



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

June 2018 No 139

Cycle Routes Fit For Cycling?



AGM
Wed 20th June
7.30pm @ RISC
Speaker:
Tim Millikin

See Facebook page
or website for details

Potholes in Erleigh Road

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I remember some years ago a Zimbabwean colleague told me a joke that was doing the rounds in his home country. It went like this. Question: how do you spot a drunk driver in Harare? Answer: he's the one driving in a straight line. The joke was in the context of the dire economic situation in Zimbabwe resulting in roads that were a mosaic of potholes.

Nowadays, when I cycle down Oxford Road I wonder if the drivers following me think that I am drunk - weaving back and forth searching for a benign thread of tarmac that won't send a

succession of jolts through my forks, arms and spine.

A few days before the local elections I put this issue to my ward Councillor, who is also the Chair of the Cycle Forum and the Traffic Management Sub-Committee. The response was that "spending on road and pathway maintenance from the Government to Local Authorities is seriously underfunded".

So there we have it, we can no longer expect road surfaces that, living in a rich, developed country, we used to take for granted.

Cycle Routes Fit For Cycling?

Reading Borough Council (RBC) has an annual road-resurfacing programme, but it is not sufficient to keep pace with the rate of road deterioration. The worst potholes eventually get fixed, but the thousands of minor holes, ruts, cracks and sunken ironworks are with us for the foreseeable future.

Councils are not obliged to send an inspector for potholes that are less than 40mm deep. These may not be big enough to bother a bus, but cumulatively such defects make our roads unfit for cycling.

So that's the complaint, but what do we suggest, short of additional funding from the Government?

One of the principles of modern democracies is that government spending is best targeted at those most in need of the benefit; for example, free school meals are not given to children of high earners.

So why does this philosophy not also apply to roads? The Council has limited funds for road maintenance; cyclists are by far the group of road users who are worst affected by poor road surfaces; the Council wants to encourage cycling.

For me it's hard to escape the logic of targeting road maintenance funding at those routes which are most used by cyclists, and Reading's designated cycle network would be a good place to start.

RBC has a Highways Asset Management Policy that's available for viewing on the Council web site. It states that the Council will assess the level of service required and the investment in the maintenance, renewal and replacement of assets to meet the level of service.

Several years ago we suggested at the quarterly Cycle Forum with RBC that the management policy should take into consideration whether a road was part of the Council's designated cycle network in assessing the level of service required, and consequently the priority for resurfacing. The suggestion was given very short shrift.



Erleigh Road, Cycle Route R20



St Mary's Butts and Oxford Road, Cycle Route R5

RBC established its designated cycle network nearly a decade ago. In that time it has never really progressed from being just an exercise in mapping and signing; moreover the designated routes encompass some of the worst roads in the borough.

Sometimes it takes a decade or more for a suggestion to make Reading more cycle-friendly to gain currency.

Maybe the time is coming when RBC will review its road maintenance policy in the context of encouraging cycling.

So come on Reading, take some pride in your cycle routes and make them fit for cycling.

Keith Elliott
RCC Secretary

Campaign News



Reading Borough Council (RBC)

Summer Report

Since the last Campaign News in the spring there has been a Cycle Forum meeting and a Traffic Management Sub Committee.

The Cycle Forum on 27 February was attended by RCC committee members and representatives from other cycling organisations. The RCC did not attend the March TMSC meeting, which had little opportunity for useful intervention.

Town Centre

There still appears to have been little or no action by RBC yet on signing and other improvements in the town centre which were agreed over a year ago. The signing and easy issues were supposed to be completed by this spring.

NCN422 - Bath Road to Wokingham Road

Construction works on the Bath Road section are not yet completed, with the junction by Liebenrood Road and the widening by New Lane Hill into West Berks still to be done.

Work on the NCN422 on Berkeley Avenue does not appear to have started yet; we were expecting this to be well under way by now, but we hope the delay is trying to incorporate RCC's suggested improvements.

