

Local Elections in Reading Borough 2022

We asked the four parties who are represented on the current Council for their views on 6 specific cycle-friendly policies, here are the responses we received.

Policy Question	Labour Party Response	Green Party Response	Conservative Party Response
1. Do you support a dedicated Active Travel budget for implementing Reading's plan for local walking and cycling infrastructure?	Yes, as any funding received from central government to deliver active travel cycling and walking schemes requires transparency and visible accountability.	Yes, Greens support a dedicated active travel budget. Reading is a compact town and with decent investment could be vastly improved for cyclists and pedestrians. We will keep campaigning for more funding from the Conservative government. We attempted to amend the council's policy in this area previously working with the cycle campaign. We wanted a minimum floor for the amount of the travel budget spent on cycling with a yearly increase to raise this floor. Disappointingly Labour blocked this.	Yes
2. Do you support making 20mph the default speed limit for local residential and shopping streets?	Yes, but this has to be subject to full prior public consultation and the requisite support of local residents and businesses.	Yes, we have long campaigned for 20 mph to be the default speed limit across residential areas in Reading. Unfortunately, Labour has been pursuing a piecemeal approach despite overwhelming support for this which is confusing for drivers.	Yes
3. Do you support the reallocation of road space to create segregated cycle routes?	Yes, subject to full prior public consultations and the support of local communities and, where appropriate, local businesses.	Yes, Greens support reallocating road space to cycle routes rather than Labour's approach of increasing the number of shared pavements.	In principle yes, but the particular circumstances of a road should be fully considered before a decision is taken.
4. Do you support the provision of secure cycle parking spaces for residents of terraced streets?	Yes, subject to full prior public consultations and the support of local residents as such secure spaces/cages may well entail the loss of residents' parking spaces.	Yes, we would start in areas where people don't have front gardens.	Yes
5. Do you support implementation of 'School Streets' schemes for all primary schools that are not located on major through routes?	Yes, subject to the necessary support of the local school(s) and local residents who will be expected to supply volunteers to operate the schemes.	Yes, all children should have a safe route to school which is why we have been working to get school streets up and running. We think they could be better supported by the council though.	Yes
6. Do you support providing the opportunity for cycle training to ALL primary school children in the borough?	Yes, and the Council will continue to bid for funding to deliver this important training.	Yes, Greens think that we need to get children into the habit of cycling early. Cycle training should be provided to all children.	Yes

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<p>7. Do you have any final comments on policies to make Reading a cycle-friendly town?</p>	<p>Reading Borough Council has developed a bold and visionary LCWIP which, to be delivered, requires substantial funding.</p> <p>We have already submitted four major bids to central government and have received funding for two schemes – (1) Shinfield Road and, just announced, (2) Bath Road/Castle Hill. The remaining two schemes for (3) the full length of London Road (Suttons Seeds to Crown Street) and (4) Crown Street/Southampton Street received high-level public support following consultations in 2021. These schemes will be submitted when further funding opportunities arise.</p>	<p>This Labour-run council's aspirations for cycling are very low. The draft Local Transport Plan which was consulted on some time ago only proposes increasing the proportion of adults cycling up from a low 5 per cent to a not much higher 10 per cent in 16 years' time - 2036.</p> <p>In the Netherlands on a similar measure the percentage of people currently cycling is around 70 per cent. Elsewhere in the UK, currently 35 per cent is the gold standard in Cambridge.</p> <p>If you want a council that puts cycling at the heart of transport in Reading vote Green Party at the council elections.</p>	