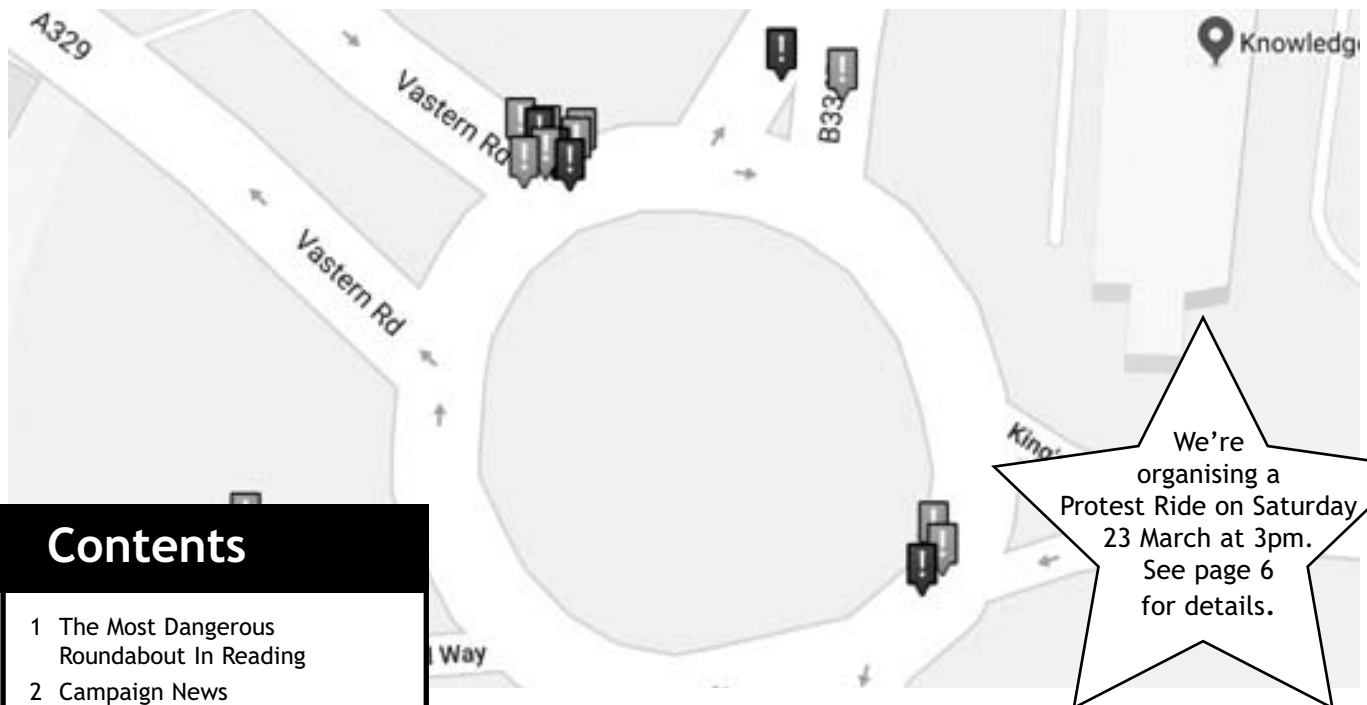


## The Most Dangerous Roundabout In Reading



*Crash map showing 18 cycling accidents in the past 3 years*

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Campaign Diary

You will know from previous newsletters that Reading Cycle Campaign has been highlighting the dangers of the Vastern Road Roundabout for all road users, not just cyclists (who are the most vulnerable).

Proof of how dangerous this roundabout is came on 8 February when a van overturned after colliding with a car. Both drivers had to be

cut out of their vehicles by firefighters and the car driver was seriously hurt and was taken to the John Radcliffe Hospital in Oxford.

As a result, **RCC is organising a Protest Ride on Saturday 23 March at 3pm** (see page 6 for more details) to highlight the dangers of Reading's roads for cyclists, in particular the Vastern Road Roundabout.

# Campaign News



## Reading Borough Council (RBC)

### Spring Report 2019

The last Cycle Forum meeting took place on 31 October 2018 so we are due another meeting soon. I suspect most of the previous issues are still highly relevant including: Town Centre signing, Vastern Road roundabout, the NCN422 through Reading, and a few more!

