



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

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November 2020 No 148

Let's Start By Getting It Right

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Gear Change

A bold vision for cycling and walking



During the summer Lockdown the Government released an important policy statement. With news focused on other things it probably went unnoticed by most. The policy, released by the Department for Transport in July, is called '*Gear Change: a bold vision for cycling and walking*' and can be found here:

www.gov.uk/government/publications/cycling-and-walking-plan-for-england.

The policy statement really is a change of gear, going beyond anything that has preceded it. However, on the ground it is local authorities that are responsible for delivering a gear change for cycling and crucially the Department for Transport policy seeks to influence local authorities by the following means:

- Enforcement of standards and time limits on active travel schemes: those which are not compliant with the new national standards will not be funded or will have to return funds which were originally received.
- Local authorities' performances on active travel will be taken into account when considering funding allocations for other transport schemes; this will apply to all government money through any funding body, including schemes delivered through pots such as the Transforming Cities Fund.

One of the national standards is the new Local Transport Note (LTN) 1/20 'Cycle infrastructure Design', which was also published in July.

So what does this mean for us in Reading? We hope that it will encourage Reading Borough Council (RBC) to get transport schemes right.



Let's Start By Getting It Right Continued...

Whilst well intentioned, too often we have seen schemes that are flawed in concept or detail. Getting it right really is a 'no-brainer' - it means public money is most effectively spent, it means schemes deliver their intended outcome and it means that citizens and stakeholders have confidence in their local authority.

One of the elements in getting cycle schemes right is early and genuine engagement with local cyclists. Whilst professional consultants are necessary, it is also important for local authorities to recognise the extent and limits of their knowledge. Having spent 30 years working as a professional engineering consultant I can say from experience

that consultants don't always get everything right.

Cycle campaigners may not have all the answers either, but we provide our advice and engagement for free, we have local knowledge of road conditions, and in the case of the Reading Cycle Campaign we have professional transport knowledge within our ranks.

The next test of whether Reading can get cycle schemes right will be the second tranche of Emergency Active Travel Schemes. These schemes arise from government funding allocations for emergency active travel schemes for local authorities due to the COVID-19 pandemic.

The first tranche of schemes were temporary projects that were implemented without consultation or engagement to enable quick delivery. These included the cycle lanes over Reading Bridge and the aborted one-way system in Gosbrook Road, Caversham.

The second tranche of schemes are meant to be longer term and, at the time of writing in early Autumn, are at concept stage. These include key strategic links such as Vastern Road, Castle Hill and London Road. Let's aim to get them right.

Keith Elliott
RCC Secretary

Campaign News



**Reading Borough Council
(RBC)**

Autumn Report 2020

The coronavirus problems are continuing but traffic levels on many roads are back to normal. Cycling numbers still seem to be well above previous levels, encouraged by the reluctance to use public transport as well as the positive publicity about cycling.

Active Travel Pop-up Cycle Schemes

Around the country many local authorities have been implementing pop-up cycle schemes. Reading has implemented their first tranche of schemes and is about to plan the second tranche, which will be physically segregated routes.

RBC Lack of Consultation

Unfortunately, there has been no consultation by the Council over their proposals, despite this being a perfect opportunity for the RCC suggestions and comments to be considered.

This lack of consultation has probably led to the result that cyclists have had a number of problems and concerns about some of the schemes. In particular the Westfield Road and Gosbrook Road one-way proposal.

This scheme was so bad that the RCC, the local residents' action group and local Facebook campaigns united in opposition. This was covered by the local press, radio and TV, and resulted in the scheme being removed within a week.

Unfortunately, a lot of the Campaign's time has been wasted on this ill-conceived scheme, as well as

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Campaign News Continued...

numerous other people's time and £53k of RBC (or government?) funding.

No Cycle Forum meetings have been held, not even online, since before the start of COVID Lockdown. We look forward to the next Cycle Forum and hope that the Campaign's input will be accepted on future schemes.

Still no action has taken place on correcting the important cycle signing in the town centre. These signs would be particularly useful to new cyclists who may be unclear about what routes they may use.

The Tranche 1 (completed) schemes and Tranche 2 (proposed) schemes are listed below, together with some comments. I am aware that many motorists are objecting to the cycle schemes, so we need to praise the good schemes while still pointing out the problems and improvements that should be made.

The RBC Tranche 1 Schemes

Most of the Tranche 1 schemes have been completed, they are listed below:

Gosbrook Road

The one-way proposals for Gosbrook Road and Westfield Road with no cycling provision were implemented in August, but because of widespread objections from RCC, local residents, traders and motorists, all changes were removed.

Note that the long-awaited Tiger crossing over Gosbrook Road from the new Christchurch Bridge is now being proposed by RBC, see <https://consult.reading.gov.uk/dens/gosbrook-road-crossing-lining-amendments/>.

Reading Bridge and George Street

The central vehicle lane has been removed and advisory cycle lanes (on carriageway) provided in both directions. The removal of the centre southbound overtaking lane is welcomed as it has been a safety problem for cyclists for many years.

