

Traffic Calming - Best Practice for Cyclists and Pedestrians



Speed cushions showing abuse

Reduced speed limits of 20mph (or less) and providing traffic calming are popular in town centre and urban areas. They improve road safety and increase the attractiveness of walking

and cycling, as well as making residential and shopping areas more pleasant. 20mph limits will normally need traffic calming and/or other physical measures to be effective.

Speed cushions and round-topped humps

Speed cushions and round-topped humps were introduced quite widely in the 1990s after the enabling Highways (Traffic Calming) Regulations 1999, which gave some design criteria including the height limit of 100mm (4"). Both types were relatively cheap and simple to construct, particularly if constructed as asphalt overlays.

Speed cushions have become increasingly ineffective over the years, with wider cars as well as commercial vehicles being able to straddle them without reducing speed. This creates a more dangerous situation for pedestrians, who are dealing with variable passing speeds of 10-30mph

A range of measures can be used when providing traffic calming and introducing 20mph limits:

- Road humps (cushions and round-topped)
- Tables and entry treatments
- Sinusoidal humps and ramps
- Horizontal deflections
- Remove unnecessary carriageway width
- Road texture/surface
- Better pedestrian crossing provision

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Traffic Calming Best Practice continued...



Flat-topped entry-treatment hump



Flat-topped hump set back from junction

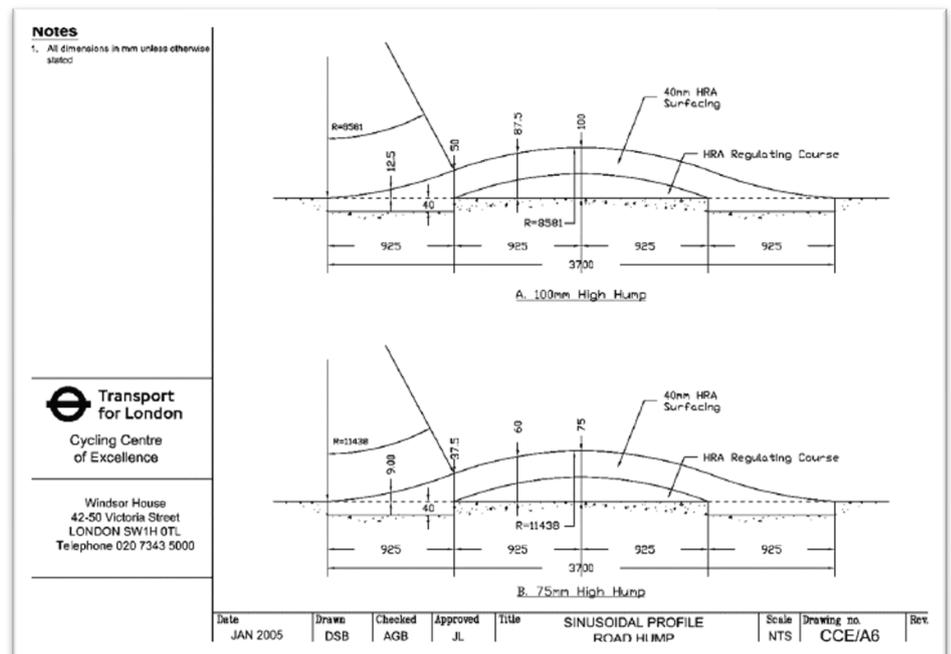
and more. They also provide no crossing benefit to pedestrians as do other types of road hump. Cushions can create problems for cyclists by constraining their road positioning or giving them a sharp bump; cushions have a ramp gradient of 1 in 6, steeper than other humps. They can also destabilise two-wheelers if they contact their steep side gradients.

Flat-topped humps and tables

Other types of allowable humps were flat-topped tables with approach ramps; these could be used across junctions as well as beside junctions (entry treatments) and on straight links, subject to distance criteria. These are more expensive to construct than cushions, partly because road drainage changes are frequently required.

