

Reading Green Park Station - Too Many Cooks?



Reading Green Park station showing cycle route around bus interchange

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Many will have seen progress with the construction of the new Reading Green Park station, either in the local media or from the train between Reading and Basingstoke.

The new £20 million+ station is due to open in early 2023 and has been developed as a partnership between GWR, DfT, Network Rail, Berkshire Local Enterprise Partnership, and local developers, as well as Reading Borough Council, who have taken the role as lead organisation for this project.

The design of the scheme includes a bus interchange, a 50-space car park and cycle parking.

Much has been made in the economic justification of the station about the sustainable travel credentials of the scheme, which are intended to relieve traffic congestion on the A33 corridor by serving the new residential development in the area, the Green Park Business Park and the football stadium.

However, whilst there is cycle parking and a signed cycle route

Reading Green Park Station continued...

around the station car park, this cycle route doesn't extend any further beyond the edge of the station, leaving a 500m missing link to the existing cycle route through Green Park (NCN route 23).

This seems a huge missed opportunity, demonstrating either a complete lack of joined-up thinking between the various development partners or a lack of commitment to cycling in the planning of the area, or even both.

Green Park is unusual in that the roads and paths are private and are not managed by Reading Borough Council as highway authority, but how did this development progress without adequate planning for cycling?

Whilst providing new cycle routes through existing built-up areas is going to be difficult, this is a brand-new development in what was



Looking away from Green Park station showing the footpath, but no cycle route

effectively a previously undeveloped site, and it should have been straight forward to accommodate a new cycle route through the area at minimal additional cost.

Surely we deserve better than this for a largely publicly funded major new scheme?

Tony Carr

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Reading Borough Council (RBC)

Spring Report 2023

Two Traffic Management Sub-Committees, a CAST (Cleaner Air and Safer Transport) forum and the Cycle Forum have happened since my last report in November.

Traffic Management Sub-Committee (TMSC) 10 November and 23 January

RCC has raised the issue of the traffic calming measures in Redlands Road area being difficult and maybe dangerous for cyclists. Primarily the poor positioning of chicanes with no or inadequate cycle gaps, and also the poor positioning and use of speed cushions. A review of the scheme was presented to the TMSC in November, but only one change was being recommended. The committee then agreed to further review the scheme in conjunction with RCC, but 3 months later we are still awaiting a meeting, let alone action!

Cycle Forum on 8 February

The Council updated us on the Active Travel schemes, including the Shinfield Road, see below. We also raised the subject of town centre signing and routes, also see below. The proposal for shared use in the station subway was out for consultation in February, so I hope that you responded (report to TMSC 2.3.23).

Cleaner Air and Safer Transport (CAST) 1 December

I raised the issue of poor design or lack of crossings for cyclists and pedestrians. As a result, I was volunteered to do a presentation at the next meeting, with a hope that policies and infrastructure may be improved.

Shinfield Road Active Travel Scheme Tranche 2

Site works have now started and most of the detailed design work is apparently complete. After the Cycle Forum we were eventually sent plans of the signing. RCC responded commenting that most of the necessary signing was not shown.

We are still concerned that the design issues that we raised have supposedly been considered but not accepted. These relate mainly to the Queens Drive University entrance and to sideroad junctions. At sideroads we are concerned that motorists will fail to give way to cyclists when turning.

Bath Road and Castle Hill Active Travel Scheme Tranche 3

Design work is progressing on this scheme. The main problem areas are the IDR roundabout and parking in Castle Hill. We have commented on the plans and were waiting for revisions to be tabled. These were not shown at the Cycle Forum but are currently on the Council website for consultation. We have responded to them, again highlighting the difficult IDR junction.

Cycle Hub

We are still waiting for the RBC to sign an agreement for the lease of the Cycle Hub in West Street. The delays make us wonder whether it will still happen.

Vastern Road Roundabout Cyclist Collisions

The continued incidence of cyclist injuries at the junction were reported to the Cycle Forum. However, we may need to take this to the Traffic Management Sub-Committee to generate any response. Check your journey routes with www.crashmap.co.uk.