Following the Cycle Forum a meeting was held with RBC staff to propose improvements to the Berkeley Avenue proposals and to comment on what we consider to be very poor proposals for the basic shared-use path on the Wokingham Road section.

The current scheme is apparently restricted by the current inadequate budget. Some better longer-term proposals for Wokingham Road are needed preferably in conjunction with parking reductions mainly needed because of the university attendees parking.

Vastern Road Roundabout

No work has been carried out on site yet to improve the dangerous conditions for cyclists, nor has the Campaign seen any

proposed plans for improvements.

There were six reported cyclist injuries, two serious, during 2017 and a total of 19 injury collisions shown in the official STATS19 figures for 2015/6/7.

The delays to making improvements since the problems became apparent will inevitably result in more cyclists' injuries, probably at the same rate of about one every two months. If this was motorists' or pedestrians' injuries we would expect to see some more urgent action. Why so slow action for cyclists? We accept that resolving most of the problems for cyclists will take some time, but some interim measures are overdue.

John Lee
RBC Campaigner for RCC



Wokingham Borough Council (WoBC)

Summer Report

WoBC has submitted a planning application to itself for stage 2 of the Winnersh Relief Road, which will connect Lower Earley Way with Reading Road by the M4 overbridge. This is aimed at reducing congestion at Winnersh cross-roads. The decision date was originally listed as April, but now no date is listed so you may still be able to comment - search application number 180760 on wokingham.gov.uk.

The design proposals have some reasonable elements, with shared-use cycle/footways on both sides of the existing Reading Road. For most of the design, they are 3.5m wide and lamp posts will not obstruct them. This is a fair standard although they should really be 4m wide under the M4 bridge (LTN 2/11 suggests a 0.5m buffer zone next to busy roads, and a 0.5m buffer zone next to a wall, in addition to the recommended width of 3m).



Winnersh Relief Road Phase 1

The two big problems are two new multi-lane roundabouts either side of the M4 bridge. No crossing facilities are provided on four of the six roundabout arms and Reading Road is very busy so crossing them, especially during rush hour, will be time-consuming and dangerous.

I have suggested segregated cycle lanes are included on access roads and that the roundabouts need crossing points, or should be replaced by traffic lights. WoBC Councillors and Winnersh Parish Council also raised the lack of crossings so I am optimistic changes will be made.

On the new road itself, there is a shared use cycle/footway along one side. One on both sides would have been better, if more costly, but I don't expect many people to use it because it'll be so polluted by traffic above it on the M4 embankment (Winnersh is already an Air Quality Management Area).

Winnersh Parish Council pointed out that the new junction with King Street Lane doesn't have a 'Toucan' crossing so, legally, you'll have to get off and push or cycle on the road through the crossing.

The reduction in traffic owing to the relief road would make it possible to complete the existing cycle lanes on Reading Road so they run uninterrupted from the M4 bridge all the way to the Showcase roundabout. I hope that WoBC will be adventurous enough to do this.

The photo (above) is from phase 1 of the relief road and appears to highlight how bad cycle facilities can be (do I get off and push for 2m?). However, I believe the signs refer to the crossing path, not the shared-use path itself, so I'll turn them by 90 degrees when I pass.

Peter Howe
WoBC campaigner for RCC

A Chat With The Police

At our last open meeting in April we had two PCSOs from the local police station pop in.

We were a bit surprised when they walked in, as we hadn't expected them. However, it was an overdue meeting, as we have been trying for a long time to get them to come along, and it was great to have them there.

Some of the things we agreed were:

1. Potential setting up of a Thames Valley Police (TVP) single point of contact for cycling issues.
2. Investigate whether TVP intend to institute a Close Pass campaign around Reading. This is something that was set up by West Midlands Police in 2016 and has been taken up by a number of other forces. The publicity around the campaign is an integral part of

influencing driver behaviour. See <https://www.theguardian.com/environment/bike-blog/2017/jul/21/undercover-police-target-london-drivers-who-pass-too-close-to-cyclists>

3. Report back on any TVP initiatives to tackle cycle theft (e.g. bait bikes). If possible provide Reading Cycle Campaign with TVP advice leaflets on cycle security for us to distribute on our information stands.