The benefits of these humps are mainly three-fold:

- Provide safer improved crossing places for pedestrians, with less variable vehicle speeds.
- Can be placed at junctions, which is where most pedestrians wish to cross.
- Can be 'tuned' to control vehicle speeds by height variations of between 50 and 100mm (2-4") and varying ramp gradients, or see later, sinusoidal profile ramps. The length of the ramps can also be varied. This tuning means that humps can be designed to reduce traffic speeds to that considered appropriate at the location; this could be anywhere between 10 and 30mph. There will obviously still be a range of vehicle speeds depending on the vehicle type and the level of discomfort tolerated. Entry-treatments at side-road junctions have been shown to reduce cyclists' collisions by a third.



TfL sinusoidal hump construction profile, see also LTN Section 7.6.5



Sinusoidal ramped hump at Goring

Sinusoidal profile humps

In the Netherlands the sinusoidal profiled humps are standard practice, and they are now used in a number of UK locations and recommended as the best hump in London Cycle Network and TfL guidance. Their main benefits are that they give effective speed reduction, but do not cause jolts to cyclists or poorly sprung vehicles. Sinusoidal ramps can be used in conjunction with flat-topped humps to provide pedestrian crossing areas.



Profile of ramp at Goring

Humps at crossings

Flat topped humps can usefully be used in conjunction with Zebra or other crossings, helping to ensure that there are slower traffic speeds. This can also have the benefit of removing the need for expensive anti-skid (high friction) road surfacing on the crossing approaches.

Traffic Calming Best Practice continued...



Zebra crossing on flat-topped hump by junction



Cycle gap in horizontal deflection

Horizontal measures

Road deflections including width restrictions can be usefully used. Care must be taken not to create 'pinch-points' for cyclists. By-pass routes for cyclists should be incorporated where possible. Facilitating pedestrians crossing should also be considered. This may include a raised hump as part of the scheme.

Tightening corner radii and reducing unnecessary carriageway space should

be considered in all schemes, along with streetscape measures to reinforce the sense of place.

Good practice

When designing a traffic calming scheme, the needs of pedestrians and cyclists should be carefully considered, to enable the maximum benefits to be obtained.

Maximum use should be made of sinusoidal ramps and raised tables

when humps are used, with humps 'tuned' to the individual location. Speed cushions and round-topped humps should be avoided wherever possible.

Changing the horizontal characteristics of the road such as tightening corner radii should be used when appropriate.

For other guidance see LTN 1/20 Cycle Infrastructure Design, Reducing Motor Traffic Speed Section 7.6.

John Lee
RBC Campaigner for RCC

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Campaign News



Reading Borough Council (RBC)

Spring Report 2022

Little of consequence has happened over the last three months. Cycle Forum and CAST meetings should be taking place in late March or April 2022.

Shinfield Road Scheme

RCC made comments about safety and useability on parts of the Shinfield Road scheme proposals, but are unaware of whether changes have been made in line with our comments. We requested a meeting with RBC to discuss these in more detail, but so far no meeting.

In contrast the Motorcycle Action Group (MAG) has managed to meet with RBC to discuss their concerns. I met with the MAG representative prior to their meeting to discuss where we had common ground and where we disagreed.

Traffic Management Sub-Committee, 3 March 2022

Two main items of interest are the Shinfield Road scheme which just appears to be a rubber stamping of the scheme for consultation. Apparently, there is scope for later minor changes.

The other item is a comprehensive list of schemes requested, which includes many schemes requested by RCC. Whilst there are many individual 20mph speed limits and zones proposed, the blanket 20mph for residential roads is set to be removed.

This is only a wish list though, so without approved funding little will happen. The hope is that developers and other funding will become available.

Cycle Hub

The Council is still investigating sites for the proposed Cycle Hub, a secure cycle parking facility in the town centre. A location in or near the Broad Street Mall area is most likely, with funding of £125k from the

government's Capability Fund available this financial year.