Improvements Cyclists Want

The Council has a long ongoing list of schemes requested by the Campaign and others which is now on the RCC website. We have also added to the website a road-by-road list of improvements that we want <https://readingcyclecampaign.org.uk/improvements-required-to-cycling-infrastructure-in-reading>. Please let us know of problems/solutions to add. Wards have been added so contact your councillor on your pet subjects and do let us know any responses.

Town Centre Signing and Routes

RCC again raised the issues of inadequate signing and routes in the town centre. These are subjects that we have vociferously raised for the last seven years! The lists of requests have now been added to our website <https://readingcyclecampaign.org.uk/signing-changes-required> and

<https://readingcyclecampaign.org.uk/improvements-to-cycle-routes>. Note that there may be some duplication between the town centre and borough-wide Improvements Required list. Yes, too many lists, but far too many problems that need to be fixed.

John Lee

RBC Campaigner for RCC

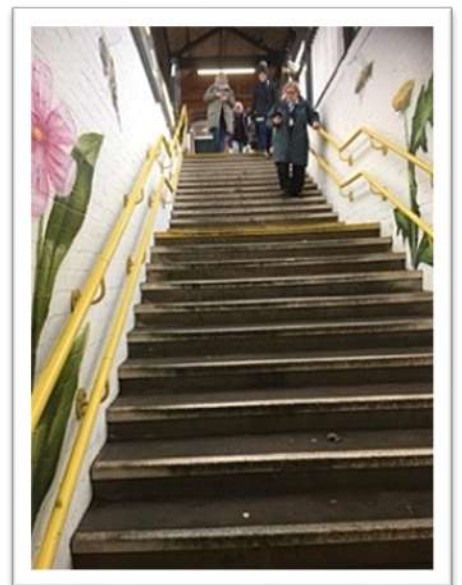


West Berkshire Council (WBC)

Spring Report 2023

Pangbourne Station

The Kidical Mass Reading organiser recently described her visit to Beale Park with her two-year-old son. <https://twitter.com/KidicalMassRead/status/1622723372898570240>. When she arrived at Pangbourne Station she was faced with a long, steep flight of steps, which you can see in the photo, together with the beautiful murals. These steps are a barrier to cyclists with cargo bikes or child seats as well as people with mobility aids.



PAWS (Pangbourne & Whitchurch Sustainability) have contacted Network Rail about this problem, who are sympathetic but have no immediate plans to make the station more accessible. PAWS will continue to pressure Network Rail to make

Campaign News continued...

improvements at the station. Any members who use Pangbourne Station may also wish to contact Network Rail about this problem.

Pangbourne-Purley Feasibility Study

WBC has prepared a feasibility study, following discussions with PAWS, on the potential for Active Travel improvements on the A329 between the east end of Pangbourne village, Purley-on-Thames and potentially Tilehurst Station.

Whitchurch Bridge Southern Approach Feasibility Study

WBC has commissioned this study from consultants, with the study being focussed on identifying, at initial feasibility level, options for possible future pedestrian footway improvements on the southern approach to Whitchurch Toll Bridge.

e-Cargo Bikes

Two e-Cargo bikes are now in regular use, including one being used by [Dee Caf](#) in Tilehurst and one by a music teacher to transport musical



instruments. One remains available for an interested business. The profile of e-Cargo bikes for last mile sustainable freight movements is being highlighted more and more.

<https://www.transportextra.com/publications/local-transport-today/news/72560/new-reports-cargo-bikes-make-business-as-well-as-environmental-sense/>

West Berkshire Cycle Forum

The Forum met on 17 January 2023.

Several updates were provided about ongoing schemes. I have focused on those in the eastern area of West Berkshire.

Kennet and Avon Towpath

Sustrans upgrades at Burghfield from bottom of Mill Lane, Burghfield to Hissey's Bridge south of Calcot (past the sailing club, where National Cycle Network route 4 follows Footpath 15): resurfacing with an asphalt surface has been completed and section fully re-opened. The hope is that the successful implementation of this scheme, coupled with the planned work elsewhere on NCN4 (Dewe Lane and Activation Project Aldermaston Wharf to Ufton Lane) will then unlock additional DfT funding for Sustrans to also restore the section from Garston Lock to the M4 Motorway Bridge, east of Theale. Sustrans are aware how that section has deteriorated and have been in contact with that landowner.

