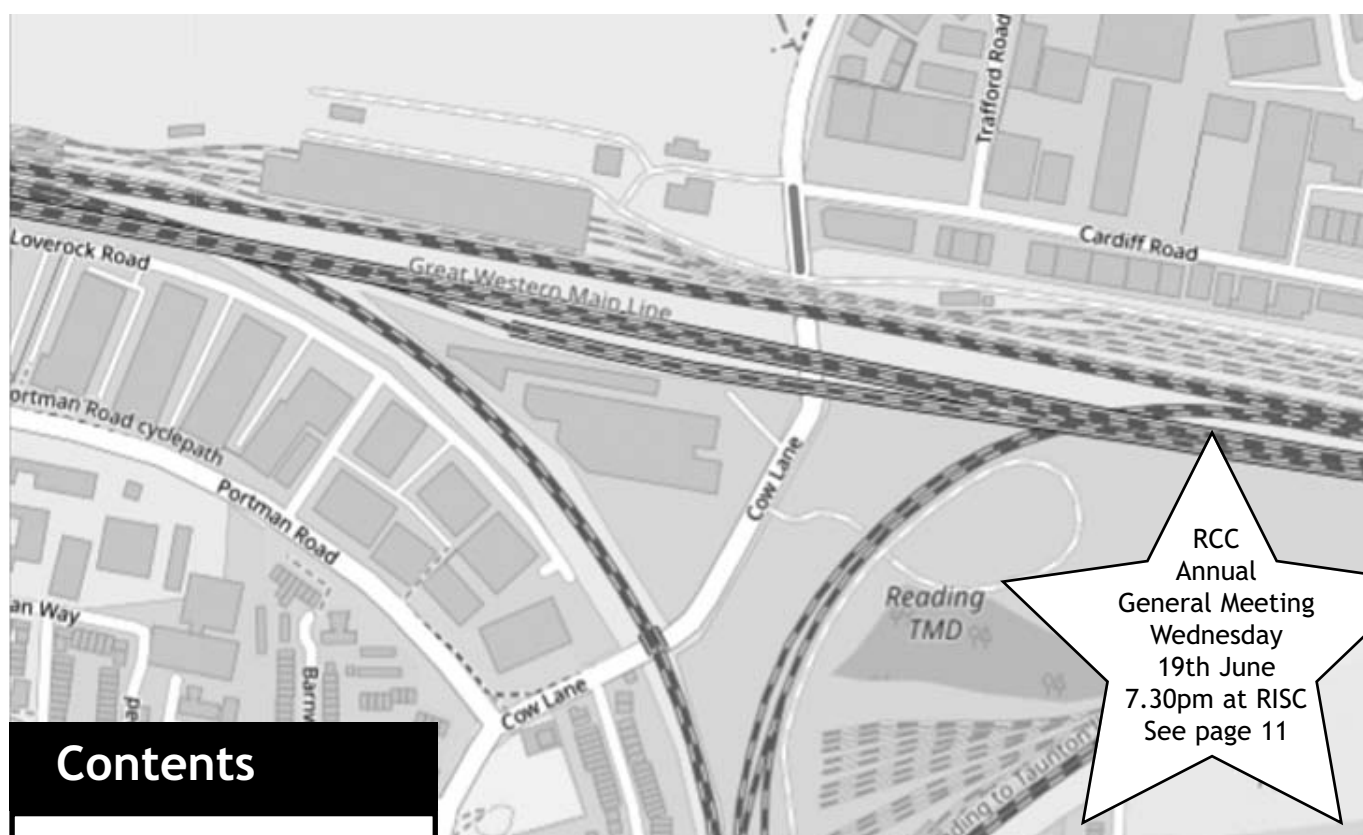


Cow Lane Underpass



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Map showing Cow Lane passing under the railway line

The Cow Lane underpass was reopened in February to much fanfare [news.reading.gov.uk/cow-lane-two-way-19/]. The project took a bit longer to complete, but car-users rejoice. It is a new beginning.