The advisory cycle lanes are only 1.2m wide, adjacent to 2.8m vehicle lanes, but without widening the bridge or narrowing the already narrow footways it is difficult to see how a better arrangement can be provided.

Oxford Road

Almost continuous cycle lanes (on carriageway) from Norcot Road to Tilehurst Station are welcome. A pinch-point exists with a central refuge near Waitrose which ought to be rectified. Improvements from the town centre to Norcot Road have not been implemented yet; these are understood to be a separate scheme.

Sidmouth Street

A two-way cycle track has been provided on the east side of the road instead of southbound traffic. This works better southbound, except for access from the town centre, but northbound access is unclear and exit at the north is not provided for. An extra stage to the signals and/or an ASL (advance stop line) at the north end is needed.

London Road and Silver Street

Southbound cycle lanes (on carriageway) are welcome. However, the wide junction over London Road/Crown Street has no cycle lane or markings for protection and route continuity. This needs to be improved.

Whitley Street

Conversion of the nearside southbound lane to a cycle lane has not yet been provided.

Southampton Street

The incorporation of cycle lanes (on carriageway) by removal of the hatched markings is welcome. RCC have been requesting this for at least a decade!

Redlands Road

A 20mph speed limit and cycle symbols (only) have been provided.

London Road

The proposed west-bound cycle and bus lane has not appeared yet. Is there a need for a bus lane here? Is this scheme primarily a bus project for the park and ride, that can also be used by cyclists? If a cycle scheme it should cater for two-way cycling. It may be that this scheme is being transferred to Tranche 2?

The RBC Tranche 2 Schemes

These schemes have to be physically segregated to obtain government funding. The following schemes are proposed:

- Castle Hill
- Bath Road - Castle Hill to Berkeley Avenue
- Southampton Street - Crown Street to IDR
- Shinfield Road - Redlands Road to Elm Road.
- Forbury Road - Vastern Road to Kings Road

It is proposed that all these routes are to be two-way cycle tracks, on one side of the road, taking existing carriageway space. This can make access to and from the tracks difficult from the opposite side of the road. The junctions are also difficult for the designers to engineer.

Many of the two-way cycle tracks in busy areas had poor safety records, partly because motorists were not expecting cyclists to be making the movements they were, and because of the lack of clarity and understanding regards cyclists' or motorists' priority.

RCC are requesting to be consulted on the proposals as there will inevitably be a range of issues that need to be resolved in the design process.

London Road from A329 to Cemetery Junction. This proposal is for a west-bound bus/cycle lane. It appears to be primarily for the new park and ride buses at Thames Valley Business Park and not an active travel scheme. If it was primarily for cyclists, it would have a two-way provision.

John Lee
RBC Coordinator for RCC



Wokingham Borough Council (WoBC)

Autumn Report 2020

So, since the last Wokingham cycling update earlier in the year, I think it's fair to say that everything and nothing has changed. This may sound like a negative statement to make but I'll explain why I think it's more of a cautiously positive one.

The completion of Wokingham's section of NCN 422 which is due to link the town centre with the Coppid Beech

Campaign News Continued...

Roundabout at the Council's border with Bracknell Forest has been proceeding since the start of the year and is due to complete next year.

The route combines a widening and resurfacing of the shared use cycle/footpath alongside the Wokingham bound lanes and then additional on road lanes on either side of the London road to carry more confident cyclists.

This cycle route has divided opinion as most cycle routes do and despite it falling short of the kind of recommendations that have come out of the Government's recent 'Gears for change' document, it is still a vast improvement on what was already there.

I have seen quite a number of families using the cycle/footpath, which is very heartening, and whilst there are definitely criticisms, I think it is important to focus on the positives.

Hopefully if it is as well used as it seems to be, then there will be a chance to retrofit improvements like separation of cyclists and pedestrians and raised crossings/priority pedestrian and cyclist signage for the

pathway as it crosses roads that intersect with London Road.

The fact that what has been done appears to be better than existing infrastructure along the A329 shows a certain commitment from WoBC and shows that things are at least moving in the right direction.

Another development has been the coming together of a group of Wokingham Borough residents, with a common aim of pushing forward the Active Travel agenda in the borough and improving access for all residents.

I was invited to join the group, who are called WATCH (Wokingham Active Travel Community Hub), soon after its inception in June and since then we have been looking at ways of entering into constructive dialogue with WoBC.

We have managed to hold remote meetings with all the main Council parties and had a very constructive discussion with Cllr. Pauline Jorgensen (Exec member for transport) and one of her transport officers.

Our main aims initially are to try to be constructively involved with the development of the Local Cycling and

Walking Infrastructure Plan (LCWIP) and to see how we can help develop walking and cycling routes with the My Journey team at the Council.

We are also aiming to talk to and hopefully link the many very local Active Travel groups around the borough and hopefully help to pull together a united voice. So far we have had had interesting discussions with groups in Woodley, Twyford and Charvil.

