



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

September 2018 No 140

Driving Instructors To Get Cycle Awareness Training



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In June Transport Minister Jesse Norman announced additional training for driving instructors to “ensure cyclists’ safety is at the forefront of their minds when they teach new drivers”.

The Department for Transport plans to spend £500,000 for a pilot scheme to improve driving instructors’ cycle safety awareness.

Mr Norman acknowledged the benefits of cycling when he spoke at the Cycle

City Active City conference in Manchester.

However he recognised that more needed to be done to make people feel safe when they walk and cycle.

“We shouldn’t only concentrate on catching and punishing drivers when they make a mistake, but to try and ensure that they have the skills and knowledge to drive safely alongside cyclists in all conditions”.

Campaign News



Reading Borough Council (RBC)

Autumn Report

Since the last Campaign News in the summer we are awaiting a Cycle Forum meeting, maybe in September.

Unfortunately, there has been little visible action that I can see on any of the planned and hoped for cycling schemes and improvements. This includes the NCN422 route from Calcot to Wokingham Road, town centre signing and route improvements, and the Vastern Road roundabout.

Attempts to find out progress from RBC on the progress and to arrange meetings with the planners of major schemes, such as the Homebase redevelopment, have not been forthcoming.

The only sign of action that I can see that really affects cyclists is the work taking place on Cow Lane bridges, which looks like progressing until at least late September. The short length of completed road gives no crossing or refuge to help cyclists cross from the northern shared path to Salisbury Road

to access Oxford Road, despite our requests. There appears to be a Zebra crossing about 20m along Cow Lane towards the bridges, but this will be inconvenient for the route to Oxford Road.

John Lee
RBC Campaigner for RCC



Wokingham Borough Council (WoBC)

Autumn Report

I responded to the consultation by WoBC on the western part of the North Wokingham Distributor Road from the M4 overbridge to Toutley Road. This is proposed to be a single-carriageway 40mph road with shared-use either side. There are very few junctions, so I think an off-road path is acceptable, although not ideal. However, I feel that segregation is essential in any place where people walking are expected and, in this case, shared-use could easily be incorporated because it is a new road.

A more difficult question is whether housing development will happen around the road, which will lead to multiple crossing of side roads, and then people on bikes will choose the road.

On a more strategic level, the new road is unlikely to have any significant impact on congestion within Wokingham. It has limited capacity, and has no effect on West to South journeys, which are the main cause of congestion. Those, including John Redwood MP, who expect it to allow a transformation of Wokingham town centre are likely to be disappointed.

Planning is in the news in Wokingham because housing developers are being very successful in challenging WoBC's decisions. If you're considering commenting on an application, I recommend the CPRE website www.planninghelp.cpre.org.uk which explains how you can write a comment that has an impact rather than making you feel better. Importantly, the Government has just revised the National Planning Policy Framework (a.k.a. The Developers' Charter www.gov.uk/government/publications/national-planning-policy-framework-2). Cycling and walking are emphasised in Section 9.

Peter Howe
WoBC campaigner for RCC

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Annual General Meeting Round Up

On 20th June we had our Annual General Meeting to elect the committee for 2018/19. Well, not an election as such; the Reading Cycle Campaign is run by a small group of volunteers and there is always space and a warm welcome to anyone who wants to contribute their time and efforts in helping us edge towards the utopia of a cycle-friendly Reading.

Having a vibrant committee doesn't just help with the physical tasks of running the Campaign: lobbying councillors, responding to consultations, running information stalls, producing newsletters, website, Facebook, Twitter etc. It also extends to having a group of people that has a diversity of views and wealth of ideas for promoting cycling.

At our AGM we welcomed two new members to the Committee. Chris Bonham takes up the role of Membership Secretary at a time when we have just moved away from spreadsheets and posting cheques to an online system where



Chris Bonham

members have their own membership accounts. Also joining the Committee is Martin Weller, who will work with our existing committee members Peter Howe and John Lee to strengthen our campaigning presence with Wokingham and Reading Councils respectively.

