



**Caversham
And
District
Residents
Association**

Comments on Reading Cycling Strategy 2013

CADRA welcomes the new draft Reading Cycling Strategy 2013 which will be in place for the next five years (2014-2018) and replaces the 2008 Strategy. The new document contains some useful background information including some of the progress made and most of the general aspirations for cycling. The strategy also includes the proposals for a new Thames cycling and walking bridge at Christchurch Meadows and the proposed cycle hire scheme which has three hire stations in Caversham. CADRA generally supports both schemes.

1. In Summary

- 1.1. CADRA welcomes the production of the draft strategy including measures to provide cycle training and develop skills. We believe that safe cycle routes are key to encouraging more people to cycle AND discouraging cycling on pavements. We would like to see more ambitious and far reaching targets on the provision of more and safer cycle routes.**

There are also specific changes, additions and clarifications to the Strategy that we consider are necessary.

2. General

- 2.1. It would be easier to use the Strategy and comment on the draft if the paragraphs were numbered as well as the sections. Page number references are used in this response. Where we have raised a question we would appreciate a response from Reading Borough Council or inclusion of the requested information within the Strategy document.**

3. Targets

- 3.1. There are few clear targets for cycling in the strategy, even the aspiration to double the percentage of people cycling to work to 6% (page 7) appears to be dependent on a future national Census. It is unclear how the additional 2300 daily cycling trips will be counted. Terms such as “substantially” increase cycle parking would be better quantified.
- 3.2. Further targets for the years after 2015 in particular need to be added.

4. Encouraging Cycling - Training and Skills

- 4.1. We welcome the inclusion of cycle training, including that for adults, as safety is paramount.
- 4.2. We agree with the need for law enforcement, both for cyclists and motorists.

5. Infrastructure

- 5.1. Is there evidence to show that the “colour coded routes” encourage people to cycle for local journeys” (page 7)?
- 5.2. Have any lessons been learned to change and/or improve the routes? A programme of proposed works should be added, including those carried over from the previous 2008 Strategy. What schemes are proposed for Caversham and routes into Reading?
- 5.3. Cycling infrastructure should focus on improved cycling conditions as well as cycling facilities (page15). How is the “auditing of the cycle network” carried out (page16)?
- 5.4. Improved cycle parking and a cycle hub at the station are welcomed as this is a key cycling generator (page 22). Clearer and more ambitious long term parking targets at the station and elsewhere should be produced.
- 5.5. The section on Cycle Lanes may best be headed ‘Cycle Lanes (on carriageway)’ as there is much misunderstanding on this (page 26)

- 5.6. Bus lanes of 3.0m are generally beneficial to cyclists as cycling and bus speeds tend to be similar (including bus stops) With narrow bus lanes (ie around 3-3.5 metres) bus drivers rarely attempt to overtake cyclists so the cyclist is safe, if a little intimidated by the following bus. At 4.3 metres or wider it is usually safe for a bus to overtake. The problem occurs between these widths, as bus drivers feel obliged to try to overtake, but the width is insufficient to do this safely.
- 5.7. A programme to review all one-way streets for possible exemptions for cyclists should be carried out (page 29). Contra-flow cycling should only be permitted where properly signed and marked contra-flow cycle lanes are installed. It should be remembered that cycles approach almost silently and, unless cycle lanes are properly marked they would be a significant hazard for pedestrians who tend to be looking out for motorised vehicles. Also, cyclists would be in danger from vehicles, as drivers may not expect cyclists coming towards them against the general traffic flow. The current highway regulations help to protect both the responsible cyclist and the pedestrian.
- 5.8. Improved junctions for cyclists and pedestrians would be welcome to help slow traffic at these locations where most collisions take place (page 31). Raised tables at side-road junctions and across cross-road junctions or informal or formal crossings should be provided where beneficial. More widespread use of 20mph zones and limits should be used to create better cycling conditions (page 32). A target list of areas and roads should be included.
- 5.9. A plan showing the cycle accident locations over recent years would be useful information and would help to identify any measures to address these (page 37).
- 5.10. Cycle audits should be carried out for road schemes together with a full Road Safety Audit which, if carried out in accordance with National guidance, gives full consideration to the safety of cyclists and other road users (page 38).