

## READING BOROUGH COUNCIL

### REPORT BY EXECUTIVE DIRECTOR FOR ECONOMIC GROWTH & NEIGHBOURHOOD SERVICES

<b>TO:</b>	TRAFFIC MANAGEMENT SUB-COMMITTEE		
<b>DATE:</b>	10 NOVEMBER 2022	<b>AGENDA ITEM:</b>	
<b>TITLE:</b>	CYCLE FORUM - NOTES		
<b>LEAD COUNCILLOR:</b>	TONY PAGE	<b>PORTFOLIO:</b>	STRATEGIC ENVIRONMENT, PLANNING & TRANSPORT BOROUGHWIDE
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#### 1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to inform Members of the discussions and actions from the Cycle Forum held in August 2022.
- 1.2 The Cycle Forum meeting note from 2<sup>nd</sup> August 2022 is appended.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub Committee notes the attached minutes from the Cycle Forum held on 2<sup>nd</sup> August 2022.

#### 3. POLICY CONTEXT

- 3.1 The Council's Corporate Plan supports the delivery of new transport infrastructure in order to manage levels of congestion, improve air quality and reduce carbon emissions, whilst enabling the economic recovery and planned levels of growth in the borough and wider urban area. The Council's approved Capital Programme provides capital funding of over £40m for the projects listed in this report. Funding is provided from grants received from the Local Enterprise Partnership (LEP) and Central Government, developer contributions (Section 106 and Community Infrastructure Levy (CIL) contributions), investment from Network Rail and GWR, and Council borrowing.

- 3.2 The Council's current Local Transport Plan (LTP) sets out its transport strategy for Reading up to 2026. Consultation on a new LTP was undertaken from 4th May to 30th August 2020. The new strategy is being developed to help achieve wider objectives including the Reading 2050 Vision, the Climate Emergency and improved air quality, and to be aligned with other Council strategies including the new Local Plan and Health & Wellbeing Strategy. However, given the impacts arising from Covid-19 and the potential for significant changes in travel patterns which will require at least a year to understand, further monitoring is currently being undertaken to understand these changes to ensure the new LTP is updated with the latest information before being finalised.
- 3.3 Whilst the LTP sets the context and overarching vision for future transport provision in Reading, sub-strategies provide more detailed implementation plans for specific topics. These form the basis for preparing funding proposals to deliver key elements of each sub-strategy, including the Local Cycling & Walking Infrastructure Plan, Bus Service Improvement Plan and emerging Public Rights of Way Improvement Plan and Electric Vehicle Strategy.

#### 4. THE PROPOSAL

##### Current Position

- 4.1 The meeting of the Cycle Forum held on 2<sup>nd</sup> August 2022 was chaired by Councillor Paul Gittings and attended by Councillor Lanzoni, Reading Borough Council officers and representatives of various local groups and stakeholders. The notes of the meeting are attached.

##### Options Proposed

- 4.2 That the Sub Committee notes the appended minutes from the Cycle Forum meeting that was held on 2<sup>nd</sup> August 2022.

##### Other Options Considered

- 4.3 None at this time.

#### 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The delivery of the schemes outlined in this report will help to deliver the following priorities in the Council's Corporate Plan 2021/22:
- **Healthy Environment**  
The implementation of cycle facilities can remove barriers to cycling and lead to an increase in uptake of this active and healthy transport mode. This can lead to a reduction in motor-vehicle journeys, particularly short local journeys, which can be some of the most polluting, improving air quality by reducing emissions.

- **Thriving Communities**

Cycling is a lower-cost transport mode that also provides exercise. Providing cycle-prioritisation facilities and, therefore, removing some barriers that may exist toward cycling offers an appealing and beneficial transport option for our communities.

- **Inclusive Economy**

The schemes referenced in this report provide useful links between destinations and other parts of the cycle network across the borough. They make Reading an increasingly attractive place in which to cycle and visit sites of cultural significance, retail and entertainment venues and enjoy its geographical benefits (e.g. the River Thames and River Kennet).

5.2 Full details of the Council's [Corporate Plan](#) are available on the website and include information on the projects which will deliver these priorities.

5.3 The Cycle Forum notes are a record of ongoing discussions between the Council and local user groups that record progress in delivering the Local Transport Plan and improvements set out in the Local Cycling and Walking Infrastructure Plan. This forum also offers the opportunity to address issues raised by local representatives.

## 6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

6.1 The Council declared a Climate Emergency at its meeting on 26 February 2019 (Minute 48 refers).

6.2 There is no environmental or climate implications arising from the decision in this committee report, however the Cycle Forum minutes cover schemes that will offer benefits associated to the environment and climate. Such benefits are related to encouraging people to cycle and walk more, reduction in speed limits, reduction in motor traffic, improved air quality, enhanced public realm, and provision of new trees (where possible).

## 7. COMMUNITY ENGAGEMENT AND INFORMATION

7.1 The Cycle Forum offers councillors, stakeholders and community groups direct access to officers. The forum typically involves updating members on current projects and gives members the opportunity to raise issues and ask questions.

## 8. EQUALITY IMPACT ASSESSMENT

8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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 It is not considered that an Equality Impact Assessment is relevant for this committee report. However, the schemes discussed within the minutes are not deemed to be discriminatory to persons with protected characteristics, nor do they significantly vary existing operations. Statutory consultation processes will be conducted, where applicable, providing an opportunity for objections/support/concerns to be considered prior to a decision being made on whether to implement the proposals.

**9. LEGAL IMPLICATIONS**

- 9.1 There are no legal implications considered in relation to this committee report.

**10. FINANCIAL IMPLICATIONS**

- 10.1 There are no financial implications considered in relation to this committee report.

**11. BACKGROUND PAPERS**

- 11.1 Cycle Forum - Notes (Traffic Management Sub-Committee, January 2022)