After the formal part of the AGM was over we held an open discussion to formulate the Campaign's priorities for the next 12 months. As ever we would like better cycle infrastructure in Reading, but with little political zeal for cycling exhibited by the local Councils, and with local authority budgets ground down by years of austerity, we are not holding our breath.

So we also considered ways to increase driver awareness of cyclists and focused in on local driving instructors and the police. Getting our local Thames Valley Police force to play their part could be achieved by it embracing the 'Close Pass' Campaign that was pioneered by



Martin Weller

the West Midlands Police. This is something we have written about before and are not giving up on. Our thoughts on driving instructors were more vague. Most people who drive are instructed at least to some extent by a qualified instructor, so getting driving instructors to teach good practice to new drivers on how to share the road with cyclists seemed like a good idea.

Now it could be that the Minister for Cycling (Jesse Norman) was listening on the other side of the partition wall, as just 9 days after our AGM he launched a pilot initiative whereby "driving instructors will be offered bespoke training to ensure cyclists' safety is at the forefront of their minds when they teach new drivers" (see page 1). He also announced that the government is also launching a new UK-wide initiative to help the police crack down on the dangerous practice of 'close passing'.

So the stars seem to be lining up for our campaign to improve driver awareness of cyclists. We are already in communication with Berkshire Driving Instructors, with plans to make a presentation to them in the next few months. Thames Valley Police - you can expect a knock at the door.

Keith Elliott, RCC Secretary

Events

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tools to do it yourself?**

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Following on from Waterfest in June our next public appearance will be at the Reading Town Meal on Saturday 29th September.



This is held in the Forbury Gardens from 12 noon until 4pm, and is known as Reading's biggest 'picnic in the park'. A sustainable food lunch will be available until it runs out!

If you are a member, come along to the stall and introduce yourself. If you're reading this and not a member, come along and find out more about us, and pick up a free cycle map of Reading.

Chairman's Letter

Dear RCC members,

I cycle into and out of and across town all the time, and I've been doing that for years. There are many times when I have to try and pass through heavy traffic.

Castle Hill going west is a nightmare. The road goes from one lane to three and gets choked with cars in the home-ward bound rush at the end of the working day. There is, despite this being one of the widest roads in the town, nothing to cater for cyclists. Cycling up the hill and negotiating traffic is pretty challenging, and sitting behind it really isn't an option. Most folk who cycle understandably use the pavement, but never do I see more than a couple of cyclists, even when the traffic is at its heaviest. But most people choose to drive.

It's true there are alternatives.

I could go home via Baker Street, which is generally a bit quieter, but the road surface is appalling, and even with my new comfort tyres a loaded bike is a handful on the potholed cratered and broken up surface. It also has problems

such as the steep uphill called Brunswick Hill. This is one way downhill, and despite there being tons of room for a bike going slowly up the hill, if I use it I am breaking the law. We have asked for this to be changed, but no, someone might object. And even so at some point I have to rejoin the Bath Road, and making the right turn out of Brunswick Street in the rush hour is challenging, to put it mildly. It would be a simple thing to make this route west-bound continuous, a bit of tarmac, a contraflow for cyclists, but as it is it isn't great, especially if I'm carrying shopping.

I could go via Fobney Street, Swan Place, the footbridge over the IDR, and up through old Coley. This is actually quite pleasant, although it is physically demanding. Two very steep although short hills make the journey interesting, but it is also very indirect, and I end up on Bath Road anyway. It also has some serious potholes to avoid, but I do use it from time to time. The bridge though isn't supposed to be used by cyclists. I doubt anyone has ever objected, but it is a footbridge, not a shared use bridge.

Or I could follow the new National Cycle Network, NCN 422. Down Bridge Street, Fobney Street, then through Old Coley without the hill and up Berkeley Avenue. Berkeley Avenue in the rush hour is no better than Castle Hill, despite the painted cycle lanes. In fact it is worse. Drivers don't usually move over to overtake a cyclist in a cycle lane, so you get passed more closely more often than is good for you, on the odd occasion when the traffic does flow.

Another alternative is the canal all the way to Southcote. This is three times longer than the shortest direct route. It is lovely, a very attractive route, but it is narrow, busy and has several barriers, so you have to get off a number of times. It is a royal pain when you have shopping to carry.