The same goes for my role as RCC Wokingham rep and WATCH member, as both groups share many common goals and aims. I will be aiming to coordinate where possible and to harness the expertise of members of both groups for the mutual benefit of both areas.

So with regard to the everything and nothing changing statement at the beginning, I hope the above illustrates why I have reason to be cautiously optimistic. 2020/21 will see the completion of what appears to be the best cycling infrastructure I know of in the borough along London Road (it's fair to say the competition for this

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Jean Cronin, Kent

Campaign News Continued...

award is not great but still progress is progress).

In addition, I am optimistic about WATCH and impressed so far with the positive response we have seen from many councillors across the political spectrum.

Whilst very little concrete change has been achieved so far, I am hopeful that over the next 12 months we will start to see the positivity translated into commitments and plans and actions that can move Wokingham forward in a sustainable way.

Alex Cran
WoBC Campaigner for RCC

Target for Cycle Journeys in 2036

In August we submitted our comments on Reading's draft Local Transport Strategy to 2036. The draft strategy included the target to increase the number of people who regularly cycle from 5.1% now to 10% in 2036.

The Green Party raised a petition calling for a more ambitious target for increasing the number of people who cycle, and this petition was submitted to RBC in September. The Council responded to the petition saying that if it got more money from the government it would increase the targets.

Oracle Cycle Thefts

Most people that own a bike have probably experienced a bike theft and with bicycles becoming more popular as a consequence of the pandemic thefts are even more of an issue. We have a cycle incident reporting facility on our website and in August received the following report.

"My partner and I decided to cycle to the Oracle yesterday for lunch and some shopping. We left both our bikes locked up to the cycle rack on the Riverside outside of Yo Sushi. When we returned after lunch, we noticed that my bike had been stolen and the bike lock had been cut through."

"We informed an Oracle Security Guard who came to the location of the bike rack. During our discussion with the security guard we were informed about the reality and dangers of leaving a bike at the Oracle, which if we knew or were alerted to these

facts, we never would have left the bikes locked up there.

"When we asked if he could check the CCTV showing the bike rack, we were informed that the relevant CCTV outside of Wagamama's is blocked by trees and therefore there was no point checking."

"When I called the Oracle security team again later in the day, the man I spoke to said that they could not inform me if there was other CCTV footage in the area due to GDPR laws and was very unhelpful."

"He also informed us this is a regular occurrence in this location and that up to 3-4 bikes A DAY! are stolen from here."

"The revelation of the above two points is far more shocking than my bike being stolen and the sheer inactivity on behalf of Oracle security to counter this threat is appalling. Whilst I am annoyed about my bike being stolen, I am much more concerned that should a more serious crime occur in that area there would be no CCTV evidence due to an overgrown tree."

"The fact that they know about tree blocking the CCTV and have not resolved this is also concerning. I feel they have a duty of care to sort this out or at least put signs by the bike rack informing other cyclists about the dangers of leaving your bikes here with regards to the lack of CCTV coverage."

"I believe this to be especially pressing given the current Government advice for people to cycle more and support our local high streets, both of which I was doing."



Bike parking in the Oracle

The Oracle shopping centre is a major player in our town. We invite them to respond.

Keith Elliott
RCC Secretary

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Oxford Road Tilehurst Section

As you probably know by now over the last few months RBC has received some funds to support active travel in the borough. The amount of funding received depends on the quality of the schemes proposed but with a certain amount indicated.

In the first tranche RBC unfortunately didn't get the full indicated amount approved. Some of the schemes from tranche 1 are now delivered (and in the case of Westfield Road/Gosbrook Road already reversed) and plans for additional ones are becoming available.

The guidelines are clear in that the proposed schemes should reallocate road space to pedestrians and cyclists. Some clearly meet that criterion but there are schemes and sections of schemes where the planners fall back on floating cycle symbols which is somewhat too esoteric to count as cycling infrastructure.

