon" tile (450 x 450mm), refer to standard detail NCN422/SD/001. Tie to be located centrally on the footway/cycleway and not across vehicular accesses
  - Proposed Gladson Neopollan™ 150 Bollard, in rebound material, black with 1x150mm white stripe, below ground fixing or similar as approved by RBC

- Notes**
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  9. All setting out on site to be agreed with Engineer.
  10. Diagram numbers refer to "Traffic Signs Regulations and General Directions 2016".
  11. Mounting heights of all signs to be:
    - footway 2.1m
    - cycleways 2.4m
    - verges and non-pedestrian areas as directed by the Engineer (normally) 1.8m.
 If above mounting heights are not achievable due to practical reasons on site, contact the Engineer for further clarification.
  12. All signs and street furniture to have a minimal lateral clearance of 450mm from all kerb faces.
  13. All non-illuminated signs and supplementary plates to be retroreflective class RA2 material.

**Important note:**  
 Presence of existing services within vicinity of excavation works, including SSE HV&LV, BT, Virgin Media, SGN, JSM/Zayo. Refer to stats information provided. Proposed design developed without trial holes information. RBC to carry out necessary investigation works.



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REV	DATE	BY	DESCRIPTION	CHK	APD
B	11.10.2016	OB	MINOR AMENDMENTS FROM RSA 1&2 COMMENTS	FEA	NW
A	07.10.2016	OB	FIRST ISSUE	FEA	NW

DRAWING STATUS: FOR TECHNICAL APPROVAL

**Reading Borough Council**  
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CLIENT:	READING BOROUGH COUNCIL
ARCHITECT:	

PROJECT:	A4 BATH ROAD CYCLE ROUTE IMPROVEMENT
TITLE:	PHASE 1 GENERAL ARRANGEMENT SHEET 5 OF 8

SCALE @ A1:	1:200	CHECKED:	TRA	APPROVED:	NW
CAD FILE:	NCN422_GA_005	DESIGN-DRAWN:	OB	DATE:	September 2016
PROJECT No:	NCN422	DRAWING No:	NCNC422/GA/005	REV:	B