So the main route I use is Castle Hill and Bath Road. I know this route better than the others, because I use it so much. I feel I have a few points to make about it.

In the rush hour it stinks. In the recent hot weather you could cut the fumes with a

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Or contact: Sean Hayden, Secretary Reading CTC by emailing secretary@readingctc.co.uk or by phone or text on 07801 410707

Chairman's Letter

knife. Even the bus exhausts smell. When you are behind a bus on the hill and it pulls away it emits pollution. So do all the cars and trucks, some more than others, but all emit some. As you look up from the bottom of the hill to the top there is a seething mass of vehicles, jockeying for position. There is seemingly no space for a bicycle even. But despite it being a hill and despite the fact I often have shopping on board, I find a way through the traffic. It is utterly dreadful. Weaving into a space, or passing cars to find them suddenly move away as you're passing them. At the moment I am fit enough and can still pedal quite hard, I sometimes have to, and I get to the top having inhaled a few lungfuls of that polluted air.

I might point out that I have been doing this for 30 years. The same hill. The same conditions. Nothing has really changed, the air isn't any cleaner, the drivers behave a bit more carelessly (they weren't on the phone 30 years ago).

About 25 years ago the old County Council wanted to mark out cycle lanes on the road. It seemed like a good idea, especially on the uphill bit, after all there is loads of space. I was warned off pushing this forward (I worked at the Council at the time, and through a complicated arrangement both parties worked on cycling schemes). Many times since cycle lanes have been discussed along the Bath Road, but all rejected. This is a wide road, with wide footways. Money has come and gone. Remember the Local Sustainable Travel Fund? RBC got over £26 million.

If you go that way look at the paint on the road. There is hatching in the middle of the road. There is one bit, near Berkeley Avenue, where the road is maybe too narrow for a good cycle lane, but a while back when it was wet I noticed that due to the placement of a series of posts and lampposts on the pavement moss grows in a large area of the very wide pavement that is never trod, so you could narrow the pavement and provide space. All this has been discussed with the professionals and the politicians many times. And nothing has been done. That is 30 years of stagnation as motor traffic pours up and down that road.

There are times when it is fine though. The other afternoon I cycled in and bought some fruit at the market. I wasn't planning to do that and my saddlebag and the little foldaway rucksack I carry in it were full, but there were peaches



Adrian Lawson

and pears and bananas going cheap and I fancied buying more. Home is 1.25 miles away straight up the Bath Road. I was home in 10 minutes, unloaded and back out the door to go and buy some more fruit in 10 minutes.

I filled my bags again and had enough to last me a week (I do eat a lot of fruit!) so I headed back. In that time the road had completely changed. On the first run home the hill wasn't busy. I cycled all the way to the top in the left hand lane and it was quite pleasant. The second trip was totally different. The town was emptying out, and dozens of people were driving home. One person per car. Some of them lived in my road. The cars in the left hand lane were stationary. I tried passing them on the right, the gutter and the poor surface on the left made squeezing up the inside impossible. I was between two lanes, and when the lights changed the traffic began to move. I wanted to go straight on, but I was on the right hand side of traffic, so whilst trying to keep my speed up, on a heavily laden bike, up a hill, I was having to look left to negotiate a space in the straight ahead lane. I managed it OK and then had to find a way around the queue of cars nose to tail all the way along the Bath Road. A few people walked on the pavement, and a couple of people rode their bikes there. I stuck to the road, and was mostly able to overtake all the way along the road.

This little route illustrates neatly the crap situation Reading is in with cycle provision. Nobody but a strong assertive and confident cyclist is ever going to use the road in the rush hour. Nobody is ever going to try cycling as a means of transport despite living within a comfortable cycling

distance from work. There are many obstacles to people getting on a bike but the hideous congestion when most people want to travel, and the complete absence on anywhere safe to ride is the main one. And this has been the same for 30 years that I know of. I doubt it got worse the day I arrived though. I bet it has been like that for half a century. Half a century of the main road into and out of town being utterly inaccessible to people who might well fancy cycling. And that is one road. The Oxford Road is flat and only has one lane, but it is hideous too. The Tilehurst Road is narrow and busy and hideous. The canal is lovely and quiet and peaceful and has fresh clean air, but the surface is sandy once past Rose Kiln Lane, and it has so many barriers (every single one put there by the Council, and despite campaigning to get them removed every single one will be staying) and it is so much longer that it isn't viable as a regular route.