### Traffic Management Sub-Committee

The TMSC took place on 10 January with our main agenda item being

Vastern Road Roundabout. I was allowed to make a presentation at the beginning of the session where I stressed the problems with the roundabout and the need to make more improvements until the number of collisions drops to no more than one a year. It is currently averaging about ten injuries a year with seven injured being cyclists. The Council agreed to the provision of spiral markings and to try and obtain DfT approval for the clearer continental type of 'sharks-teeth' give-way markings. More about this on page 11.

### NCN422

Are there any works proceeding on the Berkeley Avenue, central and eastern sections of the route yet? I have not noticed any improvements over the winter!

### Town Centre Signing

RBC now say they will provide the signing improvements to the Town Centre, but at the time of writing (mid-February) no changes have been noticed.

### East Reading Mass Rapid Transit

This controversial scheme has been shelved because of the refusal by Wokingham District Council to give planning approval. So £20million may be available for other transport schemes, and it appears that £3m has already been bagged by Reading West Station and a further £4m by Theale Station.

RCC needs to work hard to try and get funding for the numerous schemes that we have been

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*Once again my sincere thanks for your kind assistance and courtesy in dealing with this claim and bringing it to a successful conclusion.*

*Jedn Cronin, Kent*



# Campaign News

requesting over many years that have failed to receive Council support (see page 11).

## Vastern Road Roundabout

Following the approval of markings changes by TMSC we are pushing for the implementation as soon as possible. More changes need to be

made to make this roundabout satisfactory for cyclists and other users. We are pushing the Council on this; they have indicated a willingness to act, but there are no known actions at the time of writing. The local on-line news and Meridian TV picked up the subject, which resulted in good coverage on

17 January on the 6pm news. A collision on 8 February between a car and a van, which over-turned and blocked the road, has also received coverage on the online local news. See page 11 for more details.

**John Lee**  
RBC Campaigner for RCC



## Wokingham Borough Council (WoBC)

### Spring Report 2019

There are two new cycle routes on the West side of Wokingham.

The first is the next stage of NCN422 between Holt Lane and Simons Lane. This is similar to much of the rest of the Wokingham Borough section, with on-road cycle lanes combined with shared-use pavements, which I believe meets the needs of many people who cycle. The photo below shows the part outside Emmbrook Post Office.

There are several parking spaces, and a clear red area is included to reduce the risk of people cycling in the 'door zone' of parked cars. This is an excellent feature which I hope other local Councils will learn from.

The route isn't perfect; the cycle lanes disappear around some junctions, and the westbound pavement between Oxford Road and Woosehill Spine Road isn't really wide enough for safe shared-use. However, more cycle routes of this quality across Wokingham would be very welcome.

The second new route is along the new North Wokingham Distributor Road, between Emmbrook and the A321 Twyford Road.

This includes 3.5m wide shared-use pavements on both sides of the road as you can see in the photo above. These are about as good as shared-use can be: wide enough to reduce risks of conflicts between people walking and



cycling, and on both sides, but they aren't perfect. Junctions are inconsistent; some are clearly marked for those on the road to give way, others have no markings and one has zig-zag barriers on the pavement.

Some of the junctions have a noticeable descent into them, so it is easy to speed up just when you should be slowing down; raised-table crossings would have been better because they would slow people on the road, and people on the pavement.

Above all, it remains to be seen how well this design will work when the houses along it are all built and lived in.

If you hear of any road schemes or planning applications within Wokingham do please get in touch. RCC had a positive influence on the designs of NCN422 and the North Wokingham Distributor Road and we can only have influence if we hear about new plans during the consultation stages.

**Peter Howe**  
WoBC Campaigner for RCC



# Chairman's Letter

Dear RCC members,

You will no doubt know by now that the "Mass Rapid Transit" project proposed by Reading Borough Council has been abandoned, and soon the Council will be consulting on ways to solve some of the congestion and pollution issues facing Reading.

If anything was like asking turkeys to vote for Christmas, this is it.

We know that most people depend on cars. It is going to be really tough for the car driver to tell the Council they want to have their freedom to drive restricted. How many car drivers are going to ask for congestion charging? Which ones will ask to be kept out of the town centre?