4. Potential for TVP to utilise Reading Cycle Campaign for communication with Reading's cycle community via our quarterly newsletter or Facebook page.

All very positive, and later I was cycling with a large group through Broad Street east, where often in the past the town centre PCSOs have asked us to stop. We saw three of

them - they didn't attempt to stop us, they just smiled as we rode past!

In addition they have said that they won't routinely try to stop pavement cyclists if they are riding courteously, partly because the Council keeps putting cycle facilities on the pavement, and partly because they got such stick the last time they simply stopped anyone on the pavement, regardless of how they were riding.

We might have had a little hand in that last matter, as we generated quite a bit of noise around it in the media.

So campaigning does work, it's just the Council who are deaf to us!

Adrian Lawson
RCC Chairman



awcycles

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AWCycles would like to announce they offer RCC members a permanent discount in the shop of 5% off bikes and frames as well as 10% off everything else, but you will need to show your membership card to receive your discount.

Southcote 20 Mile An Hour Limit

Southcote has a new 20 mile an hour speed limit, and various measures to reduce traffic issues, and make it marginally more pleasant for cyclists. This is a success for the cycle campaign, as it was ALL OUR IDEA!

I kid you not. Way back a bunch of us turned out to ride around the estate with Councillor Ennis.

He arrived on his daughter's bike and gamefully pedalled around the estate. He witnessed first hand what impact parked cars have on cyclists. He felt the fear as a bus driver forced his bus past at a pedestrian refuge. He felt the intimidation as a truck driver overtook on the wrong side of the keep left sign at speed in his impatience to get past 10 cyclists.

We made a lot of suggestions, and none of it came to pass, but a while later we had the opportunity to consult on making changes to traffic in the area. I briefed half a dozen neighbours about what could happen. You have to realise that most people drive or are driven. They don't often have any idea that things could be better, they just know that cycling and walking isn't for them.

My doctor's surgery is a 3 minute bike ride. I've seen several of my neighbours there over the years. The chemist is a



walking or cycling. They just never think about it.

So some casual conversations with them, and they duly went to the consultations held just down the road. Fortunately there was loads of car parking for them.

Then the results, and at the church hall again the car park was packed. I was the only single person to cycle there. There isn't any cycle parking, but there are some railings. Yet there are several bays marked out to keep all the cars neatly lined up on a piece of tarmac bigger than the land occupied by the hall itself.

further 1 minute 30 seconds away on a bike. They often leave the surgery, get back in their cars, spend 2 or 3 minutes negotiating the car park and driving to Coronation Square and parking again. They have long since got out of the habit of

The Councillor was here again, but so defensive, encouraging people to object to the proposals if they didn't like them. A good salesman could have been pointing out all the benefits, but instead it was all about perceived inconvenience. I left, early, and not hopeful.

And then along came the final plans to be implemented, and they are almost identical to the things we asked for on that bike ride. Twenty miles an hour speed limits, pedestrian refuges replaced with zebra crossings, massive reduction in street car parking.

So naturally I am pretty chuffed. I am even more chuffed that several of my neighbours are keen on them - they told me so at the doctors' surgery. When they got out of their cars and again at the chemists. Perhaps when the work finally gets done they will be cycling there.

And if you are a transport officer at RBC, faced with swingeing budget cuts, here's a tip. Save on your costly exercises. Just ask the Reading Cycle Campaign. We're free, and we have a vision for the future of Reading which will solve all your traffic problems.

Adrian Lawson
RCC Chairman

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Chairman's Letter

Dear RCC members,

I missed the Environmental hustings organised by GREN just before the May elections. I wanted to go, but as the deputy leader of the Council was going I lost interest.

He's been before, he isn't a candidate this time round (it was supposed to be for candidates), and his track record is so poor it would only make me cross to hear him claim he was doing a good job.