The Council's vision is that the underpass will become an alternative route into town which allows you to bypass Oxford Road entirely. It has been made accessible for lorries, buses and other motor traffic and it is now 2-way.

The infrastructure for cyclists was always pretty bad here and the actual underpass was downright daunting.

For a significant stretch of the road there was nowhere for cars to overtake you safely and you were bound to end up with impatient drivers behind you, which is never comfortable and sometimes dangerous. The alternative was the pavement (walking of course). So did any of this change with the new road layout? *Continued on page 8*

Campaign News



Reading Borough Council (RBC)

Summer Report 2019

The last Traffic Management Sub-Committee (TMSC) took place on 7th March and the Cycle Forum meeting took place on 19th March. At the Forum many issues were raised including: Town Centre signing, Vastern Road roundabout, the NCN422 through Reading, and a few more!

Traffic Management Sub-Committee

The TMSC took place on 7th March with the most relevant item for cycling being the impending Local Transport Plan (LTP) and the associated Local Cycling and Walking Infrastructure Plan (LCWIP).

These documents are being prepared by the Council for submission to Government for scheme funding, so our input to them over the next few months is important. The RCC meetings co-ordinated our input to

these bids, including sending selected representatives to a special meeting on 16th May.

Air quality is poor in central Caversham, Oxford Road and the IDR. Measures to help improve these are likely to be targeted in the bids.

Housing growth in the area around Reading is predicted to rise considerably over the next few years, with South Oxfordshire expected to be growing more than Reading. Will transport infrastructure be provided?

The lack of enforcement of 20mph limits was raised by residents. This is a low Police priority, so measures to slow vehicles other than just signing will be beneficial.

Cycle Forum

Town Centre Signing

Yet again no action has taken place on the simple and important cycle signing for the town centre area. For three years we have been requesting the legally necessary signing of cycle routes, but with no signs provided.

This is despite lists of sign type and locations being provided by RCC. Not only do cyclists not know where they

can cycle, but pedestrians get cross when cyclists are using routes shown on the maps. Again (in March) RBC say they will take action, but when?

Town Centre Cycle Routes

No action has been taken on these proposed routes, so including them in our requests for the LCWIP seems the only hope.

East Reading Mass Rapid Transit

The shelving of this controversial scheme has unfortunately not resulted in the £20m funds being transferred to any cycling schemes, despite the MRT apparently being partly for cyclists. Maybe the cycling and walking parts of the bid were only to try to justify the bus scheme, otherwise why not fund other cycle schemes in the area?

RCC had requested that some funding be made for cycling schemes, but was told it had all been reallocated elsewhere.

Vastern Road Roundabout

The spiral markings are to be implemented shortly following their approval at the January TMSC. However, no other improvements are being considered or planned despite strong requests from RCC. This is

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Campaign News

unfortunate, as far more changes need to be made to make this roundabout satisfactory for cyclists and other users. How many more injuries are needed here to make the Council take the issue seriously?

Station Subway

Following the request by RCC, RBC are considering the shared use of the subway by cyclists. A report should be available before the next meeting.

NCN422

Works to complete Berkeley Avenue and Wokingham Road sections of the NCN422 are planned to take place from April for 3 to 4 months.

Cow Lane

The segregated cycle route was completed during April. However, RCC complained about the inadequate crossings to Salisbury Road in the

west and Cardiff Road and Richfield Avenue to the east. RBC stated that these could be considered at a later date as possible improvements.

ReadyBike

Apparently, the current ReadyBike provider has quit and other sponsors are being sought.

John Lee

RBC Campaigner for RCC



Wokingham Borough Council (WoBC)

Summer Report 2019

Wokingham Borough Council (WoBC) recently consulted on the next 'Greenway' it is proposing to build.

Greenways are traffic-free walking/ cycling routes, typically using existing paths and bridleways, and will be shared-use for people walking and cycling. I'm very grateful to the RCC

member who told me about the consultation.