You will also know that we have 12 years to decarbonise our society to prevent runaway climate breakdown. In many ways the solutions are similar, as one of the two biggest causes of atmospheric carbon in Reading is transport.

The solution to that is rather more pressing and even more challenging, and we really have to get our act together in super short time.

If the experience of Reading is anything to go by, this won't end well. Extinction Rebellion have a petition going to get the Council to commit to the action required. The Council pre-empted the arrival of the petition by declaring its

own version. At first sight it seemed like a bold step, but as soon as you read it, it was apparently not the sort of courageous step we need.

One of the things I keep hearing is that we, and I mean by we the Councillors and decision makers, have to ensure that our transport policy caters for all road users.

For years we have slavishly catered for one above all others, the car driver.

When I was very young the first few cars appeared in our street in London. Across the road from me were prefabricated houses built to house people who had their own houses closer to the centre of London bombed.

Gradually as the East End was rebuilt they moved out, and when the prefabs were demolished we had a field. On the other side of the road was the main A10 heading into London. When I started primary school I walked, initially on my own, the mile into Edmonton. In the evenings I walked home after school.

I went back a while ago. The field is still a park, the little gardens I used to pass at the end of the road are still there, but these amazing little gardens in the front of the houses have all gone. They are all paved over and are private car parks.

The junction I used to stroll across as an unaccompanied 5 year old is now a

multi-lane urban dual carriageway - such is progress.

The real thing though? The place stinks. The air is now foul. Weirdly the air quality monitoring isn't really easy to follow. I have used a couple of links online, and for example the Reading one (yep, one) hasn't been updating for three days. Elsewhere in similar towns and cities the levels are being recorded as harmful, in school half term week when traffic is between 10 and 25 per cent lower than in term times.

During the half term break the weather was incredible. Towards the end of the week it was more like May than February. It felt very pleasant, but yet another of those temperature anomalies that is fast becoming quite frightening.

But the thing that frightened people were groups of kids riding bikes around Reading. There were lots of them, sometimes 30 strong "Terrorising the streets", ignoring traffic signs, the Highway Code, being rude to anyone they might be challenged by. I only had the briefest encounter with them.

I must say I was a bit jealous. Whilst almost everyone around that day were trapped in their cars these lads (sadly it was all lads) were hooning around with complete freedom. Even the pedestrians were often trapped, waiting as the interminably slow phases of the crossing lights seemed stuck on red.

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# Chairman's Letter

Then, like a shoal of fish, 30 kids on bikes sped past. There was hardly a sound, apart from some words spoken between them, and the click of freewheels. Drivers were trying to snap pictures of them with their phones, pedestrians jumped back, and then they were gone. Away up the road, through the traffic and pffft. Vanished.

I could see lots of downsides. Someone naturally queried where they got their bikes from. And what if they crashed into somebody? Yep, all valid points. But they were cool, and they were on bikes.

Kids now see bikes as cool things. Those riders all had great skills. It takes a lot of practice to ride along on the back wheel for any length of time. Seemingly out of control, they were actually anything but. Other kids will see it acceptable to ride a bike, if they rode to school they might be admired, not laughed at. This would have far more positive impact than the cycle training that gets delivered mostly in primary schools.

For all its good intentions being lectured by a well meaning adult in a fluorescent vest about road safety, careful positioning and avoiding risks is not making cycling attractive in the least. I would suggest that doing a course on a wet January day is not going to inspire kids to ride their bikes one little bit.

So when I was a kid the roads were pretty much free for me to use. It wasn't devoid of cars (I'm not that old), but



Adrian Lawson

was a bit nerdy even then, but one or two of us rode places together, and that freedom stuck with me all my life.

If it sticks with these kids, and we have a whole generation growing up thinking cycling is cool, then maybe we have a chance to revolutionise our transport systems.

In the meanwhile a bunch of similar aged (but more gender diverse) young people are taking to the streets and the Council chambers with a slightly less controversial ambition. They are pressing politicians to take climate change more seriously. Adults are too; one of the largest movements in our society is responding to the threat of runaway climate change and ultimately the threat to human life.