Off-road path from [Mill Lane/Dewe Lane](#) eastwards to [River Kennet bank side](#) - Sustrans have submitted planning application 22/03097/FUL which can be viewed at <https://www.westberks.gov.uk/planning-application-search>. This covers resurfacing with a sealed surface, drainage and other improvements, and



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Campaign News continued...

widening of a 380m section of National Cycle Network Route 4.

Active Travel England and Scheme Updates

WBC has been awarded £57,000 by Active Travel England. This will be used to fund several assessments and consultations.

Data and evidence collection: CCTV cycle & pedestrian counts over a 7-day period for Calcot (IKEA) to Theale, to confirm current level of use and inform business case for potential future works including (in long term) possible future replacement of bridge over M4.

Calcot School Street

This has been approved as a scheme to remain in place, under reference ID 4097. WBC's application for powers under Part 6 of the Traffic Management Act, for enforcement of moving traffic offences, was submitted in December 2022. Application being reviewed by Parliament in May 2023. This will underpin deployment of the CCTV at this site.

The next West Berkshire Cycle Forum Meeting is on Tuesday 16 May 2023. If there are any matters about cycling or active travel in West Berkshire that you would like raised at the meeting contact Rob Hill.

wbc@readingcyclecampaign.org.uk

Rob Hill

WBC Campaigner for RCC



Wokingham Borough Council (WoBC)

Spring Report 2023

Kidical Mass

Kidical Mass continues to go well. We run these sessions with Kat and her team in Reading and alternate months between Wokingham and Reading. Momentum is gradually building, and we are welcoming new people each month, whilst getting more regulars returning which is great to see.

A good Wokingham Kidical Mass event took place on 14 January, with a circular route from Elms Field in Wokingham town centre. Considering the weather was very wet and windy, we had a reasonable turnout of 30 hardy cyclists who completed the 3km ride and mostly stuck around for home-made cake and doughnuts at the end.

The next Wokingham Kidical mass event will be on Saturday 11 March. As far as possible the plan going forward will be to schedule them for 2pm on the second Saturday of every month, to make it easy for everyone to remember.

To keep up to date on everything Kidical mass, check out the website at <https://kidicalmassreading.co.uk/> for regular updates.

Tanhouse Bridge

The Tanhouse crossing in Wokingham is a bridge linking the area around the Carnival Hub area north of the railway to the area around Latimer/Ormonde Road to the South. For anyone familiar with it, it is currently two bridges, one of them scaffold, that cross each of the two railways lines into Wokingham.

The bridge is a potentially useful link between the south of the town centre and the main town centre (north of the railway). At present anyone not walking or cycling into the town either has to cross at the level crossing by the station, which is very congested and often shut.

Alternatively, they can go under the two railway bridges by Tesco on the Finchampstead Road, which are also both very busy and have narrow pavements for pedestrians and a lack of road space, making cycling hard.

Network Rail have submitted a design to rebuild these bridges and replace them with one bridge spanning the whole crossing. Unfortunately, their design is for a stepped bridge with no ramp access, making this inaccessible for anyone with mobility issues, most cyclists, people pushing prams or wheelchairs etc.

There has been a strong local campaign supported by several local councillors as well as WATCH (Wokingham Active Travel Community Hub) and me as the Wokingham RCC rep to oppose this design and push Network Rail to redesign the bridge

with ramp access of a gradient suitable for all users. Belatedly as I write this report, I have heard through the *Wokingham Today* newspaper that our local MP Sir John Redwood has also written to Network Rail with his concerns, although I have not seen a copy of his letter.

I spoke alongside a member of the WATCH team at a Wokingham Borough Council meeting on 11 January in opposition of the design. As critical infrastructure Network Rail does not follow the usual planning process and the Council have little/no power to refuse the application.