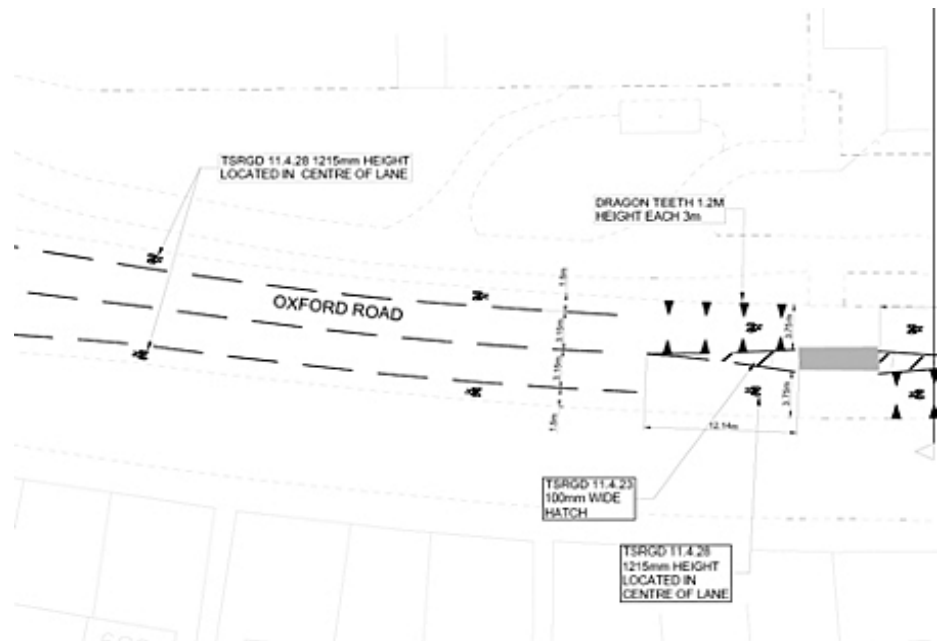
Let's have a look at the section of the Oxford Road scheme that has now been completed, which is the Tilehurst Section. I know some say the lack of protection is a problem here but in its defence the majority of the scheme from Norcot Roundabout to Tilehurst Station is separated from car traffic which in itself is an improvement. However, there are a few issues with the scheme as implemented.

To start with look at the pinch-point/pedestrian island in the approach to Scours Lane. Currently where you approach this pinch-point the cycle lane suddenly stops and a floaty shows up in the middle of the road.

Pinch-points like this are accident hotspots as some motorists try to overtake you right before they are about to pass it to avoid having to slow down or - they leave you with too little space if they do pass you.

In a situation without a cycle lane you would make sure you position yourself in the middle of the road to avoid this. But the combination of a motorist increasing speed and a cyclist manoeuvring into the middle position at the same time is an accident waiting to happen (see Figure 1 above).

I do believe this is a fixable problem. Either the traffic island is turned into a proper zebra crossing, which would have the benefit of being more friendly to pedestrians, or a section of full segregation in that area could be added.



Oxford Road Tilehurst Section Continued...

What it would mean is that all Oxford Road traffic would have priority over Scours Lane and the stop line for cars leaving Scours Lane would be brought back so motorists are less likely to block the cycle lane. There is a lot more you can do (raise the cycle lane for example) but even doing the above would already make a difference (see Figure 3 right).

As a Campaign we are very aware that roundabouts are particularly dangerous for cyclists. Unfortunately, the scheme abandons cyclists completely when entering the Waitrose roundabout. The cycle lane just suddenly stops and when you are off the roundabout it begins again. It is not really clear why this is. Painted lines would not be ideal and actual protection would be much better, but they could do better than this (see Figure 4 right).

At the end of the scheme, beyond Tilehurst Station leading out of town there is another section that is hard to get your head around. The road narrows ever so slightly and probably because of this the cycle lane disappears. In its place we now get cycle symbols in the middle of the road again. You get the feeling the planners had an ambition to make a cycle 'connection' of a certain length and this is where they ran out of money (see Figure 5 right).

It is a shame because they would have been better off ending the scheme at Tilehurst Station and leaving the rest to do properly when more money became available.

No facilities on Norcot roundabout have been included in this scheme but perhaps they could still add that in when the section from the roundabout to town gets done. I think a lot of the issues mentioned above are fixable in a way that does not mean tearing up the entire scheme. They do require some additional investment and that is where one of the problems is. There is no money for improvements of these schemes ringfenced anywhere so it will be hard to get improvements done.

My other worry is that the plan for the remaining section of Oxford Road is also full of floating cycle symbols and dead ends and that stretch is also a lot busier and challenging so getting that wrong could result in bigger issues than the ones highlighted above. But let's hope for the better!