John Lee
RBC Campaigner for RCC



West Berkshire Council (WBC)

Spring Report 2022

The West Berks Cycle Forum met on 18 January.

Extension/s to the Eling Way

The extensions are viewed as being part of the Newbury-Didcot link connecting large villages in West Berkshire.

WBC sees a real opportunity to build on the momentum that the completion of the initial section of route has generated, coupled with the highlighting of this 'missing link' in the prospectus for transport projects prepared recently by the Thames Valley Berkshire Local Enterprise Partnership.



A feasibility study has been carried out by Sustrans looking at routes to extend the Eling Way south from Hermitage to Newbury and northwards from Hampstead Norreys to Compton. WBC will seek to engage with stakeholders and actively explore funding sources. It will be discussed further at the next Forum meeting.

Local Cycling and Walking Infrastructure Plan (LCWIP) and Active Travel Fund

Several cycle lane schemes in Newbury and Thatcham are being developed as part of these initiatives.

A4 London Road/new Lidl, Newbury

Scheme completion anticipated in February 2022, before the store opens.

A4 Western Avenue (Brummell Road to Waitrose roundabout), Newbury/Spenn

Work on this site was programmed to start on Monday 24 January. Expected duration is 12 weeks.

<https://westernavenuecyclewaysphase2.commonplace.is/>

A4/Crown Mead, Thatcham

<https://crownmeadcyclewaysphase2.commonplace.is/>

Andover Road (Wendan Road to St Johns Post Office), Newbury

<https://westberksatroutes.commonplace.is>

Kennet & Avon Canal Towpath & Related Improvements



There was discussion about improvements to the Kennet and Avon towpath, at Aldermaston Wharf, Ham Bridge and Monkey Bridge. The towpath is the responsibility of the Canal and River Trust.

Next meeting of the West Berks Cycle Forum, Tuesday 22nd March.

If there are any matters relating to cycling and active travel in West Berkshire you would like raised, contact Rob Hill on wbc@readingcyclecampaign.org.uk

Rob Hill
WBC Campaigner for RCC

Campaign News continued...



Wokingham Borough Council (WoBC)

Spring Report 2022

It's been an interesting few months for Active Travel infrastructure planning in Wokingham Borough Council, taking some tentative steps forward, followed by some stalling and now a serious risk that we are heading back to the starting line. If this makes no sense, then hopefully the following will clarify...

Starting with a positive: it has been great to see WoBC continue to engage with cyclists in the Borough. Both the executive member Cllr. Pauline Jorgensen and her officers have been generous with their time and open to being contacted and discussing what is going on in the borough, which as I understand is different to their Reading counterparts.

The WATCH (Wokingham Active Travel Community Hub) group in Wokingham has been invited to have stakeholder input into the development of the delayed LCWIP (Local Cycling and Walking Infrastructure Plan) which is due to be completed this year and should support WoBC's plans to improve active travel in the Borough.

Now for a negative: the Woodley Cycle scheme. The battle over the proposed cycle and walking scheme in Woodley and the local backlash against the scheme - in particular the change to Woodlands Avenue.

WoBC consulted on three potential schemes in the Borough, one which would link Thames Valley Park with North Woodley, another scheme which would provide safer cycling from London Road into Wokingham town centre and finally the central Woodley/Earley scheme that was chosen.

It was slightly opaque as to how the scheme was selected, although a final cost/benefit analysis was released, with people's views on the scheme and the cost being the deciding factors.

The central Woodley scheme that was chosen was significantly cheaper than the other two and on the basis that this would provide best value for money it was selected. Around £550k of central funding was awarded to WoBC from Active Travel England to progress the scheme, which then went to a final public consultation.

Unfortunately, certain elements of the scheme, in particular the changing of Woodlands Avenue from bi-directional to one way, has met with considerable local resistance and the scheme is now on hold.