The new route would go from Arborfield Cross along the existing bridleway to Ellis Hill Farm, then along Coombe Lane to Bearwood Road, through Foxhill Wood to Woosehill Estate, along Emmbrook Meadows to Reading Road, through Holt Copse and link with the new route in Cantley Park.

My general feedback was that the new route should be tarmac rather than macadamised 'Coxwell Gravel', which gets muddy in wet weather and is unpleasant to ride on a road bike. Gates and barriers need to accommodate disabled access (and will also make it more suitable for child trailers and trikes, if not tandems).

On a more strategic level, the route through Woosehill will be useful, because it's through a heavily-populated area and passes close to Morrison's supermarket, Embrook School and the Holt School and links to the station via Kingfisher Bridge and Murray Road.

However, I am not sure building a new cycleway through the Holt Copse is desirable or cost-effective; why not use the railway under-bridge at Mill Mead, or build a proper cycleway along Holt Lane?

I am less convinced by the route from Bearwood Road to Arborfield. First, it will cost a lot. A disabled-access bridge will be needed across Barkham Brook. Coombe Lane becomes a quagmire in winter, so drainage work - and prohibition of motor vehicles - will be needed to make it usable.

The second problem is that this section of the route doesn't link with any significant destinations or population centres and the isolation of the route will make it unattractive to those worried about their personal safety.

For cycling, the steep hill up from the Brook to the farm makes it less attractive than Barkham Road. All this considered, I feel the money needed would be better spent in other ways; for example, by widening the new Barkham Road bridge to include cycle lanes, or improving the ramps of the Woosehill roundabout underpass.

The recent WoBC election results deserve a mention, with the dominant Conservative group losing ten seats including several senior Councillors. WoBC is still under clear Conservative control, but the losses may prompt some policy changes.

Peter Howe

WoBC Campaigner for RCC

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Chairman's Letter

Dear RCC members,

As a cycle campaigner I often feel a little isolated. We are a small committee and even though we have lots of members, it is hard to know how much backing we have.

I also have a variety of reasons for campaigning for better infrastructure. Cycling numbers in Reading are really low (2% or thereabouts of all trips). Reading (a university town) has the potential for huge numbers.

Huge numbers mean cleaner air, less congestion, more physical activity and less carbon poured into the atmosphere. I value our town and our planet, and hate seeing it wrecked by stinking air and queueing traffic.

I hate to see our inactive population denied the option to get some active travel because we so slavishly devote our road space to motor vehicles.

I have been to many places where it is done properly and such places are a real delight. I know so many people who go on holiday and use hire bikes in some European city and come back full of enthusiasm, but they won't do the same here because the roads lead to such hostile conditions. It is all down to political will, lacking in Reading for decades.

And having a vision of Reading as a cycling town is completely at odds with almost all the local politicians. So I tend to feel I'm out on a limb banging on about it for so long. But suddenly everything has changed.

We have Extinction Rebellion.

When I heard someone was going to start a local XR group I joined instantly. We started a petition to get RBC to declare a climate emergency. They did, even before we got enough signatures to force

them to debate it. I realised I had lots of people who thought similarly to me. We have to act fast to save the planet from Climate Breakdown. The evidence is stark, but politicians and the media were simply not doing anything about it.

There are all sorts of reasons the climate is breaking down, but carbon emitted by vehicles is a huge one. Before the local climate emergency was passed in Reading, a presentation by the Reading Climate Action Partnership never even mentioned transport.

I was so driven by the opportunity to make a real difference, I planned to head to London for the main rebellion in mid April.

I had heard that it was going to be huge. Little did anyone know how huge, nor what the impact would be.

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Jedn Cronin, Kent



Chairman's Letter

On the first morning we sat in Bayswater Road at the junction with Park Lane and Oxford Street right by Marble Arch and stopped anyone from driving through.

At the same time other people sat in the road at Oxford Circus, Waterloo Bridge and Parliament Square.