Reading Borough Council is about to declare a climate emergency, and one of the things it will have to do to get carbon out of our system is drastically

drivers seemed way more patient, better mannered, less distracted. I felt safe on my bike all of my childhood. I didn't have the benefit of a load of friends with bikes, indeed cycling

alter the way we travel. At present the Council is fixated on buses, but buses still use and emit tons of carbon, and are regularly delayed by people in private cars. If that is to change we have to get rid of most of the cars, and replace them with some small light-weight portable self-powered mobility device.

Adrian Lawson  
RCC Chairman

## YES, I WANT TO JOIN RCC!

Name: Mr/Mrs/Miss/Ms (please select)

Address

Postcode

Telephone

Email

- ☐ I would like details of how I can help with Campaign activities
- ☐ I am a member of Cycling UK

Signed

Date

How did you hear about the Campaign?

- ☐ Individual membership (annual) £3
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(Two or more living at the same address)  
No. of people under joint membership .....
- ☐ Lifetime membership £35

I enclose a cheque for £..... covering my membership and a donation\* of £.....

\*An additional donation to help fund our activities would be very much appreciated

Please make cheques payable to **Reading Cycle Campaign** and send together with the completed form to:  
**RCC Membership Secretary, Reading Cycle Campaign, 29 Church Road, Earley, Reading RG6 1EY**

Alternatively you could join online via [www.readingcyclecampaign.org.uk/join-us/](http://www.readingcyclecampaign.org.uk/join-us/)

**Data Protection Act:** Reading Cycle Campaign keeps membership records online. Please be reassured this information is not disclosed to third parties.

## Need your bike repaired? Don't have time or the tools to do it yourself?

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reasonable price.*

## 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.



# Protest Ride for Safer Cycling in Reading

In response to a series of 28 accidents injuring cyclists at just ONE junction, the Reading Cycle Campaign has decided the time has come to protest.

Reading Borough Council have failed to take any action whatsoever since 2012 when we first alerted them to the trend in collisions.

This follows on from the design of the roundabout which we criticised for being unsafe when it was still at the drawing stage 3 years earlier.

The full reasons are mentioned on page 11, but here's our plan:

## What we're doing

On Saturday 23 March at 3pm we will ride over the roundabout and through the station underpass *en masse*. We will do this repeatedly to make our point, and then convene to a place in the town centre for some socialising.

We would really like you to join us, and suggest we all dress as smart as we can. We would like us to be seen as ordinary folk on bikes, as opposed to cycle enthusiasts.

We are meeting in Christchurch Meadows near the north side of (the new) Christchurch Bridge.

On the same day the park will be the finish of the London to Reading bike ride, so with the presence of hundreds of other cyclists there will be a phenomenal presence in the park; we may even get some new recruits!

We expect to ride around for an hour or so, through the station underpass in ones and twos, to demonstrate this is perfectly safe to do so without troubling pedestrians and other users.

We'll regroup and ride to Friar Street, Station Road and Blagrove Street before getting back to the troublesome roundabout, and back through the station underpass. We'll have lots of publicity in advance, and notices going up to let drivers know what we're doing and why.

## Why we're doing it

This is very closely linked to the prohibition of cycling in the station underpass, where we walked through during our last protest ride when we objected to the design of Christchurch Bridge.

On that occasion, despite a huge response to the consultation on the design, the Council went ahead and made it shared use. Almost everybody who responded to the Council, pedestrian and cyclists, asked for segregation.

# Cycling UK Reading

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- All levels of cyclist welcome – choose your speed and distance
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For more information and list of forthcoming rides visit: [www.readingctc.co.uk/rides](http://www.readingctc.co.uk/rides)  
Or contact: Sel Dixon, Secretary Reading CTC by emailing [secretary@readingctc.co.uk](mailto:secretary@readingctc.co.uk)  
or by phone or text on 07867 442046

# Protest Ride for Safer Cycling in Reading



In busy periods that bridge is so difficult to cycle over, unless you want to ride at walking speed, regular commuters find journey times much less if they cycle over Reading Bridge.

Then they come to the notorious Vastern Road roundabout where all the accidents have occurred.

The Council has a bloody hand in this. If the bridge was easier for cyclists to use and the station underpass was also legal for cycling, then this would provide a safe and fast route over the Thames and under the railway.