I can only rely on the feedback I have from those that were there, but it sounds pretty disappointing. The people who will be in a position to resolve some of the problems our society faces in the future simply have no idea how to tackle them.

One thing is clear to anyone, even to the most ardent petrol head. The roads have too many cars on them.

They cause too much pollution, the more important users of the road are

delayed by congestion, and the whole driving community is getting steadily less fit. Add in the external impact on the population, or rather those people not actually driving, so walking, cycling, using a mobility aid, and it is high time we, and especially people who manage our public domain, looked at the problem much more imaginatively.

As a cycle campaign we exist for one purpose: "To make Reading a cycle-friendly town". That is somewhere that cycling is easy and pleasant. Something most people could easily choose to do.

It's obvious really, to anyone with something between their ears, that this would be a good thing. Many of the problems we face (not just in Reading, but globally) could be tackled ever so easily, much more easily than catering for an increase in any other road user, and people riding bikes is

the most obvious solution to a future blighted by more and more cars.

Government statistics show that 75% of ALL journeys are under 5 miles. My own eyes show me that most cars have only one person in them. The luxury to drive short distances on your own, and be subsidised and almost fêted for doing so is a luxury we cannot afford any longer.

The increase in public transport only tackles one of those problems, congestion. Don't believe the spin, buses are not environmentally benign. They might have a different level of exhaust emission, they still run on tyres that wear away leaving a residue of rubber and plastic, they have oil in their engines, they have plastic in their fabric. Tons of it.

Buses don't grow on trees, they emerge from factories where I bet lots of people drive to work. Stand in



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Chairman's Letter



Adrian Lawson

Station Road and watch the buses as they move around in Station Road or in front of the station, how is that ever a friendly environment?

Of course bus drivers could be careful around cyclists, it would be in their interest if they were, but repeatedly I get hassle from them as they try and muscle past. I normally report them, the bus company were quite good at dealing with it, now though I no longer even get a response.

They are good though at letting the world know via Twitter that their buses are late. On the day I wrote this there were 16 tweets of heavy traffic causing delays to buses. That wasn't

bicycle riders holding them up, that was vehicle congestion. Why don't bus drivers muscle past queues of cars?

For the head of Planning and Transport to criticise the campaign for focusing on cycling shows an alarming lack of hope for the town. He is in charge, he makes sure his own agenda is delivered; if he thinks cycling has to play second or third or even fourth fiddle to all other forms of transport we don't have much to look forward to.

You can kind of guess he was behind the local Labour manifesto. Cycling is a very egalitarian mode of transport. You would think a party founded on socialist ideals would champion something that a lot of people can afford.

Yet their manifesto has the bizarre pledge to introduce speed limits for cyclists in pedestrianised areas. Nothing about creating high quality facilities to get people on to bikes, but measures to curb the effectiveness of those already on them. This, from the man who thinks HS2 is a good idea (saving time to get to Manchester at vast expense and huge damage to the countryside).

They also pledge to protect open space, whilst at the same time planning to wreck one of the town's most iconic places with a flyover, the East Reading MRT (see page 11).

They have attempted to sweeten the deal with a cycle and pedestrian facility on it. At present that proposal is a shared facility, but even if it was a fully segregated one who would use it?

It starts east of Reading, so it won't appeal to people in Reading, who, if they want to get on to it to ride

into town will have to head out of town, turn around and ride in via the new cycle facility.

And when they get into town they will be faced with the notorious Vastern Road roundabout (see our last newsletter). There are no plans to make this junction any safer, and it is the most dangerous junction in Reading.

Not only are there no plans, RCC told RBC before the thing was redesigned that it would be dangerous. Before that we submitted a proposal to make it a bit safer with cycle lanes on the bridge coming over the river, but they were scrapped by the same Lead Councillor who came to the GREN hustings, as it might reduce the capacity of the bridge to carry cars. This was factually incorrect and was more to do with him currying favour from drivers.