There was a public meeting on Tuesday 1 March where various views were put forward and at that point the way forward was decided. At present the deadline for finalising the plan is the end of March, which means should this plan be rejected, it would not give time for another design and consultation and this central funding would be lost and nothing would happen.

For anyone who walks or cycles and even those who need to drive around the increasingly congested streets in Woodley, this would be a massively missed opportunity.

It is hoped that if as expected the plan in its current form is rejected, WoBC will apply for an extension to reconult and try to find a way around some of the major concerns that are stopping any progress being made.

How it got to this stage without these issues being addressed seems like a *faux pas* on the part of the WoBC planning team, but fingers crossed some compromises can be made.

It is the view of RCC and WATCH that to completely lose this scheme and the funding and therefore make no progress on the first major LTN 1/20 compliant scheme the council has undertaken would be a *massively* missed opportunity and risk setting a precedent for other future schemes. Therefore, all the stops must be pulled

out to make sure the money is spent on good Active Travel infrastructure that will benefit future generations.

To finish on a positive: it was great to see Cllr. Jorgensen at the last RCC meeting and even better to hear that she has (in principle) agreed to become a member of the RCC - we would welcome you and look forward to counting you amongst our number Cllr Jorgensen!

It was also good of Cllr. Jorgensen to share her budget calculations for active travel provision in the borough. This amounted to >£10 million over the next year, to be spent on walking and cycling infrastructure, which is great to hear. Hopefully this money will continue to help reduce congestion and help people get around without their cars (driving is becoming increasingly expensive at the moment) for certain journeys.

As usual we at WATCH and the RCC will be looking at how this money is spent and holding the powers that be accountable for what this does or doesn't do for active travel over the coming year.

I hope that in the newsletter this time next year, I will be able to happily reflect on how steps forward were boldly taken by a forward thinking WoBC giving us £10m+ of brilliant Active Travel infrastructure that we are all now happily using - WATCH this space!

Alex Cran
WoBC Campaigner for RCC

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Campaign News continued...

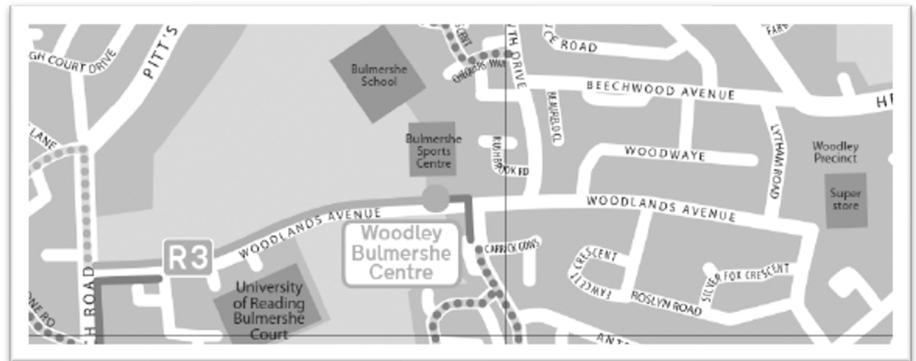
A Town of Three Boroughs

You could be forgiven for thinking that the people who run Wokingham Borough Council may not think that the Reading Cycle Campaign has anything to do with them.

But that would not be true. Thanks to the vagaries of local government reorganisation in the 1990s Berkshire was carved up into six unitary authorities where the newly created borough borders paid scant regard to urban geography. The result of this is that only part of the Reading urban area actually lies within the control of Reading Borough Council. Woodley, Winnersh and Earley ended up in Wokingham Borough; whilst Tilehurst, Calcot and Purley came under West Berks Borough Council (see the map below).

This matters, as it's the Borough Councils who look after our local transport. Less than half of the Reading urban population actually live in Reading borough, and many local cycle journeys will cross a borough boundary.

Despite the different political make-up of Reading, Wokingham and West Berks Councils there has been cross-border cooperation. The Local Cycling and Walking Infrastructure Plan (LCWIP) for the Reading urban area was drawn up by Reading Borough Council in 2019 in partnership with Wokingham and West Berks.



