



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

March 2020 No 146

Reading's Biggest Ever Road Repair Programme



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At the end of 2019 residents were given the opportunity to participate in a consultation on Reading Borough Council's 2020/21 budget. In the introduction to the consultation RBC's Labour Leader Jason Brock stated: "I know you think road surfaces are in a poor condition. This budget is proposing Reading's biggest ever road repair programme with £9million on new road surfaces, prioritising residential streets."

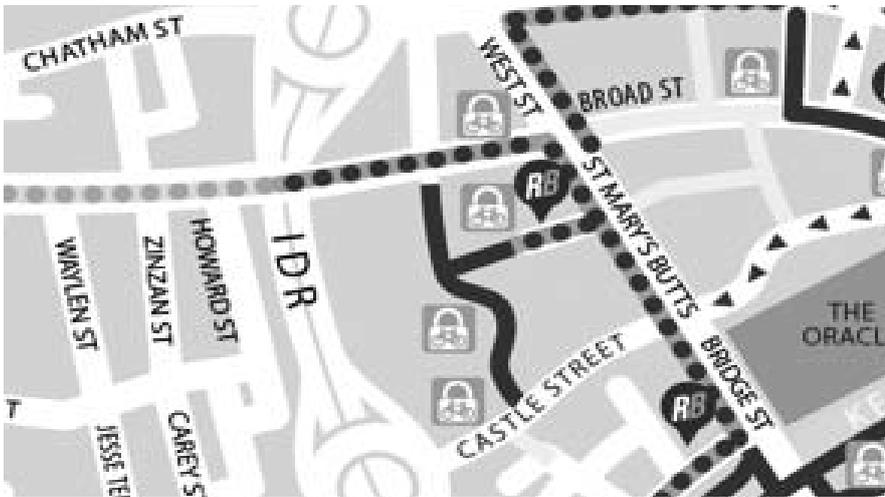
In summarising the responses to this consultation RBC concluded: "In terms of sustainable transport options, the results confirm that more needs to be done to support people who want to switch to using the bus or to start cycling or walking."

In mid-March RBC released two lists of roads that would be resurfaced in the next 3 years. The heralded £9million splurge is being spent on 523 minor and residential roads, with just £0.8m on 51 sections of major roads (i.e. the town's A roads and B roads).

Reading's official cycle network comprises the 13 branded routes shown in the Council's Cycling in Reading map. The good news is that the roads listed for resurfacing do cover various parts of Reading's cycle network. The bad news is that some of the worst roads on the cycle network are inexplicably missing from the list.

So whilst several cul-de-sacs with perhaps a dozen houses will be treated, the town end of Oxford Road and St Mary's Butts - perhaps the worst

Campaign News



The town end of Oxford Road and St Mary's Butts have extremely bad road surfaces

road surfaces in Reading Borough and a key route for cyclists - are ignored. Whilst the various Crescents, Closes, Mews and Gardens dotted around Reading will be resurfaced, Whiteknights Road, part of Cycle Route R20 and peppered with potholes which being less than 5cm deep do not warrant repair, is left to deteriorate.

Our view is that a road repair programme is long overdue, but it should prioritise those road users most affected by the Reading's potholed and rutted roads. It should prioritise those roads where a decent road surface would encourage sustainable travel. With this in mind we launched an on-line petition at the end

of February calling on RBC to prioritise road repairs on those roads which make up its designated and branded cycle network. Thanks to all our supporters who signed.

To follow this up Reading Cycle Campaign was due to speak at the Council's Strategic Environment Planning and Transport Committee, at which the proposed road repair programme was to be approved. However, just minutes before our plea to fully consider the cycle network could be presented, all Council meetings were cancelled in the wake of Covid-19. Instead we have written to the Lead Councillor for Strategic Environment, Planning and

Transport requesting that those parts of the cycle network that are in poor condition are not overlooked by the road repair programme.

So perhaps now is a good time to highlight Cycling UK's advice on what you should do if you hit a pothole. This lists 10 steps to help keep you safe and maximise your chances of successfully claiming compensation, including advice on gathering evidence and instructing a solicitor: www.cyclinguk.org/what-should-i-do-if-i-hit-pothole.

Keith Elliott
RCC Secretary



Reading Borough Council (RBC)

Spring Report 2020

The Cycle Forum on 4th December focused mainly on the LCWIP (Local Cycling and Walking Infrastructure Plan) that the Council have now submitted in draft form to the DfT for funding.

This plan, if funded and implemented, would make substantial improvements for cycling and walking over the next 10 years with a number of new routes. The plans are in their draft stages, and the difficult part comes with how to

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provide good quality cycling routes in the places where they are needed.

With the Council's continued failure to provide adequate and legally necessary signing in the town centre, to show where cyclists can legally ride, their ability or willingness to provide good routes for cyclists in the LCWIP seems questionable!

