

## Castle Hill / Bath Road Consultation – July 2026

Comments from Reading Cycle Campaign

### General

1. Where the cycle lane passes side roads use coloured tarmac on the cycle lane to alert drivers emerging from side roads.
2. Consider entry treatment at busy side roads to reduce turning traffic speeds.
3. Consider permanent cycle counter sites on cycle lanes to provide long-term cycle monitoring data.
4. Consider low-level signal heads for cyclists at signal controlled junctions and crossings.

### Drawing 1A

5. Eastern end link by Cusden Walk to have additional dropped kerb access to allow cyclists to carry on straight down Castle St. Maybe widen the carriageway westbound at the island to allow the cycle lane to pass through the present pinch-point.
6. Need to ensure that Cusden Walk is kept open as part of Police Station site redevelopment.
7. Mandatory direction signing and markings to be agreed in detail on the Castle Hill roundabout and elsewhere. Maybe some of the parallel crossings could be changed to Toucan for consistency and lower cost.

### Drawing 1B

8. Castle Hill eastbound track by bus stop, add zebra markings.
9. Russell St junction, add ASLs at Russell Street and Coley Ave, and add two-stage right-turn markings as LTN Figure 10.29 and signing into Russell Street and Coley Ave.
10. Remove the right turn into Coley Ave to increase junction capacity by allowing one lane of westbound traffic to proceed at the same time as two lanes eastbound.

### Drawing 1C

11. Bath Road, consider reducing Bus lane width to 3.2m and use width for westbound cycle lane, or other lanes or footway.
12. At Downshire Square Toucan remove the shared use on the east side of the junction and provide an entry treatment there for access to and from the shared use to the Toucan.
13. On the south side extend the shared use to Tazwels Court and provide an entry treatment to facilitate access to the shared path and Toucan.

### Drawing 2B

14. At the Berkeley Ave junction extend the shared use eastbound to Petworth Court, preferably with an entry treatment for exit to cycle lane, and with cycle lane leading to Petworth Court retained but as mandatory lane.
15. On eastbound approach to the segregated bridge, allow cyclists to join the carriageway to avoid the narrow bridge.