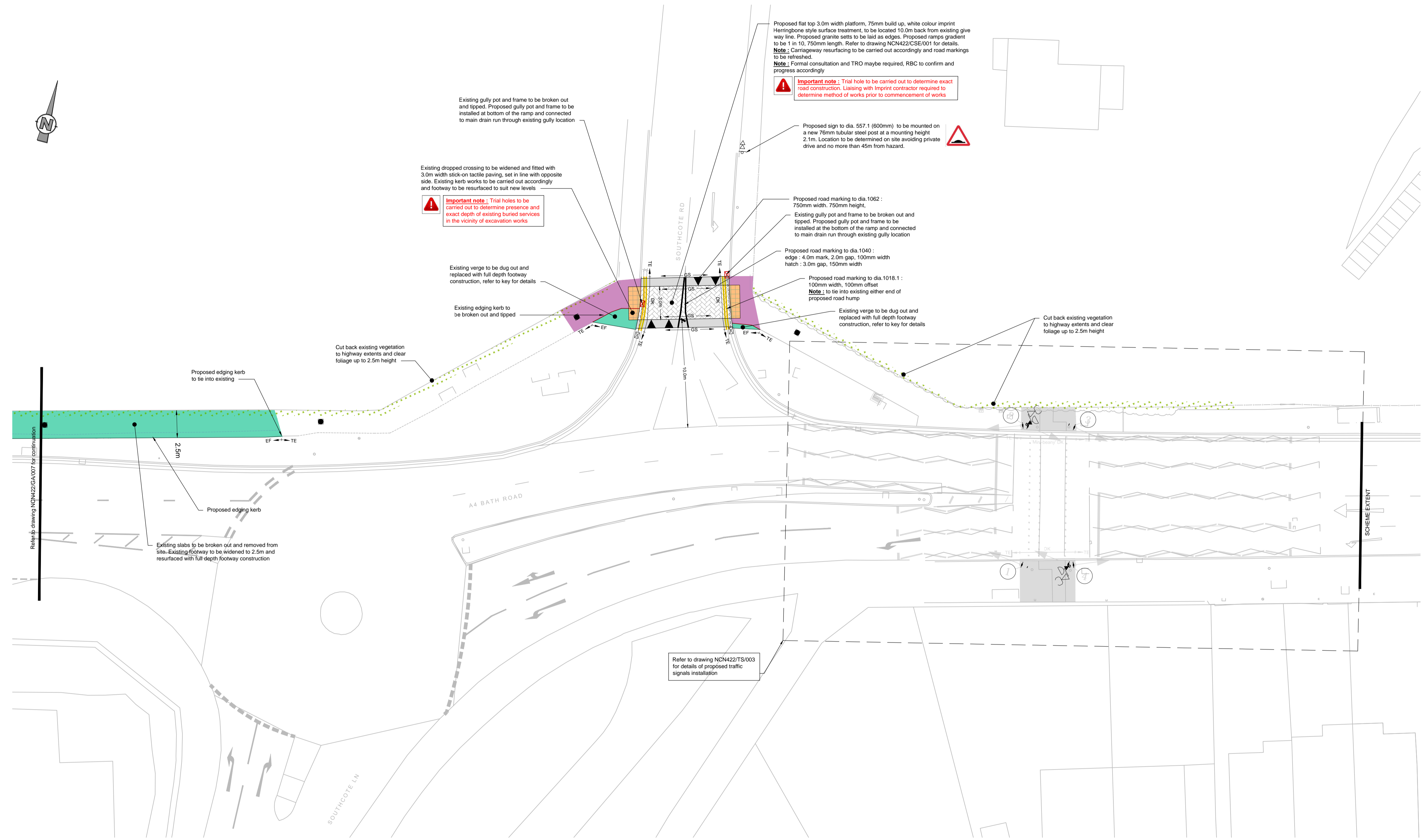


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- Existing kerb line / edgings to be broken out and tipped from site
  - Items to be removed and tipped from site
  - Area extent of vegetation to be cleared (including hedges & trees) up to 2.5m height
  - Proposed dropped kerb with transitions using a HB2 transition and BN kerb with 0-6 upstand, refer to RBC standard detail SD/1101
  - Proposed 100mm x 200mm granite sett, refer to RBC standard detail SD/1101
  - Proposed precast concrete edging kerb
  - Tie into existing kerb line
  - Proposed 5mm thick 400mm x 400mm flags buff colour stick-on tactile paving from JA Tactile System or similar
  - Existing surface to be dug out to a depth of 230mm. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
    - 150mm of Type 1 sub-base material.
 Refer to standard detail SD/1105  
 Note: standard geotextile to be laid underneath footway construction, Terram T1000 or similar
  - Existing footway construction to be broken out to a depth of 20mm (up to 80mm if required) and shall be prepared for an in-lay including an application of a weed killer. Proposed footway construction shall be:
    - 20mm of 60mm size dense asphalt concrete
    - 60mm of 20mm size asphalt concrete dense binder course (20 nominal size)
 Refer to RBC standard detail SD/1105
  - Proposed white colour Herringbone pattern imprint surface treatment to the following specifications: Ennis First 'DuraTherm' preformed thermoplastic material inlay into imprinted asphalt laid to supplier's specifications.
  - Proposed Carriageway construction build up with:
    - 75mm thick this surface course system to clause 942, site category Q/R, stress level 3, texture depth of 1.5mm maximum AAV 12 and minimum PSV 65.
 Note: Reading Borough Council to confirm above specification prior to laying.
  - Road marking to TSRGD specification (white screed)
  - Road marking to TSRGD specification (yellow screed)
  - Concrete shared use cycle route 'Paragon' tile (450 x 450mm), refer to standard detail NCN422/SD/001. Tile to be located centrally on the footway/cycleway and not across vehicular accesses's.
  - Proposed gully, gully frame and pot connected via 150mm Ø drainage pipe, refer to RBC standard detail 1597/SD/004