R3 Woodley Centre to Reading via Woodlands Avenue

The Reading Cycle Campaign draws its membership from people living in all three boroughs (and more) and we have dedicated committee positions for dealing with cycling affairs in each of them.

We were therefore pleased that Councillor Pauline Jorgensen, who is the Executive Member for Highways and Transport at Wokingham Borough Council (WBC), 'zoomed' into our February Open Meeting. Pauline joined us to present and answer questions on WBC's plans for making a quality cycle route from Woodley to Reading. This proposed facility would be funded by the Department for Transport's Active Travel Fund, which was set up to support Local Authorities implement walking and cycling schemes.

If you look at a map you will see that to get from the centre of Woodley to Reading the obvious route is via Woodlands Avenue.

But in order to access the Active Travel Fund local authorities need to provide quality cycle infrastructure segregated from motor traffic; a few painted white lines will no longer do.

The Wokingham Spring report explains how the proposal for making part of Woodlands Avenue one way to make space for cyclists has generated some opposition to the plans.

Understandably people will be concerned if they think changes are going to inconvenience them and politicians, like Councillor Jorgensen, will need to take those views into account. But ultimately, if local authorities are going to achieve their stated aim of increasing walking and cycling, with all the benefits for society this will bring, then the nettle will need to be grasped.

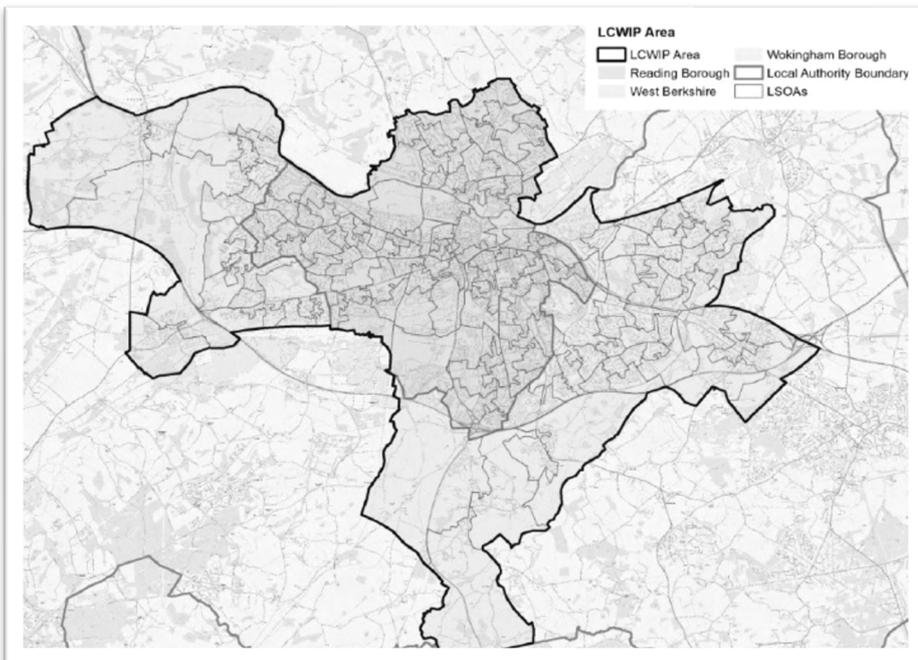


Horseshoe Bridge to Get Refurb

The horseshoe bridge that crosses the mouth of the Kennet is due for a refurbishment. The bridge abuts Brunel's adjoining railway bridge, and while its stepped ramps are not great for cyclists, it forms a vital part of the National Cycle Network and is well used.

Network Rail own the bridge and intend to apply for a temporary closure later this year to undertake the refurbishment.