The only way you can do that now is either Vastern Road or Caversham Road. Neither are fit for the average cyclist.

And of course it isn't obvious just how dangerous this roundabout is until you get hit.

## What has been done that isn't enough

Despite nearly £900 million spending on Reading station, and over £6 million on Christchurch Bridge, transport planners in Reading have singularly failed in providing a safe link into the town centre from Caversham.

Cyclists, who, of course, can solve many of the congestion air quality and public health issues faced by our town, have been barred from the station underpass because it is too low!

This is not a safety issue: the recommendation (widely ignored everywhere else) is for comfort, and a tunnel of that length should be 2.7m high if cyclists are to use it.

So on that basis (it is 2.4m high) we have been banned, although we can walk through. The nonsense is that for it to achieve the same standard

of comfort for pedestrians it should be 2.6m high, so why didn't RBC ban pedestrians?

No good reason! Other than their longstanding inability to make the town cycle friendly.

So as the station underpass is supposedly off limits, the law abiding cyclist uses the roundabout that knocks them down like skittles.

We asked the Lead Councillor for Transport to lift the ban, but so far all we have is some sympathy and a suggestion that he asks officers to look at ways of permitting cyclists.

Now, there is never going to be a physical change, so it is only ever going to be a moral one; if RBC wanted to (or the Lead Councillor did) they would simply pledge to remove the ban.

They haven't done this, so it is time to object more forcefully.

**Adrian Lawson**  
RCC Chairman

## Can you help us?

We need you, our members and supporters, to spread the word so as many people as possible know about this Protest Ride and what it stands for.

Keep an eye on our Facebook Page (URL at bottom of the page) for further details, and help us by commenting and sharing to raise its profile.

Find and connect with us on Twitter (@readingcycle) to help promote this event by sharing and alerting others about it.

And, if you can make it, we would be delighted to see you on the day to support us with our protest ride.

# Wokingham Bikeathon



Wokingham Bikeathon returns on Sunday 30 June. There are two routes planned which pass through many interesting and beautiful parts of Berkshire. Many of these are on calmer roads enabling all levels of cyclist to join in. The event starts at Cantley Park in Wokingham and riders have the choice of a 15 mile or 35 mile route.

In previous years the organisers have seen cyclists of all ages and abilities

participate. Many children have cycled with their parents. The Sprockets Cycle Club, which caters for 6 to 16 year old children, always attends. Some adults cycle on their own, while others get friends and family to join them.

Bikeathon has been running since 2009, led by Stan Hetherington. It is a not for profit organisation run by volunteers and supported by local businesses, charities and organisations. It started

with 143 riders in 2009 and it has grown and grown. It now attracts over 800 riders of all abilities.

Money raised from the entries is put back into the event and any remaining funds are given to charities; we'll be featuring more about those closer to the event.

This year the committee has some exciting news: they have been working with Wokingham Cycling Club to create an updated 35 mile route.

Registration opens on 1 March at [www.wokinghambikeathon.co.uk](http://www.wokinghambikeathon.co.uk), and the Bikeathon committee also ask you to follow them on Facebook and to share the page with your friends and family.

With thanks,  
Gary Neilson  
07882 021314

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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.*



# Correspondence on Erleigh Road

**Brian Morley wrote to Sam Shean, Streetcare Services Manager at RBC, about the maintenance of Erleigh Road.**

Dear Sam,

It was a pleasure to meet you at the last Cycle Forum meeting when you explained about road repairs and potholes etc. You told us that potholes in Erleigh Road were to be repaired shortly and that the road was scheduled for resurfacing.

I note that major work on the section between Craven Road and Alexandra Road is to be carried out next week. In our discussions at the Cycle Forum I welcomed the forthcoming work, but stressed that Erleigh Road needed a major rebuild and not just a new surface, as it had been resurfaced many times in the past leaving it with a steep camber, broken edges and deep gullies at the sides which are hazardous to cyclists, traps for leaves and places where pooling and flooding occurs, because rainwater does not flow freely to the drains.

You stated that you appreciated these problems and I perceived that you indicated that the work would take these points into account and that there would be this major repair work and not just the normal removal and replacement of the top skin.