Just to secure Marble Arch there were four road blocks. Huge parts of London fell quiet. Thousands of people took to the streets. We had pedestrianised Oxford Street, we had turned Waterloo Bridge into a garden bridge. Parliament Square was returned to people. A boat was moored in Oxford Circus.

I had no idea how big this was going to be and then there I was, a part of it, and a wave of power swept over us all. I honestly thought we would have our roadblocks taken down on that first night.

We were broken down into small teams and allocated jobs. I was in a team that had to hold the Oxford Street roadblock overnight. I sat there all night expecting the police to move in at any moment.

At 7am two coppers walked over, asked how we were, we offered them coffee, they had kids, they had told their kids what had happened the day before. These cops were on our side. We held that roadblock for 11 days. Can you imagine that? I camped on Oxford Street night after night!

During the day I joined a band of drummers, and we marched around London between the various sites we held, making tons of noise, getting passers by dancing and following us.

I listened to amazing performers sing and play music on a solar powered stage, I met people from all over the UK who had come to join in. By the weekend our numbers swelled due to the weather (the irony of an April heatwave during a climate change protest was lost on no-one) and Easter.



Adrian Lawson

Now I know I am no longer the only one worried about the future of the human race. All of a sudden the news was full of it, and politicians talked about it all the time. That little European issue had suddenly been knocked off the news, by us, banging our drums and sleeping in the road.

Of course key to this was the vision of Extinction Rebellion, but that massive participation has unleashed something that will never be put back in its bottle.

The sad part is that being there, listening to speeches, meeting scientists and activists made me aware that actually we are truly doomed. The science out there today is not the same science that moved the Intergovernmental Panel on Climate Change to declare the emergency they did. That was based on old science; the new stuff, which will take ages to filter through to United Nations and our government, is far more terrifying.

Let me leave you with no illusions we can fix this, we have one hell of a battle to even limit the disaster that we are heading for. Reading has declared a climate emergency for several weeks now, and as far as anyone can tell not done the slightest thing to address it. We really are going to have to crank the pressure right up and right now if we are to make any progress.

Our leaders are not leading on this, far from it.

Adrian Lawson
RCC Chairman

YES, I WANT TO JOIN RCC!

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

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- ☐ I would like details of how I can help with Campaign activities
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*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:
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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.

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 Update

As I am sure you know we organised a ride on 23rd March in protest at Reading Borough Council's inaction over the dangers faced by cyclists on the Vastern Road Roundabout.

The background to this is the roundabout at the end of Reading Bridge has always been nerve wracking and hazardous for cyclists. Ever since I have known it, I have found it challenging to cycle over for a few reasons, almost all of it driver behaviour.

The approaches allow drivers to go quite fast, so they often fail to slow down, and the amount of space on the roundabout enables them to hold quite high speeds. Drivers at high speeds have less time to react and less time to look out for things like cyclists (and to some extent motorcyclists too).

Almost 10 years ago the Campaign was consulted over a redesign proposal, but to our dismay it looked like none

of these issues was being addressed. In fact due to the larger radiuses on the roundabout, and the arrangement of the bus lanes on Vastern Road itself, it had the potential to make matters even more hazardous. And so it proved; despite vast sums of money being spent, it simply increased accidents involving cyclists.

You might wonder why cyclists continue to use it. We have after all got two crossings of Vastern Road and a new bridge, but crucially these are really not well designed for cyclists. Crossing Vastern Road on the dedicated crossings means waiting for two signal phases, and when it's busy the areas for cyclists and pedestrians to wait are very confined and awkward. Crossing the new bridge in the rush hour is also awkward, mixing with lots of pedestrians. Confident and experienced cyclists naturally prefer the speed and convenience afforded by the road. Every once in a while one

is involved in a collision, approaching 10 a year in some years.

Collisions with cyclists and fast moving vehicles are horrific, but despite this Reading Borough Council have done absolutely nothing to tackle it, not even responding to our enquiries and suggestions.

So after one of our member's son was involved in a collision we decided to act.

Planning a mass bike ride is fraught. What if only a handful of people turn up? What if it's raining? What if someone on the ride gets hurt? What about the route to take? How do we make sure we get good coverage in the news?