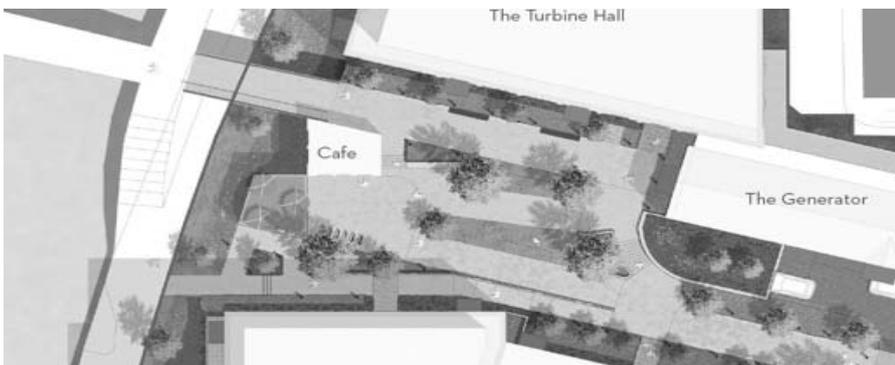
Work on NCN route 422 is nearly complete with new cycle lane markings on Berkeley Avenue and Wokingham Road. Apparently changes to reduce parking, and facilitate better cycling facilities, on Wokingham Road were dropped because of numerous objections from a local church. Surely there must be some scope for further cycling improvements there.

The Campaign has also been involved with the Council's CAST (Cleaner Air and Safer Transport) forum, with representatives and individuals from a variety of interests when we attended the second meeting on 29th January. Hopefully this forum will help push the Council into improvements for cyclists and pedestrians, and not just buses! No-car zones outside selected schools is hoped to be one measure which will be developed.

John Lee
RBC Campaigner for RCC

Christchurch Bridge To Get Hairpin Bends?

Berkeley Homes has now submitted its planning application for blocks of flats on Vastern Road. Importantly for cyclists this development includes for a new link from the cycle/pedestrian bridge over the Thames to Vastern Road and the town centre.



Layout of cycle/pedestrian link from Christchurch Bridge to Vastern Road



Wokingham Road cycle lane as it was before

This is a once-only opportunity to make a good quality cycle link from north Reading to the town centre, but Berkeley has proposed a ramp with two 180 degree switchbacks, one of which is the milling around area in front of a café. We don't think this is great.

If you want to view, comment or object to this application you can do so on the Reading planning portal (<http://planning.reading.gov.uk>). The application number is 200188.

Wokingham Road - New Cycle Lanes

RBC has recently repainted the cycle lanes along Wokingham Road. This was done as part of the works to create National Cycle Route 422, which runs between Newbury and Windsor and crosses through Reading along Bath Road, Berkeley Avenue, Cemetery Junction and Wokingham Road.

The creation of NCN422 has afforded the opportunity to right some previous wrongs, and it is encouraging that the Council is starting to take account of national guidance when creating cycle infrastructure.

The infamous car door danger zone cycle lanes have now been replaced with wider



Wokingham Road cycle lane after the NCN422 makeover

lanes that include a buffer strip between the cycle lane and the parking bays - see the 'before' and 'after' photos above.

This increase in width has meant that there is now only a cycle lane on one side of the road (Wokingham bound). To achieve a proper cycle lane on both sides of the road would have meant sacrificing some parking bays. However, it is better to have one proper cycle lane than two dangerous ones.

There are now also mandatory cycle lanes on both sides of Wokingham Road on the gradient section south of the run of shops. A mandatory cycle lane has a solid white line, which should not be crossed by motor vehicles (see below).



Close to the borough boundary, near The Three Tuns pub, the outbound cycle lane ends with a very large turn left sign (see below).



A curious feature; if you know its function, then drop us a line.

Keith Elliott
RCC Secretary

Cycling Challenge for Scientists' Tribute

Why not take on your next cycling challenge!!

A recent Sports England Active Lives survey showed that 6.3 million adults cycle for leisure and sport, which unsurprisingly resonates with the fact that cycling is becoming one of the fastest growing sports.

For some this brings desire to push the limits of one's endurance and cycle ever further distances, for which the world of Audax offers an arena. This was the excitement that took hold of me after my first longer ride....

An Audax ride, also known as a Randonnée, is a long-distance cycle ride that must be completed within a set time limit, including any stops, whilst maintaining a minimum and maximum speeds.

It is not a race, requiring riders to be self-sufficient and passing



through control points to ensure the feat is completed as intended.

Audax distances start from 50km, as an introduction to long-distance cycling completed in a matter of hours and move upwards all the way to 1000km taking several days to complete!

A brand new Audax event is coming to Reading on 25th April 2020, organized by myself on behalf of Cycling UK Reading. The Audax theme will be as tributes to notable UK Science Pioneers.

These events are run totally by volunteers with all proceeds going to

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Cycling Challenge Tribute



charity and will be shared between Thames Valley Air Ambulance and Launchpad Reading.

There are three rides on offer: 50, 100 and 200km.

'A Tribute to Alan Turing' is a 200km ride via Bletchley Park as a tribute to Alan Turing, the WWII codebreaker and widely credited as the father of Theoretical Computer Science and Artificial Intelligence.