Leendert van Hoogenhuijze
RCC Publicity Coordinator

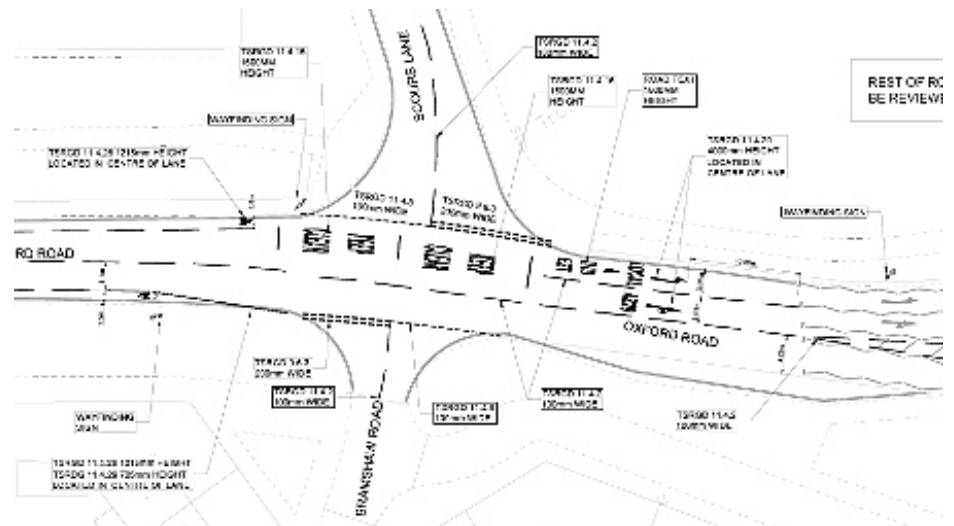


Figure 3

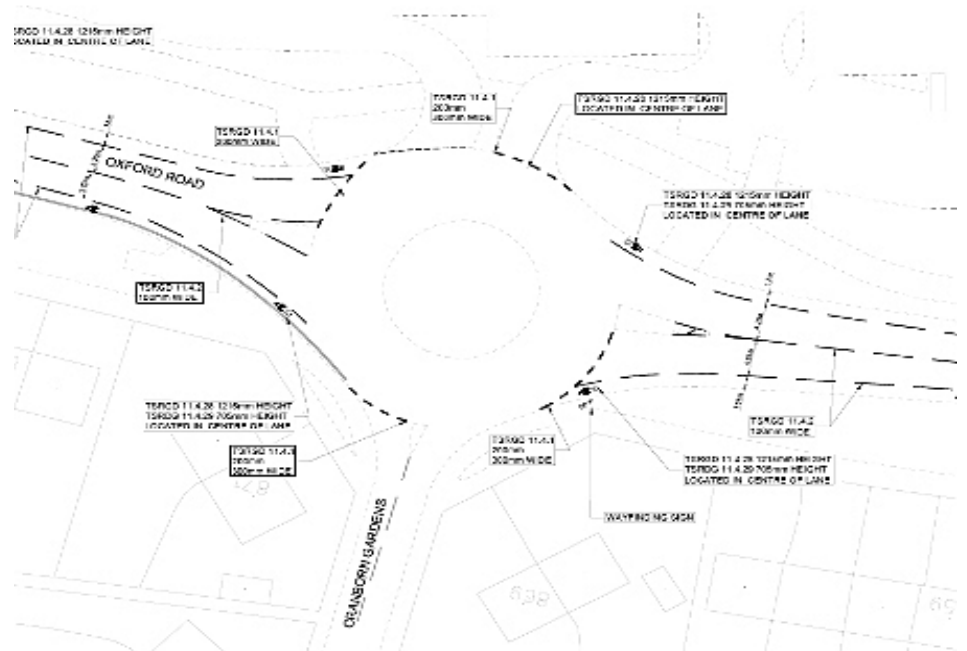


Figure 4

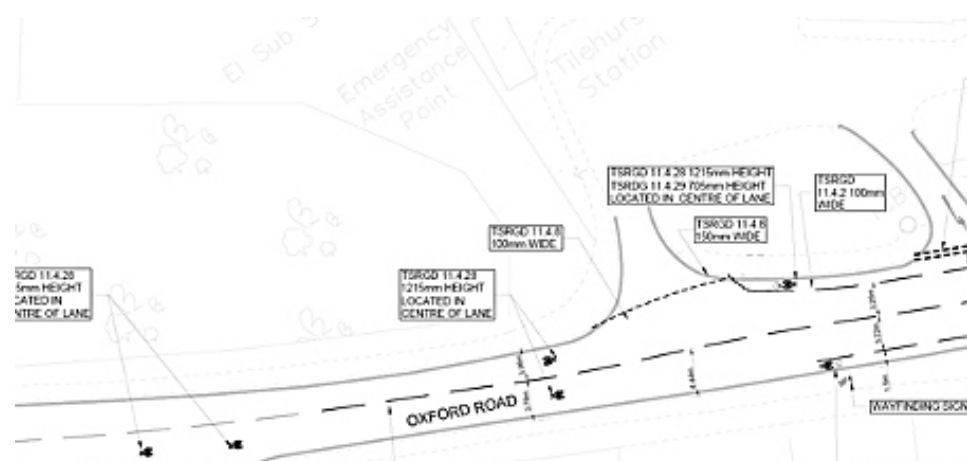


Figure 5

Life On A Trike

When we moved to Reading in 2018 one of the first things we bought was a cargo bike.

Being a second-generation non-driver and life-long cyclist, I had been thinking of getting one ever since we had a child to put into it, but living on the 5th floor of a block of flats with no lift made it impractical. Now we had a house with a small front garden to keep the bike, we were raring to go.

Getting hold of one was much simpler than you would think. A company called Kids and Family Cycles, based on the South Coast, will come to your house in a big van, bringing three different bikes of your choice to try out.

After testing a Christiana Bike (Scandi cool) and a two-wheeled Bakfiets (surprisingly stable), we settled on a three-wheeled beast of a machine from a Dutch company called Babboe.

This is not a vehicle built for speed, even in the low-geared world of cargo bikes. Compared to a normal bike, or even other cargo bikes, it feels like driving a tank.