Keith Elliott
RCC Secretary



Chairman's Letter

Dear RCC members,

To Boldly Go

I have lived for 40-odd years near the hospital and university and have cycled into town on countless occasions, but as far as I can remember, I had never gone via Sidmouth Street. So now that the council has converted the southbound lane into a dedicated and segregated two-way cycle path, I felt I had to try it out and tell our loyal campaign members what I have discovered.

So on a sunny morning this February half-term, I set off to see what I had been missing. The ride started badly with two full width sleeping policemen to cross right alongside my house and it got worse as I cycled down Redlands Road past the hospital. I was maintaining my place on the road carefully riding where the cycle logos on the road were painted.

The car immediately behind me was following at a sensible distance, but obviously I was too slow for a big black Mercedes taxi, who overtook both the car behind and myself by driving past the wrong side of the central island and then speeding off at considerably more than the 20mph limit.



This was just by a main entrance to the hospital where ambulances and other vehicles are always coming in and out. But at least the central island protected me from him - small mercies indeed.

London Road was quiet, and I was able to move across to the far side easily, which is not always the case for this very busy road. The traffic lights changed just as I approached the back of the queue of cars, and I was able to turn into Sidmouth

Street and appreciate the full beauty of what the Council has provided.

A smooth recently re-laid surface, with lots of bollards separating from the northbound traffic lane, carefully painted logos on the tarmac and lots of informative or warning signs for the benefit of all users.

So getting onto the route was no problem from the South and it was a very smooth and pleasant ride down the hill until I got to the sign at the bottom that proclaimed 'END OF ROUTE'.



What was I to do then? There was no indication as to how to proceed. Do I join the main traffic again but if so, where do I do it? Do I become a pedestrian and wait to cross at the crossing? HELP!

I really wanted to get across the Queen's Road and get down to Kennetside, but there was no way other than getting off my bike and using the traffic light controlled crossings, which I did.

Having gazed at the river and said 'hello' to a couple of passing swans, I decided to tackle the reverse journey, but again - How?

There is a multi-coloured barrier of plastic things blocking the entry with a small track leading from the bus lane. This entry was only

partially blocked with a few tree branches, although earlier in the year it was impassable due to the accumulation of leaves at the pinch point.

But was I really supposed to go to the end of the central reservation and cross two lanes of traffic to get to it? There were no helpful cycle route signs anywhere to be seen, so I retraced my footsteps - yes I got off the bike again - and went via the pedestrian crossings.

A nice leisurely ride took me back to the top of the road past the inevitable 'END OF ROUTE' sign and another telling me that I had to 'STOP WHEN RED LIGHT SHOWS'. Now I may be being a bit picky, but I have noticed that one car always goes through on red at most traffic lights in town and no-one, least of all the police, seems to care.

So why do we cyclists have to be reminded? As the London Road was clear when I got to the top, I ignored the message and sped across into Crown Place and back home.



So what did I learn?

First - I was the only cyclist using it while I was there. My wife tells me she saw another later on that day and I have seen three cyclists using it in total.

Second - it is of reasonably high-quality construction.

Third - it is absolutely useless.

Chairman's Letter continued...



So how did it come about? I have emailed Councillors Page and Gittings for information about the genesis of the scheme, but as yet have had no response from either.

Transport planners for RBC could not enlighten me further. I know that it was funded from the government's Active Travel Fund - Tranche 1 allocation, but I cannot see what led

the Council to choose this particular scheme.

I asked Councillor White, leader of the Green Party Council Group, the same questions and here is his reply.

"As far as I can tell the scheme was generated by the Council Transport Planners - or the Transport Consultants the Council uses.

"I don't have the cost of the scheme to hand, but I would guess design and implementation was in the tens of thousands of pounds. Not value for money in my opinion.

"We asked for the schemes to be consulted on - at the very least with key stakeholders - but were told no.

"I don't think the Council will have any evidence that it met any need.

I think disappointingly they just looked at where they could introduce something easily.

"I haven't heard that any follow-up studies have been done and if they were they would show that no one uses it - which is probably why they won't do one."