And what is the Council, who are responsible for the roads, doing about it? Nothing. Not one single thing.

I would like a Councillor to experience Castle Hill. Oh wait a minute, one of them lives on this very road. I pass his home every time I ride up the hill. He was living there 30 years ago too. He has been breathing in the fumes, he has been walking past the queues, he has seen the people cycling on the pavement, he has seen that hardly anyone cycles up the hill. He has done nothing in 30 years. Some people say he is the most powerful councillor in Reading. I wonder what it is that holds back the development of a safe cycle facility all the way up the hill past his house. There must be mysterious forces at work if even he can't do it.

Adrian Lawson, RCC Chairman

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.



Why We Cycle Film Review

As you may be aware from my piece on cycle infrastructure in Utrecht, the Netherlands, in the last newsletter (June 2018), I have lived in the Netherlands in the past.

While I lived there, it was easy for me to take for granted the ease of cycling to and from university lectures, friends' places, the railway station, etc., thanks to comprehensive infrastructure and transport policy which favours cycling, walking and public transport.

This ease, together with the broad range of people of different ages, socio-economic and cultural backgrounds who use their bicycles daily to get about, are things that are hard for people who have not lived in or visited the Netherlands for an extended period to grasp. That riding a bike is so accepted as mundane and everyday is also hard

to convey by the very people who take it for granted.

Enter the film 'Why We Cycle', directed by Arne Gielen and Gertjan Hulster, released in 2017. This one hour film sets out to explain how and why "cycling is as normal as breathing" to the Dutch. To get to the bottom of this, the filmmakers interviewed psychologists, economists, architects and other academics and professionals from Dutch universities and cycle organisations.

These people gave the technical and academic take on why Dutch people ride bikes to the extent that they do, including a national sense of equality and egalitarianism (the Dutch Royal Family and Prime Minister are frequently shown cycling in the media (for genuine transport rather than

publicity reasons)). They also outlined the financial benefits of widespread cycling to the economy, public health and happiness (Dutch children are among the happiest in the world).

In addition to the academic and professional take, the filmmakers interviewed everyday Dutch people from a variety of backgrounds. It is these sections of the film that give the everyday perspectives of cycling in the Netherlands that will hopefully be more immediately relatable to audiences.

From the senior citizen who uses her e-bike to help her get about with a little assistance, to the children and young people for whom cycling gives them freedom from dependence on their parents (cited as a reason why Dutch children are so happy), to the Muslim mother of two for whom cycling



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Why We Cycle Film Review



enables her to meet and talk to people she would not otherwise in her daily life.

The account manager for a marketing firm who defies the expectations of his clients when he arrives for meetings by bike rather than by car. Riding a bike is truly shown to transgress age,

socio-economic class and cultural background. Outsider non-Dutch perspectives are given by two women, one who moved to the Netherlands to study and the other to work, who marvel at the cycle culture they now participate in and how Dutch people take it for granted.

All these interviews are interspersed with well-shot footage of interviewees and others riding bikes through Dutch cities, towns and countryside, on high quality infrastructure which is demonstrated to be suitable for children and young people to ride on unsupervised, a long way from what is available in most

other locations. Interpretative narration is provided by Chris Boardman, Commissioner for Walking and Cycling in Greater Manchester.

All in all, in my view 'Why We Cycle' provides a very good window into the everyday mundanity of riding a bike in the Netherlands. It hopefully makes the Dutch understanding of cycling more tangible for those who have not lived there or those who have not visited, and provides inspiration for what could be achieved elsewhere.

For more information, and to see where future screenings will be taking place, please see the film's website <http://whywecycle.eu/>.

My thanks also to Sustrans London for organising the screening which I attended.