'A Tribute to Robert Boyle' is a 100km ride via Oxford University labs as a tribute to Robert Boyle, the Father of Modern Chemistry, discoverer of Boyle's Gas Law and co-founder of the Royal Society.

The route passes around the site in Oxford where Robert lived between 1655-1668 when he discovered Boyle's Law.

And finally, **'A Tribute to Johnson and Matthey'** is a 50km ride paying tribute to Percival Johnson and George Matthey, the 19th Century

metallurgy pioneers of Platinum Group Metals and founders of the FTSE100 global chemicals company Johnson Matthey plc.

This ride is quite scenic, mostly on quiet roads and country lanes exploring the foothills of beautiful Chilterns (AONB) and returning via Johnson Matthey Technology Centre at Sonning Common.

All rides start and finish at Our Lady and St Anne's Church in Caversham, which will also serve as the event control.

Entry fee for all events is ONLY £10, which includes breakfast at start and food after the finish!

Details of the event, routes and registration can be found at www.TributeAudax.uk.

Everyone is welcome to join in one of the above rides and support these charity events while enjoying a day out on their bike :o)

Edwin Raj, RCC and CUK member

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
- Joint membership (annual) £5
(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, 27 Rochester Avenue, Woodley, Reading RG5 4NA

Alternatively you could join online via 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.

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 giving access to a wide range of discounts and benefits
- 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

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.

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Specialising in a **wide range of injury work for adults and children**, we are members of all relevant specialist bodies including Headway and the Spinal Injuries Association and are closely involved with the Bicycle Helmet Initiative Trust (BHIT) based in Reading and The Cycle-Smart Foundation.

We have our own brain injury support team and **the experience and commitment to get you and your loved ones the result and support that you need.**

We have been helping accident victims for **well over 30 years** and have developed a national reputation for our work in this field.

We hope it never happens to you but if you do have an accident, contact **Kim Smerdon 0118 952 7199** PIClaims@boyesturner.com
www.boyesturnerclaims.com *Law firm based in Reading representing clients nationally*

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

Jean Cronin, Kent



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Or contact Sel Dixon, the club secretary: secretary@cyclingukreading.org.uk
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www.facebook.com/cyclingukreading

Cyclists at Roadworks, New TfL Guidance

Guidance for Local Authorities and their contractors has been limited to the Highways Agency Traffic Advisory Leaflet (TAL) 15/99 Cyclists at Roadworks, produced in 1999.

Transport for London has now prepared alternative guidance available from <http://content.tfl.gov.uk/temporary-traffic-management-handbook.pdf>.

It was initiated and specifically produced to include clearer and better provision for cyclists and pedestrians than in the TAL 15/99.

It includes a 44-page chapter on Cyclists at Roadworks giving a range of guidance on signing, lane widths and alternative road layouts and cycling provision.

As well as the infamous 'Cyclists Dismount and Use Footway', there are a number of other suggested signs which may be relevant, including:

- No Entry Except Cyclists
- Road Closed Except Cyclists
- Narrow Lanes Do Not Overtake Cyclists
- Cycle Lane Ahead Closed

The road layout examples given are largely those actually used by TfL in the preparation of the document,



An example where cyclists were NOT provided for!

and include: single and dual carriageways, cycle tracks, temporary shared-use paths as well as at road junctions.

The TfL document should be accepted by all Highway Authorities as best practice, with any contracts and agreements specifically referring to it.

RCC has already asked RBC to adopt the TfL best practice guidance and

hope they will take this simple measure to improve conditions for cyclists.

If you spot any roadworks where cyclists have not been adequately catered for, then check the TfL document for possible solutions and contact your councillors or the Council.

Karen Robertson
Events Co-ordinator

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Contact Us

Tel: 0845 330 2543
www.readingcyclecampaign.org.uk
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Chairman	Vacant chair@readingcyclecampaign.org.uk
Secretary	Keith Elliott secretary@readingcyclecampaign.org.uk
Treasurer	Brian Morley treasurer@readingcyclecampaign.org.uk
Membership Secretary	Martin Weller membership@readingcyclecampaign.org.uk
Publicity Coordinator	Leendert van Hoogenhuijze publicity@readingcyclecampaign.org.uk
Events Coordinator	Karen Robertson events@readingcyclecampaign.org.uk
Reading Campaigner	John Lee rbc@readingcyclecampaign.org.uk
Wokingham Campaigner	Alex Cran wokingham@readingcyclecampaign.org.uk
West Berks Campaigner	Vacant wbc@readingcyclecampaign.org.uk
Newsletter Editor	Alice Elliott newsletter@readingcyclecampaign.org.uk
Newsletter Designer	Alice Elliott designer@readingcyclecampaign.org.uk
Website Manager	Alice Elliott webmaster@readingcyclecampaign.org.uk
Newsletter Distribution	Ian Humphrey - 0118 967 3693

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

Next newsletter copy deadline: 1 May 2020

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

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 15 April 2020 - cancelled

Wed 20 May 2020 - cttee mtg

Wed 17 June 2020 - AGM

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

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