However, thanks to some very strong Council opposition, Network Rail agreed to defer the application until the February meeting to allow the Council officers some time to work with them to hopefully come up with something more suitable.

As Network Rail's own engineers say, this bridge is being built with a predicted lifespan of 120 years, so it is vital it is built right the first time as retrofitting, whilst apparently possible, is never going to be easy.

It seems crazy that in this day and age Network Rail can even be considering building a bridge that will exclude and discriminate against a large proportion of residents, who will never be able to use it due to their design.

Meeting with Cllr Margetts

Along with a couple of members of WATCH, I met with Councillor Charles Margetts (Conservative member for Finchampstead North) to discuss his views on active travel and what could be improved in the Borough.

At present Wokingham is a Lib Dem controlled Council and therefore Cllr Margetts is in opposition. It was very kind of him to give up his time to talk to us and listen to our views.

As apolitical organisations it is very useful for the RCC and WATCH to maintain good relations with all Council political parties.

So far, we have had good discussions with independent Councillors, Conservative Councillors and Liberal Democrat Councillors and are also reaching out to get Labour's views as well.

Alex Cran

WoBC Campaigner for RCC

Chairman's Letter

Dear RCC members

The following piece is taken from a recent article in *The Guardian* and reading it caused me to remember a similar incident that happened to me and give me cause for concern about new cycle routes in Reading.

"On the way home in the winter's early dark (but - important operational note - dusk, so not that dark) we were pedalling up a cycle lane alongside stationary traffic, a gap marked "keep clear" ahead of us.

"A 4x4 in the opposite lane decided it had had enough of the arterial road scene and took a right turn into a side street at high speed.

"If we hadn't been going up a hill and therefore not that fast, it would have hit me, but much more relevant is the fact that it didn't. Everyone was quite shaken up, and the car pulled over on the side road."

I was cycling on the Oxford Road towards Tilehurst and was minding my own business in the cycle lane. At this point the lane was just a line painted on the road, but in the main it was clear and usable and there were no cars parked on it.

There was a busy stream of traffic on my right, and I was moving a little faster than it was - I was riding my converted e-bike but well within legal limits, as I am not a food delivery rider.

As I approached a side road on my left, a car coming from the other direction saw a gap in the traffic and turned straight across my path. I saw him in time and braked and avoided him, but it was far too close for comfort. He did not stop so I didn't have a friendly discussion with him.

The Guardian article also got me thinking about cycle lanes and driver behaviour. I have been watching the progress of the Shinfield Road scheme with great interest, as a great deal of money is being spent on it and you would hope that it will make everything

much safer. I am not alone in having real concerns about what happens at junctions.

Both *The Guardian* journalist and I were on a public road and therefore had the rights of all road users. But if you are cycling along a cycle path, or is it a cycle lane, and you come to a side turning where your lane now becomes simply lines painted on the road, who has precedence? If there is a car turning into that road, will the driver expect you to wait, or as you are on a continuous cycle route, do you have precedence?

There are two different ways of looking at this. The first is from the lawyer's point of view: what are the rules or laws governing such routes and what are the legal responsibilities of the various parties?

The second, and from my point of view the more important for me as a cyclist, is what are the expectations of the driver and the cyclist in this situation? It would be of no comfort to me in my hospital bed to know that I was in the right. As a behavioural scientist I want to know how people actually behave when they are behind the wheel of a car, not how a lawyer thinks they should behave.

For instance, if I am cycling on the new Shinfield Road cycle super-highway, I might reasonably expect to keep going from one end to the other. The car driver might reasonably expect that I should stop at each junction so they can drive over my cycle lane.

In the inevitable collision I might come off worse, so I will stop if there is a car about to turn, or at least I make eye contact with the driver before continuing.

The actual way the cycle path is constructed is critical here. If it is a continuous path and it is clear to the driver that they are crossing it, it will be safe. If the path finishes and is just a painted line across the existing road, there will be inevitable confusion.