Chris Bonham

Pothole Reporting Comparison

The current condition of the roads has created quite a lot of discussion of late. Indeed the previous newsletter (June 2018) reported on the state of the main Cycle Routes through Reading.

As a result I have researched four ways to report a pothole online:

- Via www.gov.uk/report-pothole where you enter your postcode to find out the nearest Council website
- Directly to Reading Borough Council on www.reading.gov.uk/maintenanceandroadworks, which also provides information on roadworks and surfacing as well as a link to report the 'problem'
- Via www.fixmystreet.com
- Via www.fillthathole.org.uk provided by Cycling UK

I decided to investigate the FixMyStreet and FillThatHole websites by reporting two separate potholes in my street so I could relate the process to you.

Remember to accurately note the location, size and depth of the pothole and take a photo before reporting it.

www.fixmystreet.com

First I saw a map showing locations of previous reports and a tally of these reports in the sidebar. Good to check if your pothole has already been reported.

You are able to drop a 'tag' on the map where your pothole is and fill in the form. Select potholes from the category menu, enter in the dimension details, add your photo and explain the hazard created before submitting your private details plus your email and a password.

Next you are instructed to check your email to confirm your email address, which leads to a webpage confirming the pothole's main details.

The next morning I received an email from the RBC Highway Department with a reference number, and reporting they "will endeavour to respond to your query within 5 working days".

www.fillthathole.org.uk

First I saw a new option to "rate your Council" and phone apps to report potholes instantly at the location.

The report form requires selecting the hazard type pothole before describing the hazard. Next you enter in the size and depth of the pothole and its distance from kerb. You can plot the location via a map, and enter in the road name. Another description of the hazard for the local authorities is needed before checking the date.

The next page checks the location, leading onto a detailed hazard effect questionnaire and then you submit your contact details.

You then receive a confirmation email containing links to update your report and add a photo. You also receive a hazard number to check the progress. Finally you are informed your report has been sent to the local Council.

Alice Elliott

Comparing Cambridge and Reading

Following on from my piece in the last newsletter (June 2018) highlighting bike infrastructure in Utrecht, the Netherlands, in this newsletter we take a trip to somewhere known for its cycling that is a little closer to home: Cambridge.

Having been born and brought up in the city and now being a frequent visitor there to see family and friends, I have had first hand experience of how riding a bike to get about is a normal and accepted part of life in the city. In recent years especially, as the city has grown in population and become an increasingly attractive location for companies in the tech and health sectors, cycling has become even more normalised as a means of beating motor vehicle congestion on the roads.

The normalised nature of cycling in the city has in my view historically been in spite of any limited efforts made by City, District or County Councils (which look after different areas within and just

outside the city limits) to construct infrastructure or widely promote riding a bike to the population. University students were among the first in the then town of Cambridge to take up cycling in the late 19th century, followed by townspeople.

It is only in more recent times that the local authorities are working together to build infrastructure and promote cycling as a means of getting around, especially as new housing and employment centres are built around the city. The wider plan for the city region, supported by other key stakeholders such as the University of Cambridge, can be found on the Greater Cambridge Partnership website (<https://www.greatercambridge.org.uk>).

With a population of around 124,000 in the city itself, Cambridge is a smaller settlement than Reading. Most journeys around the city are relatively short: that from my parents' house at one of the furthest points within the city limits to the city centre is just under three miles.

Short journeys as we know lend themselves especially well to cycling, and this combined with motor vehicle congestion and environmental consciousness makes cycling the mode of choice for many people. Cambridge unlike Reading cannot count on the same provision of local bus services either, further weighting the dice towards cycling around the city.

In terms of infrastructure, Cambridge is ahead of Reading. The following images of segregated cycleways, parking and bikes as part of daily life hopefully demonstrate this, as well as what would be possible in Reading with investment in similar facilities and encouragement and education of the population.

