



"Working for a cycle-friendly Reading"

www.readingcyclingcampaign.org.uk

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27 January 2007

Reference: TC2850/667

(Forbury Road, Vastern Road and Queen's Road) Traffic Regulation Order 2007

The Reading Cycle Campaign, representing over 500 cyclists in the Reading area, objects to the above referenced Traffic Order on the following grounds:

(1) We consider that the proposed shared cycle way on Forbury Road between its junctions with Kenavon Dive and Vastern Road should be a fully segregated cycle way with priority over side roads in accordance with the principles of Reading Borough Council's Interim Cycling Strategy (2001) and the Department for Transport's National Cycling Strategy (1996).

RBC's Cycling Strategy states the following:

(Section 5.2) The following framework has been adopted as a basis for developing a cycle route network and other route improvements for cyclists:

- ❑ *Priority being given to major routes which serve utility cycling trips, in particular routes from residential areas to main destinations...*
- ❑ *The development of on-road or fully segregated cycle facilities in preference to shared-use facilities on footways and the provision of shared facilities only where there is no viable alternative.*
- ❑ *The provision, wherever feasible, of measures which improve cyclists' safety and give cyclists greater priority (in terms of access and journey time) over other traffic, on roads with significant cycle flows or significant potential cycle flows.*

Forbury Road is a key route for many cycle journeys; notable examples being:

- Trips from Caversham and the Caversham Road area to the retail facilities on Forbury Retail Park and Kenavon Drive, and also to Thames Valley University on Kings Road.
- Trips from the north or from the Railway Station to residential premises on Kenavon Drive.

Forbury Road is also well used by pedestrians. These two groups travel at different speeds and inevitably conflicts will occur if cyclists and pedestrians share a footpath.

We recognise that in certain locations on the IDR, particularly where the number of lanes is not being reduced, there is not sufficient space to provide a segregated cycle path. However, in this instance we understand that a 400m stretch of Forbury Road will have a shared cycle/pedestrian facility in order to provide space for an emergency traffic lane, and that this lane is only required to ease disruption in the rare eventuality that a vehicle is immobilised along the 80m stretch where the three lanes of the one-way IDR will be split by the Plummary wall (refer to photo below).

One of the core objectives of the IDR scheme is to 'provide safe and convenient routes for cyclists'. We do not consider that providing an inadequate cycle facility, that is neither safe nor convenient, is a valid or justifiable 'trade off' for a marginal traffic benefit that will very rarely be needed.



Forbury Road and the Plummery Wall – reducing two lanes of traffic to one must surely allow space to provide a segregated cycle lane

2) We object to the alignment of the proposed road carriageway at Forbury Road junction. The abandonment of the roundabout frees up large amounts of road space. Despite this the proposed carriage alignment means that there is no room for a segregated cycle way on the north side of the road in the vicinity of this junction – this effectively locks poor cycle provision into the road for generations to come. If there are strong reasons for keeping the proposed alignment at this junction then serious consideration should be given to providing a segregated cycle way on the south side of Forbury Road instead of the north side.

3) We consider that there should be continuity of cycle routes between the cycle path on Forbury Road and the cycle path on Watlington Street at the junction with Kings Road.

4) We object to the turning restrictions contained in the TRO that appear to prohibit cycles from turning into Sidmouth Street and Kenavon Drive at the designated cycle crossing points on these roads. Cyclists have a right to use the highway and it seems to make no sense that cyclists on a designated cycle path can not turn into a side road crossed by that path – how else are cyclists on the IDR to access Kenavon Drive and Sidmouth Street?

The modifications to the IDR provide a rare opportunity to make improvements in the cycle network and thus encourage a form of transport that not only reduces pollution and congestion but also improves health and fitness. We urge Reading Borough Council to fully realise this opportunity by providing continuous and segregated cycle ways, thereby meeting the objective stated in the Local Transport Plan for the IDR scheme “*to provide safe and convenient routes for cyclists*”.

Yours faithfully
For Reading Cycle Campaign

Keith Elliott

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