I do hope that you will confirm the work will be this major rebuild that I understood it would be. This will be a great boon to all who use Erleigh Road, particularly cyclists.

I would also like to know when the remaining part of Erleigh Road from Alexandra Road to Addington Road will receive the full treatment. The same road edge problem exists in much of this section of the road.

I particularly refer to the section outside The Co-operative Group's store. This is one of the few small stores that makes provision for off road parking outside its premises. Many years ago the previous occupants of the store paid for a dropped kerb to permit parking on the forecourt. The road profile has now changed so much that there is a dip between road and

pavement in part of the frontage and it can be seen by marks and heard that vehicle exhausts scrape on the pavement across part of the frontage.

Please let me know when the second section of Erleigh Road will receive the long overdue repair and that the problem outside the Co-operative store is noted.

Best Wishes, Brian Morley  
Reading Cycle Campaign Committee

***This is Sam Shean's reply:***

Dear Brian

Thank you for your email, contents noted.

My response at Cycle Forum included an update on what was proposed for Erleigh Road, which in essence was to be an extended pothole repair plan rather than the perceived total road reconstruction you had hoped for.

Nevertheless, our teams are carrying out extensive localised carriageway reconstruction repairs, including raising low channels, repairing edge breaks as well as extensive pothole repairs.

We have also arranged for our Cleansing Team do much needed sweeping now that the parked cars have been shifted, our Parks Department are carrying out extensive tree works and our Drainage Crews are attending to the road gullies and connections.

The extent of works has increased from just a 'pothole plan' to extensive maintenance, and plans are being put together to extend the closure for additional days next week to ensure that we tackle/complete what is required while we have the road closed and cars moved.

I note your request to extend the works to other areas, however, due to existing budgetary constraints we need to ensure that our limited funds are directed on a priority basis. The remainder of Erleigh Road will remain on our maintenance list and any works will, of course, be carried out on a priority basis and on availability of future capital and maintenance budgets.

I have passed on your concerns with scraping, potholes and edge breaks to

the area Neighbourhood Officer. If you have any further queries, please do not hesitate to contact me.

Regards

SAM SHEAN

Streetcare Services Manager | DENS  
Reading Borough Council 19 Bennet  
Road, Reading, RG2 0QX



Brian was dismayed to see the bike racks on the pavement near Cafe York on the opposite side of Erleigh Road had been removed by RBC. Do the Council wants to discourage the use of cycles or do they think customers for shops on that side of the road will cross over and use the Sheffield racks the Co-op has provided for its members and customers?

## Cycling UK Affiliated Membership

Members of RCC can apply for Cycling UK affiliated membership:

- 3rd party insurance cover of £5,000,000 worldwide except USA and Canada
- Cycling UK membership with access to a wide range of discounts and benefits, see [www.cyclinguk.org](http://www.cyclinguk.org)
- weekly Cycling UK email newsletter

*Please note that these benefits apply only as long as you remain a fully paid-up member of RCC.*

The cost of the Cycling UK affiliated membership is £25 for a full year.

**More details from Membership Secretary on 0118 986 0230**

# A Little Less Conversation, A Little More Action

## One cheer for the Government's Cycle Safety Proposals?

Last Summer, the Government held a consultation on safety for people who cycle and walk. This was part of the launch of the Cycling and Walking Investment Strategy. RCC replied with 18 suggestions covering design of routes for cycling, roads policing, training and the Highway Code. Last autumn, the Government published its response:

<https://www.gov.uk/government/consultations/cycling-and-walking-investment-strategy-cwis-safety-review>

The response recognises eight areas for action:

- Promoting greater understanding of all road users;
- Prioritising cycling and walking;
- Protecting vulnerable road users;
- Safer overtaking;
- Improving awareness of vulnerable road users;
- Compliance with road traffic rules and laws;
- Promoting a positive image of cycling and walking.

It is characteristic of the current Government to use words when it sees something that it knows is popular, but which it doesn't want to do anything about. The response on cycling and walking safety is full of warm words, but very short on meaningful action and even shorter on money.

On cycling infrastructure, the response recognises that shared-use is "controversial" with people who walk, cycle or are visually-impaired, and that there are "examples that have been implemented inappropriately or poorly designed" (RCC nominated part of NCN422).

