

# Woodley to Reading Active Travel Route

## Summary of Design Changes

### Woodlands Avenue East (Woodley town centre to Howth Drive)

1

This section would no longer become one-way to accommodate the proposed cycle track, which many of you opposed. A 2.3m cycle track is proposed along the northern side of Woodlands Avenue, taking space from existing verges and the carriageway. The carriageway would be 5m wide and still able to take two-way traffic.

To aid this, it would be subject to a new 7.5-tonne weight limit to prevent use by large vehicles and double yellow lines added. The speed limit would be reduced to 20mph.

The verges and existing footway on the south side would be largely kept, except for a narrow section of verge between Woodway and Howth Drive

2

Proposals for "continuous footways" or "Copenhagen-style" crossings at side road junctions of Woodlands Avenue East, which encourage drivers to give way to pedestrians have been kept.

3

The mini-roundabout on Howth Drive would become a T-junction with cycle track crossing while the lay-by parking opposite, would move to Port Close, subject to Reading Borough Council agreeing. The removed section of lay-by would be set aside to improve drainage and provide more space for buses to turn.

4

Subject to Reading Borough Council agreeing, we aim to plant on green space next to Howth Drive to make up for the loss of trees.



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## Summary of Design Changes

### Woodlands Avenue West (Howth Drive to Church Road)

5

The cycle track width has been reduced from 2.8 to 2.5m so less streetlights have to be moved and the cycle track is better aligned with the rest of the route. Drainage would be improved on nearby green spaces.

6

The cycle track has been realigned near Addington School to avoid trees and slow cyclists down as they approach.

7

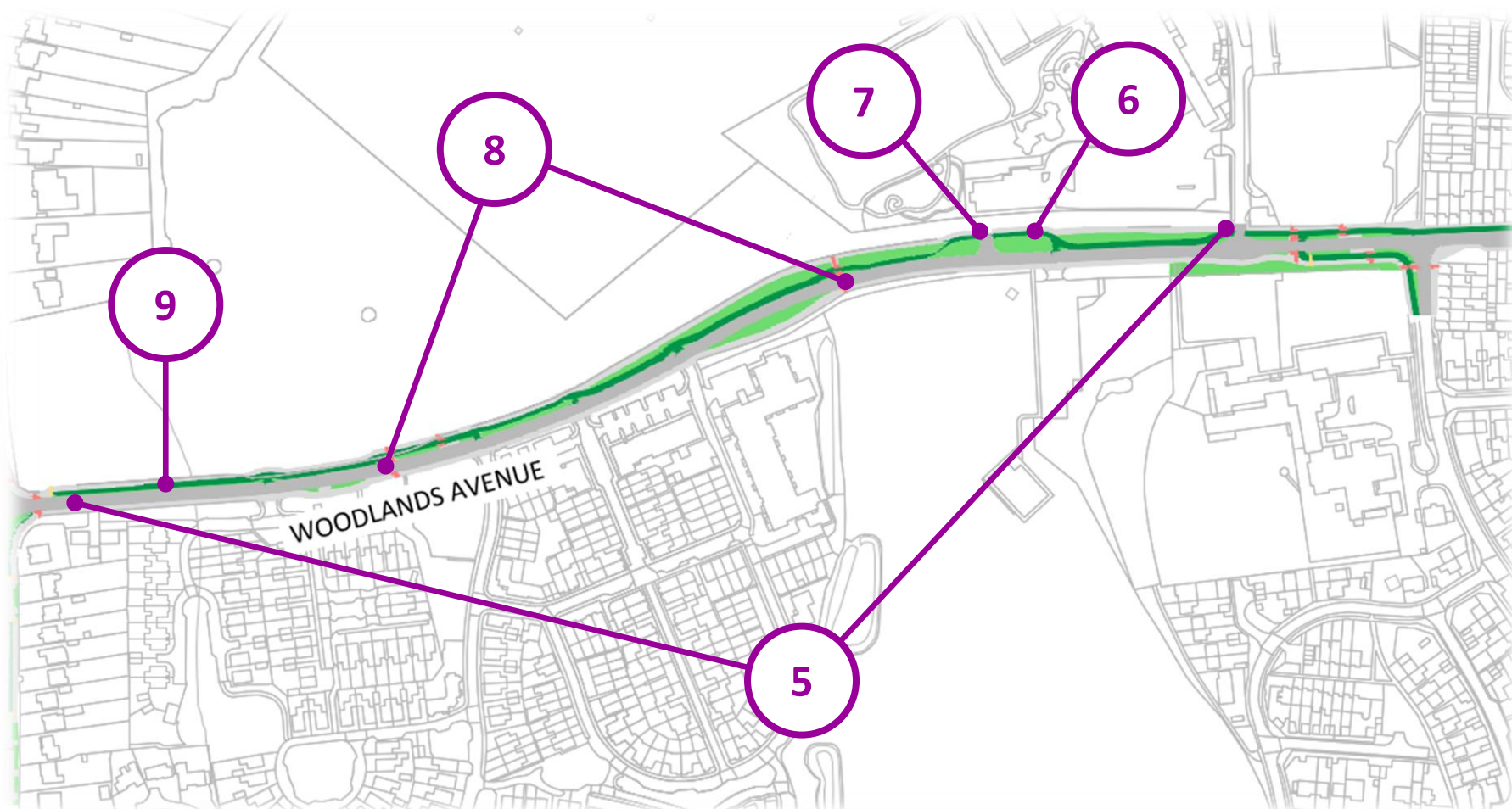
The school entrance would be improved with a shallow raised crossing to prioritise pedestrians and cyclists while leaving enough space for queues. A guardrail is proposed on the footway approaching the entrance.

8

Zebra crossings along Woodlands Avenue West will now be provided on shallow raised tables.

9

Parts of the cycle track have been moved to create a green space for drainage and separating it from the road.



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## Church Road, Palmerstone Road and Culver Lane

10

The proposed cycle track now stops at the Palmerstone Road junction and a continuous footway crossing at this location has been adjusted to tie into the existing layout.

11

The speed limit on Palmerstone Road and Culver Lane would be reduced to 20mph while the junction of Culver Lane and Eastcourt Avenue would be improved to give cyclists and pedestrians priority.

12

Double yellow lines would be painted to restrict parking along Culver Lane.