I wait with some trepidation to see what the Shinfield Road scheme will

be like, but I fear it will be the latter and that conflict between cyclists and motorists at junctions will be inevitable.

Joe Edwards
RCC Chairman

The points that Joe mentioned about junctions are what I have been harassing the RBC about on the Shinfield Road junctions and very many times previously.

The legal situation is different at cycle lanes (on carriageway) where cyclists have legal priority over turning traffic as would any motor vehicle, see Highway Code rule H2, H3 and 182.

However, overtaking on the inside (in a cycle lane) is possibly legally contentious, see Highway Code rules 163 and 167. Take care seems to be the best advice as turning traffic may not see you.

Cyclists on cycle tracks and shared paths have had to legally give way at sideroad junctions, and probably still do; despite the new 2022 Highway Code Rule H2 for motorists to give way, this is not law and is unfortunately not widely understood. The new HC on sideroads seems to be more of wishful thinking, and not worth risking your life for!

Regarding the design of the junctions, these should always be as clear as possible to all road users as to what the priorities and expectations are, something which often does not happen.

Turning vehicles into and out of side roads account for 10-20% of cyclists' injuries.

Regarding the signing (and marking) at Shinfield Road, I have yet to receive plans of these despite asking. However, at the last Cycle Forum I asked again and was told the plans would be sent to me!

The issue of confusion of junction priorities is very real to me, but not one that RBC and the designers seem to be adequately aware of!

John Lee
RBC Campaigner for RCC

Kidical Mass Spring Report

A Christmassy Ride

Santa's a busy man in December, so we were lucky to secure his attendance at Reading's Kidical Mass Ride. Crucial, of course, was what method of transport he would use - it had to be bike related.

Our own Kat Heath (one of Cycling UK's 100 Women in Cycling 2022) made the opening suggestion that he should ride on a sleigh pulled by six cyclists wearing reindeer antlers. The rest of the planning team, who are blessed with a little less ambition, but a smidgeon more common sense, shot that right down on safety grounds. Can you imagine the tangle we would have got into crossing London Road?

When one of our families pointed out that their Urban Arrow box bike can safely carry an adult, it was the perfect solution. We consulted with Santa, and he was keen, after all if it's good enough for our children then it's good enough for him. R(e)i(n)de(e)r Balthi even wore antlers and a red nose as he captained the bike.

For the first time ever, as we approached London Road, I was worried that drivers were getting impatient waiting for the kids to cross as a group, but they were only honking and waving at Santa.



Throughout the whole ride we got a positively delightful reaction from onlookers.

On arrival at Forbury Gardens Santa handed out Kidical Mass bike bells, and our wonderful bakers handed out Christmas cookies. There were bells leftover (I'm saying nothing about the cookies) so Santa left them with us; we'll bring them to future rides for those who missed out. My three-year-old was excited to fit his official

Kidical Mass bell to his balance bike when we got home. I'm not sure our neighbours have been quite as pleased.

Our kids were also very pleased to see their grandfather who came along for the biscuits and tea in Forbury Gardens. Sadly he just missed seeing Santa, but he loved hearing from them how much they'd enjoyed the ride.

Hilary Smart



Redlands Road Area Traffic Calming



Photo 1: Poorly aligned speed-cushion

We welcome the implementation of traffic calming schemes to improve conditions for cyclists and pedestrians. However, the Redlands Road Area scheme falls way short of providing decent conditions.

We make the following general and detailed suggestions for this scheme, and we also request that these points are borne in mind for future traffic calming schemes. Maybe a guidance note for the designers needs to be provided?

The scheme consists mainly of speed cushions which normally give a poor service for cyclists and pedestrians. Vehicle speeds vary considerably over cushions depending on vehicle type and cushion positioning.

Also speed reduction is not at the road junction, the most critical point, or at pedestrian crossing locations. Up to date design guidance including LTN 1/20 Cycling Infrastructure Design Section 7.6.8, and also in Manual for Streets 2 where tight junctions with direct crossings are recommended.