Fig 1 (see opposite page): This path, in the Cherry Hinton area in the south east of the city, was once a narrow footpath heavily shaded by trees and with an uneven surface due to their roots. The path was widened and the trees cut down around two years ago. Despite the encroachment of summer weeds, it still

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Jedn Cronin, Kent



Comparing Cambridge and Reading

facilitates what is an everyday sight in Cambridge: families travelling around by cargo bike. The gentleman on the left is travelling towards the city centre, while the people on the right are travelling towards Cherry Hinton.



Fig 1



Fig 2

Fig 2: Many parents in Cambridge are also comfortable to let their children ride themselves. Here a mother and daughter join Regent Street from a dedicated set of traffic lights for bicycles travelling towards the city centre, following a number of other people on bikes. Behind the camera is Parker's Piece, a large green space near the city centre traversed by a number of cycle routes to and from the city centre from the south and east of the city.

Fig 3: Two key routes between the city centre and key employment and housing sites have recently seen the construction of segregated cycleways, surfaced in red tarmac and slightly raised above the motor vehicle carriageway. This is one of them, Hills Road, which connects the city centre with the railway station, one of Cambridge's 6th form colleges, a leisure park and Addenbrooke's Hospital. The cycleway has priority over side roads, as can be seen just beyond the woman in the centre of the image who is riding towards Addenbrooke's.



Fig 3



Fig 4

Bus stops along the road have also been converted to floating island bus stops, allowing the cycleway to continue around them and overtake buses as needed. One of these can be seen on the far side of the road.

Fig 4: One of the floating bus stops on Hills Road, with a man riding towards Addenbrooke's Hospital.



Fig 5

Fig 5: At the roundabout at the entrance to Addenbrooke's Hospital on Hills Road, the cycleway ends with little indication as to how a person on a bike is meant to navigate it and enter the hospital site (which is to the right of the image, behind the white van), or continue in another direction. This in my view is one of the "missing links" in Cambridge, where higher quality bike infrastructure abruptly ends and those using it either have to merge and come into conflict with motor traffic or ride on the pavement with potential for conflict with pedestrians. Here the crossing is signalled for pedestrians and cyclists; however this is not immediately obvious.



Fig 6

Fig 6: Travelling towards the city centre, the segregated red cycleway on Hills Road merges with motor traffic at the junction with Long Road to the left and Queen Edith's Way to the right. The painted lane and bike suggesting travel towards the camera is a

lane which existed before the red segregated route was built. This lane gives access to the hospital at a bike and pedestrian entrance behind the camera and a little way from the roundabout in Fig 5.

Fig 7: Where Hills Road crosses the railway tracks running into Cambridge station, the cycleway becomes painted rather than raised slightly higher than the motor carriageway. People on bikes heading towards the city centre take the lane to the right of the



Fig 7

Comparing Cambridge and Reading

yellow bollard, between the motor traffic lane heading in the same direction and a shared lane for traffic turning left onto Brooklands Avenue. The white sign encourages all users to make sure that they are in the correct lane.



Fig 8: The other major route between the city centre and outlying areas which includes segregated cycleways is Huntingdon Road. Much like Hills Road, there are parts which are painted and others which are segregated with a raised kerb. There are also floating bus stops. The most unique feature of Huntingdon Road compared to Hills Road however is this zebra crossing, which caters for people travelling on foot as well as by bike.

Fig 9: Approaching Cambridge railway station via Devonshire Road, the Tony Carter cycle and pedestrian bridge across the railway and station car park also crosses this cycle and pedestrian only access route to the station.



Fig 10: Cambridge station has a large Dutch style cycle park which can hold nearly 3,000 bikes. Under cover and arranged over three floors, it contains double deck racks such as the above as well as the more

traditional (for the UK) hoop stands for cargo bikes and bikes with baskets or child seats. This image was taken on a Sunday on the first floor. As can be seen it is quite full; however there were more spaces available on the second floor. The cycle park is behind the Tony Carter Bridge seen in Fig 9.

Fig 11: Cambridge city centre is also equipped with some undercover cycle parking. This is the facility under the Grand Arcade Shopping Centre, which is very well used and almost always full. At the back behind the blue signs is a bike shop for sales, servicing and hire of bikes for visitors. The same company also has a shop at the cycle park at Cambridge railway station.