I think this reply says it all. As a fairly experienced and confident cyclist, I felt very exposed at the Queen's Road junction, and I would have been happier actually cycling with the traffic stream rather than having to negotiate the crossings.

I think there is a serious message here for the Council Planners with regard to the Shinfield Road scheme, that the problems for most cyclists come at the junctions and the access to wherever they intend to go and not the road in between.

I do hope that we are not going to find ourselves with another expensive white elephant of a scheme.

Joe Edwards
RCC Chairman



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Kidical Mass Reading



about cycling, and to improve confidence on roads by riding in a safe and welcoming group of cyclists.

The rides demonstrate that there is a desire for infrastructure that supports active travel choices, which brings huge environmental and health benefits.

We hope they will encourage others to consider making short journeys by bike, or other active travel choice, rather than taking a car.

We want to give kids a physical presence and a voice in the public realm. A city that is safe and sustainable for kids is a city

that is good for people of all ages and abilities.



We plan to start from Palmer Park, with adult marshals to help with traffic control. The route is 3km through the town.

Our destination is Forbury Gardens, where we expect to arrive in less than an hour. It is not a race - just a friendly group cycle. Bring your wheels and wear bright colours!

There will be homemade cake and time for the kids to play in the gardens afterwards - do bring a picnic if the weather looks good!

We'd love to see you there, as a participant, cake baker, organiser or safety marshal.

Please contact kathleenheath@gmail.com for more information.

Or follow us on <https://www.facebook.com/groups/familycyclingreading>

or on Twitter <https://twitter.com/kidicalmassreading>

You and your children, grandchildren, dogs etc are warmly invited to the forthcoming 'Kidical Mass Reading' rides:

- 2nd April 11:30am - Kidical Mass Reading launch ride
- 15th May 11:30am - International Kidical Mass Action Day

Kidical Masses are a worldwide initiative, where children of all ages take to the streets of our towns and cities, on bikes, adapted cycles, wheelchairs, balance-bikes etc, under safe and properly marshalled conditions.

Our motto is "space for the next generation" and the purpose of this event is to get kids and adults excited



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In Conversation with Ayo Sokale



I spoke to [Ayo Sokale](#), who is a Labour and Co-operative Councillor for Caversham and Deputy Mayor.

She had attended a cycle training course for Councillors, which was run by [Avanti Cycling](#) (avanticycling.co.uk) on the Saturday of storm Dudley, and I asked how she found the experience.

She told me that she found the session very useful, considered it was very professionally run and that it gave her a real insight into the problems facing cyclists on Reading's roads.

When I asked her if she would be cycling more regularly now as a result, she gave me a very diplomatic answer along the lines of "We have to put in better facilities into place to make it safer for children and inexperienced cyclists".

She admitted that while out on the training run, she had a scary experience when a car got too close on Vastern Road. She definitely wanted to see more dedicated routes separated from the traffic so children can cycle to school.

The problems of delivering schemes that worked formed the main part of our talk. Formal consultations are expensive and time consuming and there are pressures on the Council to get things done on time and within the budget.

These pressures come from the way that monies are allocated from central government and Reading Borough Council does not always have the freedom to do things differently. She was also very aware of the high level of demand on the Transport

Committee budget and also the problems of enforcing measures, such as 20mph speed limits.

Moving away from the subject of cycling and active transport provision, I asked her how she was enjoying her term as a Councillor and what she was most proud of.

She is obviously a busy lady, sitting as she does on both the Adult Care and Housing Committees and also being Deputy Mayor, but she has found time to get involved in sustainability issues, founding the Plastic Free Caversham Group and crowd funding a campaign to get a water refill station for the ward.

This venture allows folk to ditch their single use water bottles and refill their own.

To end our talk, I encouraged her to join the Reading Cycle Campaign and to consider getting out on her bike with Cycling UK, where she could meet lots of friendly and like-minded people, who I am sure would be as impressed by this lady as I was.