A range of problems occur on the Redlands Road scheme and some of these are listed below:

1. Speed-cushions should be aligned so that cyclists will not normally have to ride over them. They are very uncomfortable to cycle over at more than 10mph (photo 1).



Photo 7: Build-out at Zebra does not help cyclists, a raised crossing would help reduce vehicle speeds



Photo 2: Poorly aligned speed-cushion which leads cyclists into parked cars

2. Speed-cushions should be placed so that cyclists are not encouraged to cycle in an unsafe position (photos 2 and 3).
3. Adequate width cycle by-passes should be provided to road-narrows where possible (photo 4).
4. Kerb build-outs should not adversely affect cyclists (photos 5, 6 and 7).
5. Speed-cushions fail to provide any assistance for pedestrians to cross the road; flat-topped humps and entry-treatments are far preferable (photos 9 and 10).
6. Zebra and other crossings would be better sited close to junctions, which would be consistent with the revised Highway Code requesting motorists to give way at junctions (photos 9 and 10).
7. A mini roundabout at the Redlands Road junction with Addington Road would help slow traffic and facilitate turning movements (photo 9).
8. Priority for cycle provision should normally be on uphill sections (photo 11).



Photo 8: Round topped speed humps in Morgan Road seem 'tuned' to 10-15mph maximum for cars and cyclists but do not help pedestrians



Photo 3: Central speed-cushion encourages motorists to take central position and intimidate opposing direction cyclists



Photo 4: Cycle gap is too narrow and not signed or marked, Redlands Road



Photo 5: These push uphill cyclists out into the road and the path of following cars and should be removed or re-designed



Photo 6: Build-out could endanger cyclists by forcing them out in the road



Photo 9: A mini-roundabout in Redlands Road at Addington Road would help slow traffic and turning traffic, and a raised table would help pedestrians to cross

Redlands Road Area Traffic Calming cont...

An article on Traffic Calming for Pedestrians and Cyclists included in the Spring 2022 edition of RCC's *CycleReading* - read the post <https://readingcyclecampaign.org.uk/traffic-calming/> - gives further information on cycle and pedestrian friendly measures.

RCC would be happy to discuss this subject with RBC Councillors and Officers to try to agree best-design practice and procedures.

Joe Edwards
RCC Chairman



Photo 10: Addington Road speed cushions at Craven Road impede rather than help pedestrians to cross as a table would. Larger kerb build-outs would help visibility from Craven Road



Photo 11: The uphill cycle gap should be better marked. Also, the 'give-way' to slow traffic is needed more in the opposite downhill direction

Highway Code - Cycle Signing

What are the main cycle signs that we should know? Most signs and markings are shown in the Highway Code, 2022 being the latest edition.

The round blue signs relate to off-carriageway (on path) cycleways.

On-carriageway cycleways are normally shown by rectangular signs.

The numbers relate to the Department for Transport diagrams.

It is illegal to cycle on a path unless one of the following round signs is displayed. The only possible exception is in parks if the relevant by-laws permit.

John Lee
RBC Campaigner for RCC



Diagram 957 Segregated Path for cyclists and pedestrians, divided by a line or kerb. Normally two-way cycling



Diagram 955 Cycle track, or cycles only, normally two-way cycling



Diagram 956 Shared path for cyclists and pedestrians, normally two-way cycling. Unfortunately, this key sign is not shown in the latest Highway Code



Diagram 958.1 Advance warning of cycle lane ahead (advisory sign)



Diagram 959.1 Mandatory Cycle Lane, with flow, normally one-way only



Diagram 967 Cycle route, or an advisory cycle lane

Extra News Items

Station Underpass

Consultation on making cycling legal through the station subway took place in February with 73% of respondents being in favour of allowing cycling.

The proposal to revoke the prohibition on cycling was confirmed at the Traffic Management Sub-Committee in March.

The route under the railway is a key link in Reading's cycle and walking network, which has become even more vital with the major residential development that is taking shape on Station Hill.

In fact, the Station Hill development contributed £200k for Reading Borough Council to facilitate the use of the underpass by cyclists and pedestrians.