But with its swept-back handlebars it felt like a nicer ride and the slightly

larger box seemed like a good idea for a family without a car.

Cargo bikes are eye-wateringly expensive, costing about as much as a second-hand car, so two years in, was it worth it? Absolutely.

Although the weight of the bike and the lack of any suspension means that you feel every bump in the road - and oh my, do we have plenty of them in Reading - getting to the shops is a breeze.

We can easily fit a whole week's worth of shopping and a toddler in the front. For a number of things, such as the supermarket run, and trips into town, the ease of parking makes the cargo bike genuinely more convenient than a car.

Travelling around in the bike makes our three-year-old daughter the envy of the neighbourhood and there is hardly ever an argument about getting into it.


She can climb in and secure the straps herself, making leaving the house easy. From Wantage Road in West Reading we can leave the house and be on Broad Street in less than 15 minutes. Try that with the bus!




Despite the slow speed, the size of the bike means that cars give us a wide birth, and the novelty of seeing us bump along the road even calms the road rage of a deranged parent stuck behind me on the school run.

Now with a second child, and trips over the hill to Southcote for ballet classes, our only regret is that we didn't get the electric version!

George Turner



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Narrow Cycle Lanes

The width of cycle lanes (on carriageways) is often a matter of criticism and debate. We probably all agree that the wider a cycle lane the better, and that 1.5m to 2.0m (5ft to 6ft 6in) is preferable. The problem occurs when there is not enough width for a 1.5m cycle lane and a standard width vehicle lane of 3.0m (10ft) in each direction.

How narrow can you make a cycle lane or a vehicle lane without creating safety or comfort problems? Cyclists' comfort is inevitably reduced with narrower cycle lanes, but to what extent does this affect safety? There is often a view amongst cyclists that narrower cycle lanes encourage closer passing of motor vehicles, but is there any proof of this? Having been involved in cycle facilities design for many years this is a subject on which I have tried to determine the facts. Evidence is surprisingly thin, but I summarise what I know.

The standard width of cycle lanes in UK has been 1.5m, although in recent years 1.5m to 2.0m is the more general recommendation. The 1.5m came from the Dutch, in particular the comprehensive CROW 'Sign up for the Bike' guidance printed in 1993. Although by then UK was following the already recognised Dutch and Danish 1.5m standard with lane.

One UK report

(<http://ubir.bolton.ac.uk/43/1/ce/journalspr-6.pdf>) has measured the passing distance of motor vehicles from cyclists with and without cycle lane markings. This showed no difference in passing clearance in 30mph limits, but increased clearances on 40mph and 50mph roads. It is this latter point that has been widely spread among cyclists. The clearances were measured at an average of about 700mm (2ft 6in), but the closest figures were not given. The maximum differences in distance were 10% more without a cycle lane at 50mph.

In the CROW guidance their standard design recommendation is a clearance of 1.05m, less than the 1.5m that Cycling UK are currently requesting. What is not available from this UK study is any feedback on feelings of safety or comfort by the user. Also, there is no data to distinguish differences between mandatory and advisory cycle lanes, nor for different lane widths.



Example of a narrow cycle lane

There is some evidence that narrow cycle lanes at junctions lead to more 'near-misses', and so possibly more collisions. Away from junctions there is no evidence that I have found, despite looking, that any narrow lanes have been more dangerous. On the contrary I am aware of a number of locations in London where the introduction of 1m to 1.2m wide cycle lanes has reduced cycle collisions and been welcomed by cyclists. The reason for this could be threefold: one that motorists will probably be driving further from the kerb, and outside the cycle lane, so will have to move out less to avoid cyclists.

Secondly, narrow vehicle lanes have been shown in studies to slow traffic speeds, often by 5mph, which feels safer and would give drivers slightly more time to give cyclists adequate clearance. Thirdly, the cycle lane markings will give a continuous warning that cyclists are likely to be present. Cycle lanes past parked

vehicles are a problem area unless the lanes are reasonably wide and separated by a buffer zone to avoid door opening.

Why do some cyclists think that narrow lanes encourage motorists to pass dangerously close? Maybe because with a cycle lane we think this should make us safe, so blame the cycle lane rather than the motorist. We have all probably experienced too close passes with or without cycle lanes.

More evidence about the impact of various cycling measures is needed, but unfortunately there now appears to be little research taking place. The most available statistics are in the form of road casualties which can be found on the www.crashmap.co.uk site. Here it is clear that junctions are the main problem for cyclists and other vehicles.

John Lee
RBC Coordinator for RCC

A Better Code for Cyclists?

The Department for Transport ran a consultation from August to October this year seeking views on proposed changes to The Highway Code to improve safety for vulnerable road users, particularly cyclists, pedestrians and horse riders.