And there lies the rub. The people in charge of our transport system are worried about reducing capacity for people to carry on driving as they do now. In towns and cities, and even villages all over the country, political leaders with vision and courage have come to the conclusion that getting people on a bike for some of their journeys isn't just good for the person on the bike.

Sadly we don't have that vision in Reading. Well, we do, but people who have power and influence don't. Their heads are either in the sand or up somewhere dark.

Adrian Lawson
RCC Chairman

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Our Mission

- To campaign for better facilities for cyclists in Reading, in particular a network of safe cycleways linking residential, industrial and commercial areas, and giving access to the town centre.
- To work with Sustrans, Cycling UK (both locally and nationally) and others interested in promoting cycling and the well-being of cyclists.
- To identify the needs of cyclists in Reading, for example the location of safe and secure parking, and to campaign for their provision.
- To work with and advise local authorities and, where necessary, criticise and highlight their shortcomings.



Comparison Between UK And Netherlands

One of the classic comparisons between places with 'bad' and 'good' policy and attitude towards riding a bike is between the UK and the Netherlands. Riding a bike in the UK while going about everyday tasks, despite bright spots in places such as Cambridge and London, is woefully misunderstood, underfunded, and in some quarters, arguably frowned upon as inconveniencing people travelling by car.

Rather than rehash the obvious benefits of cycling over personal motorised transport in towns and cities, I feel it a good idea to actually look at what infrastructure we could have in the UK to facilitate these benefits.

This is based upon my experience living and studying in Utrecht, the fourth largest city in the Netherlands, for a year a few years ago, and subsequent visits to the city. Utrecht has a population of 330,000, set to expand within a few years to 370,000, larger than the 318,000 people who call the Reading and Wokingham urban area home.

From my perspective, it really is a case of 'build it and they will come'. I was immediately struck on first arriving in Utrecht by how the infrastructure there and elsewhere facilitated riding a bike being part of everyday life (even for someone like me born and bred in Cambridge).

Within a day of my first arrival, I had bought a bike and was soon happily cycling the 14km return trip daily between my accommodation in the Lombok area of the city, and the Uithof University campus on the other side of the city. Grocery shopping and seeing friends both utilised my bike as transport.

It needs to be remembered that the Netherlands has not always been a cycling country. In the 1960s the country faced many of the same issues as the UK, with historic town and city districts bulldozed (or planned to be) to facilitate construction of large motorways and roads.

Towns and cities were choked with motor traffic, and it was partly the advent of

the Kindermoord protests against deaths of children in accidents involving motor traffic in towns and cities that led municipalities and central government to think again about the future transport direction of the country.

Utrecht was and still is undergoing major changes as part of the CU2030 regeneration scheme. The Centraal Station is being completely rebuilt, as is the Hoog Catharijne shopping centre. This was and continues to reshape cycling routes and facilities in and around the station in particular.

The big additions have been the covered cycle parking facilities around the station: Jaarbeursplein and Te Knoop on the western side, and Stationsplein on the eastern side of the station.

Collectively, these will provide c.22,000 bike parking spaces when fully completed. I will let the pictures of these facilities speak for themselves.

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Jean Cronin, Kent

Comparison Between UK And Netherlands



Fig 1: Entrance to Stationsplein bike park. It does not look much from the outside, with construction still underway around, but it's what's inside that counts. The stairs and escalator give access to Utrecht Centraal train station, the principal rail hub of the Netherlands.



Fig 2: Once inside, wide paths allow people to cycle to and from the racks. The indicators (close-up below) show how many spaces there are on the upper and lower racks on each aisle.



Fig 3: Close-up of a capacity indicator for an aisle of racks (boven = above; onder = below).

Fig 4: Moving on to Jaarbeursplein, on the western side. The parking here is split over 3 levels, and is situated under a stepped/seating area leading up to the western entrance of Utrecht Centraal station.



Fig 5: As well as the double deck racks ubiquitous in the Netherlands, Jaarbeursplein is testing out some space-saving upright racks.