The Government will update guidance on infrastructure design, but this is just words. The guidelines will not be requirements, because the Government believes "it is better for local Councils to continue to be responsible

for their design standards and implementation".

RCC proposed that Government funding should only be used on Council and Highways Agency schemes that meet national guidance; they haven't even agreed to that. Even when bad design continues, the Government action might only be "highlighting examples of poor local design and implementation in future". Wow! Look forward to further mediocre designs which are slower and more dangerous than the road and which encourage hostile reactions by people driving because "you're not on the cycle path".

The Government has undertaken to review the Highway Code with a focus on "improving safety for cyclists and pedestrians. This may look, for example, at overtaking, passing distances, ways to emphasise cyclist and pedestrian priority at priority-junctions, opening vehicle doors..."

The response is unusually firm on close-passing, stating that "we will be ensuring that the advice on overtaking vulnerable road users and minimum passing distances is clear and well understood". However, the other undertakings fall victim to that little word "may". It, combined with the note that "a review focusing only on cycling and walking elements, could still take up to three years" means there won't be any action soon. Each year of delay, about 170 people will be injured by careless opening of vehicle doors.

I feel the low-point of the response is that around enforcement, which it states is "a very important issue to vulnerable road users". It trumpets "£100,000 to support the police to develop a national back office function to handle footage provided through helmet-cam and dash-cam evidence".

Anyone with experience of an IT project will know that £100,000 is about enough to pay the project manager. It won't get any coding done, or provide any hardware. Given the total budget of the Department for Transport, £100,000 is about as condescending as it gets.

Compare it with £480,000 to the RAC Foundation and police for crash investigation, or £2,000,000 for the 'Driver 2020' programme. The response is equally weak about parking in mandatory cycle lanes; this responsibility is again palmed-off on poorly resourced local Councils, so nothing will happen. RCC called for prohibition of parking in cycle lanes, and a reverse to cuts in traffic police; the Government proposes neither.

Training of all road users gets the same treatment: more warm words, but very little compulsion for anyone. The response does suggest that more people who drive should do a Bikeability course and experience what cycling is like. This might be achieved through offering lower vehicle insurance for people with Bikeability 3, or offering it as part of on-going training for people who drive for work, but again there's no requirement involved.

There are some other minor points that are welcome, such as research into why about 30% of crashes involve "failing to see", and revising the British Standard for cycle lights. Overall, however, the response is disappointing and I'm surprised that it got such a welcome from national cycling organisations. Perhaps they feel that its tone was much more positive that it could have been, and that annoying the Government won't get us anywhere. RCC, however, wants more.

**Peter Howe**  
*WoBC Campaigner for RCC*

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in this newsletter?**

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with half price for RCC members.

# £5m Bid for Cycling from MRT Funds

As the East Reading Mass Rapid Transit (MRT) has been cancelled, can some of the residual funds be reallocated for much needed cycling schemes?

We understand that £19m was available plus £4.8m of Reading's Section 106 funding, but £3.1m has been allocated to Reading West Station, £4m to Theale Station and funding to other projects.

As the MRT was supposed to be partly benefiting cyclists (at a cost of probably £2-5m) RCC request that alternative cycle schemes are funded. We offer the following list with some approximate costs:

Town Centre cycle signing	£10k	Portman Rd and Richfield Ave cycle route upgrades	£90k
Town Centre cycle routes	£1m	Oxford Road mini-Holland cycle and pedestrian scheme	£1m
Vastern Road Roundabout improvements	£200k	Resurfacing of poor minor road cycle routes	£200k
Thames bridge link north to Gosbrook Road	£200k	We believe that these improvements would help provide for safer cycling in Reading and help reduce the appalling traffic and air quality problems that Reading has.	
Thames side path TVBP to Tilehurst	£1.5m		
NCN422 upgrades including Wokingham Road	£500k		
Forbury Road-Homebase cycle route	£300k	<b>John Lee</b> <i>RBC Campaigner for RCC</i>	

## Vastern Road Roundabout Improvements

Some suggested improvements by RCC after the spiral markings and improved stop lines have been added. The Vastern Road arm is the most dangerous location but also the most difficult to deal with directly.