The relevant report to the Traffic Management Sub-Committee noted that "it would not be appropriate to demark a separation of pedestrians

and cyclists. Having a shared-use facility that is used responsibly should facilitate a steady flow of people in both directions and at relatively low speeds".

To us it would at least make sense to demarcate the subway into northbound and southbound lanes or have signage requesting users to keep left.

In Recognition of the Distributors

If you are reading these words on the printed version of the *CycleReading* newsletter, or indeed if you have ever read the printed newsletter, this has been made possible by the unsung volunteers who distribute the newsletter across Reading and more far-flung locations.

The lynch pin for getting the newsletter into so many hands has been Ian and Celia Humphrey, who have been organising the distribution four times a year for the last quarter of a century.

Ian and Celia are now passing the baton onto new hands, and we would like to thank them for literally spreading the *CycleReading* news to so many for so long.

Council Cargo

Spotted in Caversham - one of Reading's local Councillors distributing leaflets by cargo bike.



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Interview with Kat Heath

It was sometime early last year when Kat Heath got in touch with Reading Cycle Campaign looking for assistance in publicising her idea of setting up a Critical Mass style ride for children in Reading.

Since then, her ideas have borne fruit and several Kidical Mass rides have now taken place locally.

I caught up with Kat just before February's ride and spent a happy half hour hearing about her life and how her passion for cycling came about. Here is what I learned.

Although not a Scot by birth, Kat's involvement with Kidical Mass started in Inverness when she was on maternity leave with her son Blake.

Her parents apparently had been a bit nomadic and had travelled around the UK in a camper van until falling in love with the Highlands and settling in Inverness.

She credits her father with her love of cycling, and she is already passing on this love to Blake, who may well be Reading Cycle Campaign's youngest member.

She was concerned about the safety of cycling around the Highlands with a 5-week-old child and so she set up the rides to challenge the removal of safe places for cycling in the city. They were immediately successful, with 50

people on the first ride and have had a huge impact on the city. The group became involved in active travel planning with the council and in the saving of at-risk cycle routes.

Hundreds of people have been able to enjoy safer cycling in the city as a result.

Kidical Mass as a movement has a history going back to 2008 when Shane Rhodes set up the first one in Eugene, Oregon.

Since then, the idea has spread to many other countries, with 21 places in the UK being listed this year on the cyclesprog.co.uk website.

When Kat moved down to live in Reading and take up a new job as a Senior Technical Product Manager with a cosmetics firm in London, it was almost predestined that she should carry on the good work here.

A chance meeting at Friday Fledgelings at MERL with Simon and Hilary Smart led to the discussions that set up the first Kidical Mass ride in Spring 2022.

Kat recalls being surprised at how car-centric Reading is. As I have lived in the town for over 40 years and have marshalled on a few of the rides, this is no surprise to me.

At the very least it has caused problems in planning safe routes that start and end at interesting places for the children.

As well as the Smarts, she has gathered together a small group of regular marshals including our own Alex Cran from Wokingham.

The programme for 2023 has monthly rides alternating between Reading and Wokingham, but Kat's influence doesn't just stop there.

She found early on public liability insurance was not available for these rides via normal channels, but she found a broker and the funding to set up cover for all the groups in the UK.

This has enabled more groups to consider setting up their own rides without worry over insurance and liability.

With another cycling mum she has written a 'how to' guide which has also helped other groups set up Kidical Mass rides in their own towns and all of this led to Kat being named as one of Cycling UK's 100 women in cycling in 2022.

She is already making waves at the Council level. Reading's Mayor came out in full regalia to welcome back one ride last year and finishing the September ride at the Reading Cycle Festival brought Kidical Mass to the attention of a very wide audience of cyclists.

Reading is very fortunate to have someone with such enthusiasm and drive and as they might say back in Inverness 'Lang may yer lum reek'.

Joe Edwards
RCC Chairman



Kat Heath

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Newsletter Distribution	Vacant

Next newsletter copy deadline: 1 May 2023

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 19 Apr 2023 - open mtg

Wed 17 May 2023 - cttee mtg

Wed 21 Jun 2023 - 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

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