We arrived in Christchurch Meadows nervously and very early. Over the next 45 minutes people on bikes started to arrive, more and more, on tandems, on bikes bedecked with flowers, on recumbents, on shoppers,

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Protest Ride Update

folders and racers. This was going to be way bigger than we dared hope for.

Our marshalling plans were a bit awry, mostly due to the sheer numbers, but also due to the people we had hoped to help not turning up, but I figured with so many people we would easily dominate the road space and marshalling wouldn't be so vital. So we made our way out of the park, over Reading Bridge and onto the roundabout.

We circled it until everyone was on the roundabout, 85 people using it, way way more than you could ever get in cars! It was silent (apart from some bells!) and the drivers had to wait, including one irate driver who was on her phone!

We then regrouped at the underpass and either rode or walked through carefully and without incident. The reason

we went through the underpass was because we should be able to cycle there. It is bigger than almost every underpass cyclists use now; the excuse RBC gave for excluding us is pathetic, it is very similar dimensions to the bridge which is the Council's flagship cycling facility apparently, so if it is OK on the bridge why is it not OK under the railway? And because we are banned from riding through many people choose the road, and hence the collisions.

We then rode around town, but sadly we kept getting split up by the traffic lights and had to keep waiting to regroup, which made for a tedious ride, but we managed three circuits of the town and several circuits of the roundabout, although we encountered a bit of ferocious driving, and people trying to bully some of us off the road with their cars.

Overall though it was really lovely for several reasons. Cycling in a big group is a novelty, and a lot of fun. I met loads of people, some of whom I hadn't seen for years, some I had never met before.

The weather was amazing. We had lots of media out to film and interview us. We got some great post ride coverage on TV and in the local media.

The general consensus was for us to do this again. And we will. But before we do though, we need to sort one or two things out, one of which is to keep everyone together. And I have a plan for this, so hopefully we'll be having regular mass rides around Reading before too long, I really hope to see some of you out on them!

Adrian Lawson
RCC Chairman

Events: Bike Week And More

Join RCC in Celebrating Cycling in Bike Week

Bike Week, 8th-16th June, sponsored nationally by Cycling UK, is an annual celebration to showcase cycling and inspire people all over the UK to give it a try. Bike Week events are suitable for people of all ages and levels of experience. There will be lots of different opportunities, such as family-friendly rides, bike maintenance and group rides, to name but a few.

In 2019, Bike Week is set to add another 240,000 people to the 2.4 million who already cycle three times or more a week.

As a Cycling UK affiliated group Reading Cycle Campaign wants to help as many people as possible make riding a bike part of everyday life through campaigning for the routes, facilities and rights to make Cycling easier for all!

We're pleased to be taking part in a number of events throughout June to

help people across Reading find out more about what's on offer, including a range of cycle rides/free cycle lessons /getting bikes fixed and second hand bike sale.

Come along and see RCC at:

- **Reading Cycle Festival:** Sunday 9th June
- **Waterfest:** Saturday 15th June
- **East Reading Festival:** Sunday 23rd June

Sunday 9th June is the Reading Cycle Festival (avanticycling.co.uk/festival)



held on Christchurch Meadows. This event will be a fun day out for all the family, designed to help more

people get onto bicycles and enjoy the fantastic trails and footpaths in and around Reading.

There will be free bike checks and basic maintenance fixes from Reading Bicycle Kitchen; so get your bike out of the shed to make it summer-ready!

Second hand bikes will be for sale at the Bike Recycle - so bring along your unwanted bikes for donating to a new home!

Local Cycle shops will have demo bikes for you to try out, including e-Bikes and folders; local clubs will be on hand so come and find out how you can get involved in social group rides; and running throughout the day family-friendly and beginner rides so come and join the fun!

You will have the chance to take part in various other activities on the day and will also have the opportunity to get information and advice on how to enjoy the world of cycling. Keep an eye on the Festival website below or Facebook page for more details.