Fig 12: Many side streets in Cambridge, particularly in the neighbourhoods around Mill Road, have gates like these to prevent the streets being used as rat runs by motor vehicles while still allowing

bikes to pass through the gap in the middle, and pedestrians to the sides. This set is at the junction of Rustat Road (behind the camera), Charles Street and Greville Road (to the right). It is on a popular cycle route between the Cherry Hinton area of the city and the railway station. The streets in this area are usually very quiet and pleasant places to cycle as a result of this filtering.



Fig 13: Among the newest residential areas of Cambridge is the Eddington area, part of the University of Cambridge's North West Cambridge development site. The road giving access to Eddington from Madingley Road includes segregated cycleways on each side, with more floating bus stops a little further along the road beyond the van. The lanes however start/finish just behind the camera, with a shared use pavement or the road beckoning for those on bikes heading to the city centre.

Comparing Cambridge and Reading

Fig 14: Local residents in the Madingley Road area not far from Eddington are making their feelings known regarding bike lanes segregated from motor traffic. This highlights the good infrastructure in some areas of Cambridge, but the missing links between those areas.



Fig 14

Fig 15: Cycle routes are also starting to radiate out from Cambridge to surrounding towns and villages. This is the route which runs alongside the Cambridgeshire Guided Busway. Apart from where it infrequently needs to cross roads on the level via signalled



Fig 15

crossings, this wide route stretches 14 miles uninterrupted from Cambridge North railway station to the town of Saint Ives, via Cambridge Science Park (similar business park to Thames Valley Park), Cambridge Regional College, and the villages of Histon, Oakington, Longstanton and Swavesey. The route was once a railway line.



Fig 16

Fig 16: A number of pedal powered delivery firms operate in and around Cambridge, emphasising the normality and acceptance of cycling there, especially as a transport solution for businesses. I was stuck behind this electrically assisted cargo trike for some distance along Milton Road, however I didn't mind one bit!

Fig 17: A number of predominantly residential streets, especially in the neighbourhoods of terraced houses around Mill Road, have begun to take back street space from car parking to allow bike parking. This example is on Kingston Street, where one former car parking space now accommodates hoop stand parking for eight bikes.



Fig 17



Fig 18

Fig 18: There are a number of pedestrian and cycle only bridges over the River Cam. The newest and most impressive is the Riverside Bridge seen here, opened in June 2008 and linking the Chesterton area with a supermarket (which partly funded construction). As can be seen, there are separate pedestrian and bike lanes where the bridge deck crosses the river.



Fig 19

Fig 19: The narrow, predominantly medieval planned streets in the very centre of Cambridge are mostly prohibited to motor traffic, however are very good for cycling. This is St John's Street, outside St John's College on the right. Routes and infrastructure seen in the previous figures make this cycle friendly core accessible from other areas of the city.

Fig 20: In the centre of Cambridge, there is no escape from bicycles! This is Guildhall Street, where the road into Market Hill was blocked many years ago and now filled with bike parking.



Fig 20

Cambridge I hope shows what can be achieved for cycling in a UK context perhaps more relatable than the Dutch context of my piece in the last newsletter. There are missing links in the infrastructure; however these are gradually being filled as design standards are updated. Of note for the future in Cambridge is the proposed construction of a Dutch style roundabout, where bicycles are fully segregated from and have priority over motor vehicles, which will perhaps be the subject of a future piece.

Harder to export is the more intangible cultural acceptance and normalisation of cycling in Cambridge, born of the city's history and present circumstances. However if residents, businesses, the Council and other stakeholders were to share a vision of a Reading where riding a bike is a normal and accepted part of daily life, then we would have a fair shot at achieving it.

Chris Bonham

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Wokingham Borough Council

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West Berkshire Council

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Windsor and Maidenhead

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Oxfordshire County Council

Roads and Transport: 0845 310 1111

Monthly Meetings

7.30pm on the 3rd Wednesday of each month:

Wed 17 Oct 2018 - open mtg

Wed 21 Nov 2018 - cttee mtg

Wed 19 Dec 2018 - open 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.

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Published by Reading Cycle Campaign, Tel: 0845 330 2543
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