- Notes**
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  2. This drawing should be read in conjunction with all other relevant engineering details, drawings & specifications.
  3. Any discrepancies should be reported to the design engineer immediately, so that clarification can be sought prior to the commencement of works.
  4. All works are to be in accordance with Reading Borough Council specifications and standard details.
  5. Contractor to establish all utility and drainage locations and coordinate safe working procedures before any excavation works take place.
  6. Where applicable, existing manhole covers and utility covers are to be adjusted to new surfacing levels before the final surfacing takes place.
  7. The works shall be programmed to ensure a clear footway is available for pedestrians throughout the works on or another side of the carriageway.
  8. All traffic management arrangements to be carried out in accordance with Traffic Signs Manual Chapter 8.
  9. All setting out on site to be agreed with Engineer.
  10. Diagram numbers refer to "Traffic Signs Regulations and General Directions 2016".
  11. Mounting heights of all signs to be
    - footway 2.1m
    - cycleways 2.4m
    - verges and non-pedestrian areas as directed by the Engineer (normally) 1.8m.
 If above mounting heights are not achievable due to practical reasons on site, contact the Engineer for further clarification.
  12. All signs and street furniture to have a minimal lateral clearance of 450mm from all kerb faces.
  13. All non-illuminated signs and supplementary plates to be retroreflective class RA2 material.

**Important note:**  
 Presence of existing services within vicinity of excavation works, including SSE HV&LV, BT, Virgin Media, SGN, JSM/Zayo. Refer to stats information provided.  
 Proposed design developed without trial holes information. RBC to carry out necessary investigation works.



Existing gully pot and frame to be broken out and tipped. Proposed gully pot and frame to be installed at bottom of the ramp and connected to main drain run through existing gully location

Existing dropped crossing to be widened and fitted with 3.0m width slick-on tactile paving, set in line with opposite side. Existing kerb works to be carried out accordingly and footway to be resurfaced to suit new levels

**Important note:** Trial holes to be carried out to determine presence and exact depth of existing buried services in the vicinity of excavation works

Proposed flat top 3.0m width platform, 75mm build up, white colour imprint Herringbone style surface treatment, to be located 10.0m back from existing gully way line. Proposed granite setts to be laid as edging. Proposed ramp gradient to be 1 in 10, 750mm length. Refer to drawing NCN422/CSE/001 for details.  
 Note: Carriageway resurfacing to be carried out accordingly and road markings to be refreshed.  
 Note: Formal consultation and TRO maybe required, RBC to confirm and progress accordingly

**Important note:** Trial hole to be carried out to determine exact road construction. Liaising with Impent contractor required to determine method of works prior to commencement of works.

Proposed sign to dia. 557.1 (600mm) to be mounted on a new 76mm tubular steel post at a mounting height 2.1m. Location to be determined on site avoiding private drive and no more than 45m from hazard.

Proposed road marking to dia. 1062 : 750mm width, 750mm height.

Existing gully pot and frame to be broken out and tipped. Proposed gully pot and frame to be installed at the bottom of the ramp and connected to main drain run through existing gully location

Proposed road marking to dia. 1040 : edge : 4.0m mark, 2.0m gap, 100mm width hatch : 3.0m gap, 150mm width

Proposed road marking to dia. 1018.1 : 100mm width, 100mm offset  
 Note: to tie into existing either end of proposed road hump

Existing verge to be dug out and replaced with full depth footway construction, refer to key for details

Out back existing vegetation to highway extents and clear foliage up to 2.5m height

Out back existing vegetation to highway extents and clear foliage up to 2.5m height

Proposed edging kerb to tie into existing

Proposed edging kerb

Existing slabs to be broken out and removed from site. Existing footway to be widened to 2.5m and resurfaced with full depth footway construction

Refer to drawing NCN422/TSI/003 for details of proposed traffic signals installation

\\WDC-PP2\DATA\ENG\WORKINGHAM\HIGHWAY\ALLIANCE\TRAFFIC MANAGEMENT\201617\_PROGRAMME\MAJOR\_SCHEMES\NCN422\DRAWINGS\AUTOCAD\GA\_GENERAL\_ARRANGEMENT\NCN422\_GA\_008.DWG\_07/10/2016\_15:10:12\_Oliver\_Baron

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	07.10.2016	OB	MINOR AMENDMENTS FROM RSA 1&2 COMMENTS	TEA	NW
A	06.09.2016	OB	FIRST ISSUE	OB	TEA

DRAWING STATUS: FOR TECHNICAL APPROVAL

**Reading Borough Council**  
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CLIENT: READING BOROUGH COUNCIL  
 ARCHITECT:

PROJECT: A4 BATH ROAD CYCLE ROUTE IMPROVEMENT  
 READING  
 TITLE: PHASE 1  
 GENERAL ARRANGEMENT  
 SHEET 8 OF 8

SCALE @ A1: 1:200	CHECKED: TRA	APPROVED: NW
CAD FILE: NCN422_GA_008	DESIGN-DRAWN: OB	DATE: September 2016
PROJECT No: NCN422	DRAWING No: NCN422/GA/008	REV: B



**Provide basic details**

**Name of proposal/activity/policy to be assessed**

Implementation of National Cycle Network Route Phase 1

**Directorate:** ~~Children, Education & Early Help Services / Adult Care & Health Services / DENS / CSS (delete as appropriate)~~

**Service:** Transportation & Streetcare

**Name and job title of person doing the assessment**

**Name:** Emma Baker

**Job Title:** Senior Transport Planner

**Date of assessment:** October 2016

**Scope your proposal**

**What is the aim of your policy or new service/what changes are you proposing?**

The National Cycle Network Route - NCN 422 consists of a cross-Berkshire cycle route between Newbury and Windsor providing an enhanced east-west cycle facility through Reading. The enhanced facility will encourage walking and cycling by improving connectivity to existing cycle routes linking to residential areas in the north and south of the borough and directly serve local facilities/services, including three secondary schools.

This EqlA scoping report specifically relates to the proposed Phase 1 programme along Bath Road from Greenwood Road (borough boundary) to approximately 25 metres east of Southcote Road. The overall Phase 1 programme aims to convert existing footway space to shared-use by extending existing facilities along the northern footway, creating a continuous off-carriageway route from Calcot to Southcote Road. Facilities will be complimented with localised footway widening, pedestrian crossing upgrades, tactile paving and entry treatments at junctions, including the construction of two raised tables.

Further proposals linking the Phase 1 route to the town centre will be considered as part of future phases.

**Who will benefit from this proposal and how?**

Residents and visitors will benefit from improved pedestrian and cycle facilities connecting to a range of local facilities and services as part of the Phase 1 programme along Bath Road and other key destinations, including the town centre, business parks, the hospital and university as part of future phases and wider connections.

**What outcomes does the change aim to achieve and for whom?**



Phase 1 will provide an off-carriageway cycle facility along the A4 corridor between Calcot and Southcote Road where there are currently limited or no existing cycle facilities. The enhanced facilities are likely to be used by new or less confident cyclists making local journeys, including children travelling to school with parents/guardians or independently to local secondary schools.

Pedestrians will also benefit from the National Cycle Network scheme, including improved crossing facilities complimented with tactile paving, decluttering and relocating existing street furniture and upgrading existing footways to ensure they are of a sufficient width to accommodate shared-use.

### **Who are the main stakeholders and what do they want?**

The main stakeholders include residents and visitors who already walk or cycle along this busy corridor or would consider doing so if facilities were improved.

Feedback submitted through consultations seeking the views of people living, working or visiting Reading on a range of transport proposals highlights the need to improve cycle infrastructure that meets the needs of a range of cyclists. These proposals have been developed in line with design principles and policies detailed in the Cycling Strategy 2014, which included a three month consultation period, including those on shared-use facilities.

## **Assess whether an EqlA is Relevant**

How does your proposal relate to eliminating discrimination; promoting equality of opportunity; promoting good community relations?

Do you have evidence or reason to believe that some (racial, disability, gender, sexuality, age and religious belief) groups may be affected differently than others? (Think about your monitoring information, research, national data/reports etc.)

~~Yes~~ / No (delete as appropriate)

Is there already public concern about potentially discriminatory practices/impact or could there be? Think about your complaints, consultation, and feedback.

~~Yes~~ / No (delete as appropriate)

If the answer is **Yes** to any of the above you need to do an Equality Impact Assessment.

If No you **MUST** complete this statement

An Equality Impact Assessment is not relevant because the proposals seek to enhance the local transport environment for all users undertaking local journeys, particularly pedestrians and cyclists.

A statutory consultation will be carried out for the construction of raised tables at Honey End Lane/Bath Road and Southcote Road/Bath Road as outlined in the supporting Traffic Management Sub-Committee Report dated 3 November 2016.

Signed (completing officer) Emma Baker

Date October 2016

Signed (Lead Officer) Emma Baker

Date October 2016