From a cyclist's point of view the main changes include:

- The introduction of the 'Hierarchy of Users' or 'Hierarchy of Responsibility', recognising that road users who pose greater risks to others ought to have a higher level of responsibility.
- Simplification of the rules relating to non-signalised junctions, which will make junctions safer and address 'left-hook' collisions
- New rules to tackle dangerous overtaking and 'close passes', with a guideline minimum safe passing distance of 1.5m
- The inclusion of the Dutch Reach, to help prevent 'car-dooring'

Whilst these changes (if adopted) will not lead to an overnight elimination of irresponsible or inconsiderate acts of driving, they do constitute a crucial step in changing the culture of road use as the revised Code will feed into driving lessons and tests, and help the police better enforce safe driving standards.

Cycling UK has been campaigning for such changes to the Highway Code for many years and was closely involved in pre-consultation with the Department for Transport.

The following is Cycling UK's summary of the key changes to the Code.

Rule 1 - Hierarchy of responsibility/users

This would introduce the concept of a 'hierarchy of users', putting road users most at risk in the event of a collision at the top of the hierarchy. This is pedestrians, in particular children, older adults and disabled people, followed by cyclists and horse riders and motorcyclists.

It wouldn't remove the need for all users to behave responsibly or give priority to pedestrians and cyclists in every situation, but it would ensure that their needs were considered first.

It would mean that people in charge of the largest vehicles, with the potential to cause the most harm in a collision, would bear the greatest responsibility to take care and reduce the danger they pose to others.

So, a lorry driver would have a greater responsibility to those driving a car or motorcycle, and likewise people cycling would have a greater responsibility than pedestrians.

Rules 2, 3 & 76 - Junction priority

This would introduce an underlying principle that vehicles turning at non-signalised junctions should give priority to pedestrians or cyclists going straight ahead across their path, unless traffic signs, signals or markings say otherwise.

The person going straight ahead would have priority over the person turning left. This should reduce 'left hook' collisions and make it easier to maintain cycle track priority at junctions.

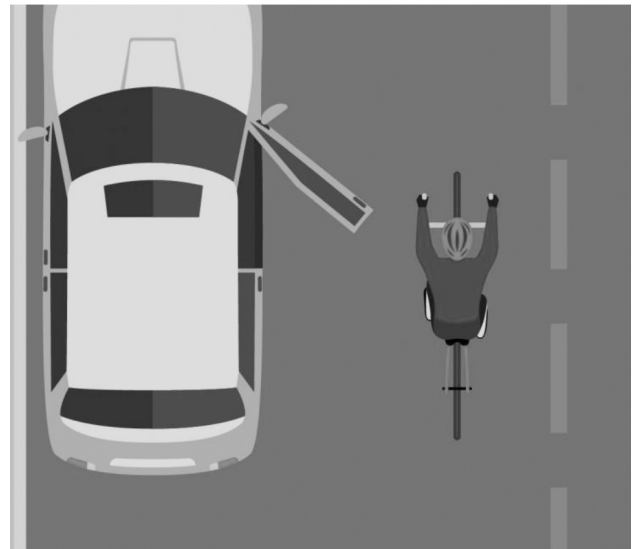
The changes proposed reflect the concept of a hierarchy of responsibility/user in rule 1, with cyclists also having to give priority to pedestrians going straight ahead as they turn left.

Rule 163 - Overtaking rules

The old rule advised drivers to give cyclists at least as much room as they would when overtaking a car, without further reference to what that was.

The new rule advises that, as a guide, this would mean leaving:

- a minimum distance of 1.5 metres at speeds under 30 mph.
- a minimum distance of 2.0 metres at speeds over 30 mph.
- for a large vehicle, a minimum distance of 2.0 metres in all conditions.
- more space when overtaking in bad weather (including high winds) and at night.



Opening Car Doors

The new rule would advise that cyclists are permitted to filter through traffic, specifically confirming that cyclists may overtake slower moving or stationary traffic on their right or left, including at the approach to junctions, but are advised to exercise caution when doing so.

Rule 239 - Opening car doors

The new rule would advise people to open car doors using the hand on the opposite side to the door they are opening, so you would use your left hand to open the driver's door on your righthand side.