All events can be viewed here: www.cyclinguk.org/bikeweek/attend-event and www.cyclinguk.org/bigbikerevival

Cow Lane Underpass continued...



...continued from page 1

It's a mixed bag. The road no longer has the bottleneck of the tunnel which caused otherwise reasonable people to behave like madmen when confronted with the prospect of getting stuck behind a cyclist for 100 metres. It really was kind of scary. Getting rid of that dynamic is a good thing.

At the same time, because the lanes are significantly wider (and of course 2-way), the tendency for motorists to

overtake cyclists is much bigger, even when it is actually not safe to do so. And it really is not safe. There is no place to go whilst under the tunnel. If you somehow fall off your bike because you get clipped by a car you are in trouble. I would definitely encourage you to cycle in the middle of the road under the tunnel to make sure you will not get overtaken.



If the above does not sound appealing, you are now allowed to cycle on the pavement. The old tunnel is a shared use facility (see above).

Obviously for most people on bikes this will be the preferred option, but given the width of the thing, you do wonder if

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Cow Lane Underpass

they could not have created a proper segregated facility. I mean look at the size of it:



It is such a shame that when the Council and Network Rail get presented with a virtually blank sheet of paper, this is the outcome. Of course it is consistent with the Council's preference for shared use facilities, but it is still sad. What is even more

disappointing is some of the other details of the facility. Look at this barrier you are presented with when you cycle on the new shared use path towards the tunnel (see below).



The sole purpose of these barriers is so that cars that go into the side street (Cardiff Road) don't have the inconvenience of having to slow down to consider any crossing traffic. Then on both sides of the tunnel the path only uses part of the width available. Here (on the left) it is made even narrower with some bollards to mark a dropped

kerb to facilitate what appears to be some sort of parking facility or access.

Furthermore the crossings for the side streets aren't very friendly. Flare shaped access designed to make sure cars

don't have to slow down only forces pedestrians (and cyclists) to traverse a longer distance from kerb to kerb than is necessary.



And the fact that you have to cross the road again to join the main cycle route is also rather strange to say the least. If you come from the south side (Reading West) you now have to cross the road twice on either side of the tunnel. I really do wonder if there was really nothing they could do to make this more straightforward.



I am nit-picking now, but the reality is that the entire layout impresses on you that your existence as a pedestrian or cyclist is only secondary to its purpose. It's all very nineties.

So what do I think of it?

If you knew what the situation was before, and you had zero expectation in these improvements, then this is all really good. But if you consider the amount of money that has been spent, and what the engineers had to play with, the result has unfortunately become a bit underwhelming.

What do you think about this? We would love to know.

Leendert van Hoogenhuijze
Publicity Coordinator

Cycling Facilities in Woodley 2008-2019

In 2008 Woodley Town Council sponsored the Woodley Community Partnership, which asked me to produce a report on better cycling facilities for the town. The report was well received by the Town Council, and I offer the following review of the intervening years.

The new housing estate on the former University Campus on Woodlands Avenue is the perfect place to raise happy healthy families that have no need of a car. There are a good Co-op Store, large areas of woodland to the south and green open space on the north side. Bus stops connected by a pedestrian crossing offer regular short rides into Reading town centre.

In much of Western Europe, the pavement along the south side of the road would be a safe and very busy route for cyclists and joggers. However they now face a significant risk of serious injury, because they have to give way four times to vehicles turning in and out of the new estate.



Woodlands Avenue

A few hundred metres east on the same pavement, the very wide entrance to the Reading University Sportspark is usually closed and the entrance is a popular drivers' layby, thus creating a hazard for parents and children walking to Highwood School. It is unlikely that an unaccompanied blind person would be able to navigate successfully between the two areas of stippled pavement (see *Woodlands Avenue bottom left*). As Peter Howe has noted, Wokingham Borough Council says it "has to provide for all road users"!