Joe Edwards
RCC Chairman

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 - Weekly Cycling UK email newsletter
- Please note 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 £33 for a full year.

Further details obtainable from the Membership Secretary on 0118 986 0230.

Climate Change COP26, Transport & Cycling



This article was submitted late for the last edition, hence why it's an old topic - Editor

The 26th UN Climate Change Conference of the Parties, held in Glasgow, aimed to accelerate global commitment to tackling climate change, as world leaders met to discuss their nation's green policies.

Some tentative agreements have been made on some issues which at least recognise that climate change is a problem! But leaders must try harder next time!

The 700 word document 'COP26 declaration on accelerating the transition to 100% zero emission cars and vans' sets out a commitment to end the sale of new petrol and diesel cars and vans by 2040, signed by the Governments of the UK, Canada,

Israel, Mexico and Turkey, amongst others.

Car manufacturers, including Ford, Mercedes and Jaguar Land Rover, also signed up to the commitment; however, Volkswagen and Toyota declined to sign, along with the

Governments of Germany, the US and France.

This declaration does little or nothing to reduce road congestion, the polluting impacts of building cars and sourcing the materials, or the particulate and noise pollution caused by their use. It does keep the majority of car manufacturers and suppliers happy though!

But there had been a notable absence of commitment to encouraging active travel, walking and cycling, sparking a coalition of cycling organisations to call on Governments to commit to cycling.

Concerns about this lack of support for cycling and walking during the COP26 have been somewhat alleviated, thanks to a last-minute addition to an electric vehicle declaration.

The declaration says: "As representatives of governments, businesses, and other organisations with an influence over the future of the automotive industry and road transport, we commit to rapidly accelerating the transition to zero emission vehicles to achieve the goals of the Paris Agreement.

"Together, we will work towards all sales of new cars and vans being zero emission globally by 2040, and by no later than 2035 in leading markets."

And the final paragraph of the declaration now reads: "We recognise that alongside the shift to zero emission vehicles, a sustainable future for road transport will require wider system transformation, including support for active travel, public and shared transport, as well as addressing the full value chain impacts from vehicle production, use and disposal."

But with the world population predicted to rise from the present 7.9 billion to 10.9 billion by 2100 and no population restraint actions proposed, climate change is unlikely to be stopped.

John Lee
RBC Campaigner for RCC

Regain Spinal Unit Cycle Tour - 2-16 June 2022

The Regain Sports Charity provides practical and emotional help to sports injured tetraplegics, and to help fund their activities they are running a 650 mile cycle tour from Middleborough to Devon this coming June.

There are four participation options for the event: the full 650+ mile challenge, a three-day challenge, two-day challenge or one-day challenge. This event is open to everyone, and we would like to invite as many of Regain's beneficiaries and previous attendees of Regain rides to take part.

The sponsorship funds raised by participants from this challenge will contribute to Regain's Grants Programme for sports injured tetraplegics.

The event is certainly not a race and is designed to be a group activity with everyone supporting each other to complete each stage of the cycle event.

Visit <https://regainsportscharity.com/spinal-cycle-tour> to find out more.

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Next newsletter copy deadline: 1 May 2022

The newsletter will now be delivered electronically to members. If you prefer to receive a paper copy, please email membership@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

RCC's Monthly Meetings

7.30pm on the third Wednesday of each month

Wed 20 Apr 2022 - open mtg

Wed 18 May 2022 - cttee mtg

Wed 15 June 2022 - open mtg

See RCC's Facebook Page or our website for more details. 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

PURCO PRINT

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Business cards on 330gsm cards
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250 2 Colour £52.00 500 2 Colour £58.00

Letter heads on 100gsm bond
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250 2 Colour £55.00 500 2 Colour £58.00 1000 2 Colour £69.00
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Full Colour A5 Leaflets
printed on 130gsm gloss or matt 1 sided
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Full colour A4 Leaflets
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