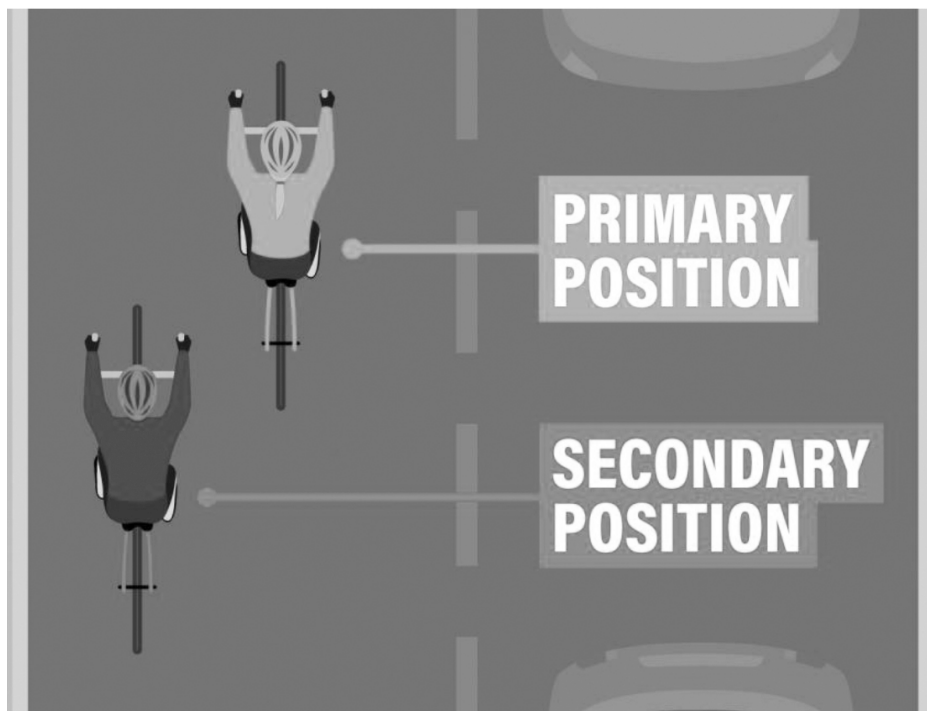
This technique, known as the Dutch Reach, makes you turn your head to look over your shoulder before opening the door, and should reduce the number of cyclists injured when someone opens a car door without looking.

Rules 72 & 213 - Road positioning.

The old Highway Code rules didn't mention road positioning so many drivers wrongly assumed that cyclists should ride close to the kerb, which is often dangerous.

The amended rule 72 refers to two basic road positions cyclists should adopt, depending on the situation, which many cyclists will recognise as the 'primary' and 'secondary' positions.

A Better Code for Cyclists? Continued...



Cycle Positioning on the Road

It would advise cyclists to ride in the centre of the lane, to make themselves as clearly visible as possible (primary):

- on quiet roads or streets, moving over to the left if a faster vehicle comes up behind them, but only if they can do so safely.
- at the approach to junctions or where the road narrows, where it would be unsafe for drivers to overtake them.

The proposed rule 72 advice to cyclists is then outlined to drivers within a revised rule 213, explaining the circumstances in which and why cyclists may sometimes ride in the centre of the lane, rather than towards the side of the road, and that drivers should allow them to do so for their (the cyclists') own safety.

Rule 140 - Cycle lanes and cycle tracks

The new rule would advise drivers that cyclists don't have to use cycle lanes or cycle tracks (a common misconception), but that when they do drivers should give way to them when turning or changing lane, including when a cyclist is approaching in the cycle lane or track from behind the driver. This includes specific advice to drivers to be prepared to stop and wait for a

safe gap in the flow of cyclists before crossing the cycle lane or track.

Rule 151 - Allowing pedestrians and cyclists to cross in front in slow moving traffic

The new rule would advise drivers to allow pedestrians and cyclists to cross in front of them in slow moving traffic, clarifying that cyclists can filter past other traffic.

Rule 178 - Advanced stop lines

The new rule would advise that where a driver has passed the first white line at the time that the signal turns red, that whilst they must stop before the second white line, they should also stop as soon as possible rather than just proceeding to the second line.

The advice for drivers to allow cyclists enough time and space to move off when the green signal shows would also be extended to include any moving or waiting alongside them.

Drivers of large vehicles would also be specifically advised to stop sufficiently far behind the first white line to see the whole area where cyclists may be waiting, allowing for any blind spots in front of their vehicle.

Rule 186 - Drivers to give priority to cyclists at roundabouts

Drivers would be advised to give priority to cyclists on a roundabout, to give them plenty of room, not attempt to overtake within their lane, and to allow cyclists to move across their path as they travel around the roundabout.

Whilst some cyclists will move to the right when approaching a roundabout, and ride in the right hand lane when intending to continue across or around the roundabout, the new advice to drivers recognises that others may not feel either confident or comfortable enough to do this, and will stay in the left hand lane.

There would therefore be further advice to drivers that cyclists may stay in the left hand lane when they intend to continue across or around the roundabout, and that drivers should take extra care when entering a roundabout to ensure that they do not cut across cyclists in the left-hand lane who are continuing around the roundabout.

Keith Elliott
RCC Secretary

Members of RCC can apply for Cycling UK Affiliated Membership

- 3rd party insurance cover of £5m worldwide except USA and Canada
- Cycling UK membership with access to a wide range of discounts and benefits, see www.cyclinguk.org
- 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 £25 for a full year.

More details from Membership Secretary on 0118 986 0230

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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: 1 January 2021

The newsletter will now be delivered electronically to members. If you 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

RCC's Monthly Meetings

7.30pm on the third Wednesday of each month

Wed 16 Dec 2020 - open mtg

Wed 20 Jan 2021 - cttee mtg

Wed 17 Feb 2021 - open mtg

Currently held virtually via Zoom during the COVID-19 crisis. See RCC's Facebook Page or the website for updates. We hope to see you there.

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