Fig 6: The blue and yellow bikes on the right of this image from Jaarbeursplein are OV Fiets, the nationwide bike share scheme operated by the national rail company, NS. The scheme is a lot more wide ranging now than

when I first encountered them in 2012, with more docking stations away from stations that allow people to collect or drop off a bike for the first or final mile/s of their journeys.



Fig 7: Te Knoop is the newest of the bike parking facilities around the station, opened in April 2018. Quite empty at the moment (it was a Sunday morning when I made my tour), however there is a lot of space.

It is not just bike parking where the UK is put to shame by the Netherlands: more impressive is the route network that criss-crosses the country, linking every village, town and city. In rural or less built up areas, smooth red asphalted bike paths run completely segregated from motor traffic. In towns and cities, great efforts are made to segregate bike traffic from motor traffic.

Comparison Between UK And Netherlands



Fig 8: Measures taken at a busy road junction at the western edge of the city, near the Amsterdam-Rhine Canal. The two-way bike path is fully segregated from motor traffic on the roads. Bikes have their own traffic lights, alongside a separate pedestrian crossing.



Fig 9: Principal bike route through Utrecht city centre, this part along Lange Jansstraat. There are paths on each side of the bus route for cyclists.



Fig 10: A little further east from Fig 9, the same route runs along Nachtegaalstraat. As can be seen, there is room for bikes to be ridden two abreast. There is differentiation between surface finish showing which part is for bikes, and which for pedestrians. A few parking spaces are provided for cars; however these are interspaced with trees and bike parking.



Fig 11: Further east again, on Prins Hendriklaan, a woman cycles past the Rietveld Schröder House. This street is a shared space between motor traffic and bikes; however the red surface finish and the clear block paved division between the carriageways shows that bikes have priority here, with motor traffic permitted as guests.



However, in some places there is the paint & markings approach prevalent in the UK, in locations that could promote conflict between bike and motor traffic.

Fig 12: Here a segregated bike path merges with motor traffic, as the street space reduces to pass a bus stop. The standard red surfacing helps remind drivers who has priority; however there could be potential for conflict here.

Fig 13: The construction works around the central station have resulted in some less than ideal temporary measures for bike riders.

It is useful to remember that even the Dutch infrastructure design standards are not or cannot be followed in some places, and that these standards have adapted and changed over the years. Also, from personal experience riding a bike in the Netherlands, motor traffic is generally a lot more tolerant of bike traffic than it is in the UK.



This a brief snapshot based on personal knowledge of one city in the Netherlands; however the approach to bike infrastructure is nationwide. It goes to show what some planning and foresight can achieve.

Christopher Bonham

Reading Station Cycle Parking



Cycle Parking on North side

Cycle parking at Reading station is now reasonably well provided for although most parking is at the north side, which has poor cycle links to the town centre and most of the town. There are two general areas for cycle parking at both north and south. Note that in the following text an inverted U stand can take two bicycles, while the double level racks take one cycle each.

North: There are about 100 inverted U (Sheffield) stands, 17 are immediately outside the station entrance and the others spread around the vicinity of the multi-story car park. The ones close to the station are well used (close to full) while the 600 new double level racks adjacent to Vastern Road are about one third full in normal week-time usage.



Cycle Parking on North side

Mainly men's cycles use the upper racks which need more physical effort, but are probably safer against theft. The early issues of theft from these stands appear to have been resolved, but RCC would be interested to hear of any bike thefts. This large cycle parking area is a welcome addition to the station parking.

The designers of the north station area seem to be unaware of English weather as there are no covered ways to the cycle-parks, carpark, bus-stop, taxi stand, or drop-down/pick-up point.

South: There are about 100 inverted U stands spread around close to the station entrances, some of which are under the cover of the station canopy. These are well used and normally close to capacity. In the underground drop-off/pick-up



Cycle Parking on South side

park under the ticket office there are about 60 more inverted U stands which are well used, these are probably the best and most secure place to leave a bike.