### Napier Road

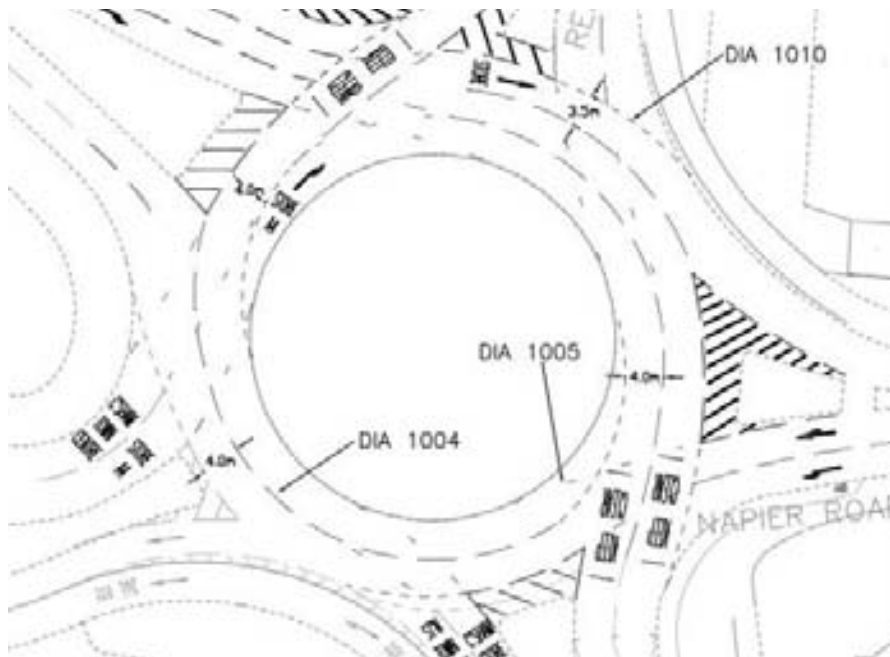
Widen and raise the cycle and pedestrian crossing, to slow traffic and give cyclists and pedestrians a better chance of crossing. Additionally, make the crossing a raised shared zebra crossing.

### Station and car-park access

Make both of the crossing points closer to the roundabout, which is the desire line for cyclists and pedestrians. Reduce the car-park exit road to one lane leading onto the roundabout. Also, widen the hatching between the bus-lane and traffic lane on the road into the station, providing a mid-point refuge.

### George Street - Reading Bridge

Reduce the lanes over the centre of Reading Bridge to one southbound to reduce speeding and overtaking. Provide a wider central island with slightly raised contrasting surface crossing points. Additionally, provide a zebra crossing linking the island.



### Vastern Road

Reduce the speed of traffic by making addition 'destination' road markings and colouring pedestrian and cycle crossing surfaces to 'break up' the expanse of black tarmac. Consider moving the crossing closer to the roundabout. Also consider changing the length of bus lane or providing a bus-gate at the signals.

### Roundabout

Reduce circulating lanes to a maximum of two by merging the exit lane onto Napier Road. Provide a traffic camera so that any collisions can be studied.

### Station subway

Allow the shared use by cycles.

**John Lee**  
*RBC Campaigner for RCC*

### CycleReading Advertising

For 1/6 page display advert (87.5mm x 80mm)  
RCC members £6 • Non-members £12  
Bikes 'n' Bits (text only) free to RCC members  
Contact the Editor (details below)



## Contact Us

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[www.myspace.com/readingcyclecampaign](http://www.myspace.com/readingcyclecampaign)

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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 May 2019

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

### Wokingham Borough Council

0118 974 6302 or [www.wokingham.gov.uk](http://www.wokingham.gov.uk)

### West Berkshire Council

01635 519080 or [www.westberks.org.uk](http://www.westberks.org.uk)

### Windsor and Maidenhead

[www.rbwm.gov.uk](http://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 17 Apr 2019 - open mtg**

**Wed 15 May 2019 - cttee mtg**

**Wed 19 Jun 2019 - 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.

## Advertising Rates:

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

RCC members £6 - Non-members £12

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

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**Full page (180mm x 247mm):**

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