In 2008 the south west pavement of Fairwater Drive was a good place for lonely people to enjoy fresh air and socialise, with little fear of irresponsible young cyclists. The carriageway was a perfect route for a fast commuter cyclist: wide, not busy, good visibility and few parked cars. As it is a bus route, early morning cyclists could rely on the WBC salt spreaders. The last thing that cyclists needed was an icy pavement with seven sets of 'Give Way' markings (see *Fairwater Drive below*).



Fairwater Drive

I agree with WBC that parents with young children prefer to teach them to cycle on a pavement. That need was met perfectly by the old carriageway of Colemansmoor Road RG5 4DD at its north east end. Between 7.20am and 9.00am on Thursday 4th April, I counted 850 vehicles under 3 tonnes, three motor cycles, 11 cyclists on the carriageway or the north west pavement and three



Colemansmoor Road

bicycles on the new cycleway. I think some drivers and cyclists would be interested to know how many potholes could have been filled with the bitumen and stone that was used to create it (see *Colemansmoor Road above*).

Peter Glass

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

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

More details from Membership Secretary on 0118 986 0230

Traffic Calming Measures For Oxford Road



Oxford Road

We don't know what the official results are of the Cow Lane Bridge widening on traffic volumes yet, but we do know it has sped up the traffic on Richfield Avenue significantly.

We have talked about Oxford Road and Reading West a lot over the years. It is a great and vibrant part of Reading, but it is also struggling with congestion, air quality and safety. It is fairly obvious to most that it needs addressing. That includes us in the cycle campaign, but also by planners, Councillors etc. Plans were created in 2013 which were shelved after a consultation period. Those plans did not go ahead for various reasons. Partially because Reading Borough Council decided then they wanted to wait for the effect of the widening of the Cow Lane underpass on traffic volumes on Oxford Road.

So obviously this project has been on the agenda of the Traffic Management Sub-committee for a while now, but the stars finally seem to align. Cow Lane is open and in use and the Oxford Road plans in some form or another will likely go into consultation this year.

The fact the Council wants to wait for the effect of the Cow Lane project to become clear is concerning however. The reality is that the Cow Lane underpass project has significantly increased road capacity in the area. The law of induced demand suggests that when you cater more to cars you stimulate driving and therefore traffic. The danger is that we end up with more people driving because of the underpass, but without reducing the traffic on Oxford Road.

The law is a widely accepted now and we know it happens very quickly. Essentially people make decisions on their mode of transport or the trips they decide to make and know what they find convenient. That means we would expect to see an increase in traffic overall.

For that reason it is absolutely critical to get going with traffic calming measures. Once the increased capacity has settled in, it will be politically much harder (but not impossible) to tell that changes that are needed.

That means 20 mph will need to be implemented across the entirety of Oxford Road and Reading West as a whole. Currently it is still unclear whether the proposed 20mph speed limit for Reading West will include Oxford Road. We know that some Councillors are in favour of it, but it is not a done deal. Also given it has to go into consultation it could easily take six months.

In addition to that it is vital we make significant adjustments to the current plans for Oxford Road to actually reduce traffic. This means giving much more priority to pedestrians and cyclists. Reducing on-road parking, widening pavements or even introducing cycle lanes (not holding my breath on that one) can all be solutions.

The re-opening of the Cow Lane underpass was without question a major victory for car use in Reading. It can be a draw if this is offset by significant traffic calming measures on Oxford Road. If we leave it longer we are just waiting for induced demand to catch up.

Leendert van Hoogenhuijze
Publicity Coordinator

RCC Annual General Meeting
Wednesday 19th June 2019
7.30pm in Room 3 at RISC

Talk by Simon Munk of the London Cycle Campaign
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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: 2 August 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

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 17 July 2019 - cttee mtg

Wed 21 Aug 2019 - open mtg

Wed 18 Sept 2019 - cttee mtg

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

Advertising Rates:

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

RCC members £6 - Non-members £12

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

RCC members £10 - Non members £20

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

RCC members £14 - Non members £28

Full page (180mm x 247mm):

RCC members £25 - Non members £50

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

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

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