In any future redevelopments it would be useful to provide more cycle parking at the south side as this is where most of the demand is. Better cycle routes and signing to both north and south areas are necessary because of the current difficulties and danger of reaching the parking stands. The relatively new double level stands will not provide convenient parking for other than Caversham users unless route improvements are made and cyclists to the station are also likely to use stands in the town centre.

John Lee
Reading Campaigner for RCC

What East Reading MRT Will Mean For Cyclists

Recently there has been a campaign raging over the East Reading MRT, a bus, cycle and walking route between the station and Thames Valley Park.

Many local people have been protesting vehemently about the destructive impact on their much loved green lung, formed by the Kennet Mouth, the Coal Woodland protected Local Wildlife Site to the west and Broken Brow, behind the Waterside Centre to the east.

One of the selling points the Council makes for it is the cycle provision. You may be forgiven for thinking that there is already a route along the Thames that provides this link, but not everyone looks forward to the technical challenge of trying to ride over the Horse Shoe Bridge, so for those people, it does offer an improvement. The flyover will only be useable for people coming from Tesco or

Thames Valley Park as there will be no access from the Kennet Mouth area onto it. In some years the tow path to the east of Kennet Mouth gets flooded, so being on an elevated bypass will avoid this.

The plans show that for about one third of the new route the cycle and footway are combined, leading to inevitable conflicts between the two groups. The worst instance of this is at the foot of the flyover by Tesco, where thrusting young executives speeding down the slope to catch their train will ride straight into a bus stop, where passengers will be getting on and off buses.

The cyclists will then have to cross the MRT and cycle along Napier Road. This is already a poor road for cyclists as it is a relatively narrow two lane road. It will be much worse if the bus traffic along it is as heavy as predicted.

Finally the road opens onto the Vastern Road roundabout beside Reading station. This is already the most dangerous roundabout for cyclists in Reading for accidents. Part of this can be put down to the two existing bus lanes entering the roundabout. Dramatically increasing the number of buses using the roundabout and adding a third bus lane onto it will do nothing to solve these problems and is likely to increase the number of accidents that occur here.

Visit the layout plan here: <https://drive.google.com/open?id=1ZpAXGKKAyVvHanNapqk1SV-s1yMcGUzn> and you can object or comment on the Council's plans by visiting: http://planning.reading.gov.uk/fastweb_PL/detail.asp?AltRef=171108&ApplicationNumber=171108&AddressPrefix=&Postcode=&Submit=Search

John Sharpe

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You can now find RCC on Facebook:
<http://www.facebook.com/ReadingCycleCampaign>
and Twitter: <http://twitter.com/ReadingCycle>

Next newsletter copy deadline: 3 August 2018

The newsletter will now be delivered electronically to members. If you'd prefer to receive a paper copy, please email newsletter@readingcyclecampaign.org.uk

Council Contacts

Please let the relevant campaign officer know of anything you've reported.

Reading Borough Council

Highway queries: 0118 937 3797; parking: 0118 937 3767;
potholes: 0800 626540; www.reading-travelinfo.co.uk

Wokingham Borough Council

0118 974 6302 or www.wokingham.gov.uk

West Berkshire Council

01635 519080 or www.westberks.org.uk

Windsor and Maidenhead

www.rbwm.gov.uk

Oxfordshire County Council

Roads and Transport: 0845 310 1111

Monthly Meetings

7.30pm on the 3rd Wednesday of each month:

Wed 18 July 2018 - cttee mtg

Wed 15 Aug 2018 - open mtg

Wed 19 Sept 2018 - cttee mtg

Held in Room 1 of RISC, up the stairs
beyond the bar. See RCC Facebook Page
for updates. We hope to see you there.

Advertising Rates:

1/6 page (87.5mm x 80mm):

RCC members £6 - Non-members £12

1/3 page (180mm x 80mm):

RCC members £10 - Non members £20

1/2 page (180mm x 120mm):

RCC members £14 - Non members £28

Full page (180mm x 247mm):

RCC members £25 - Non members £50

Bikes 'n' Bits (text only) free to RCC members

Contact the Editor by emailing
newsletter@readingcyclecampaign.org.uk

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