



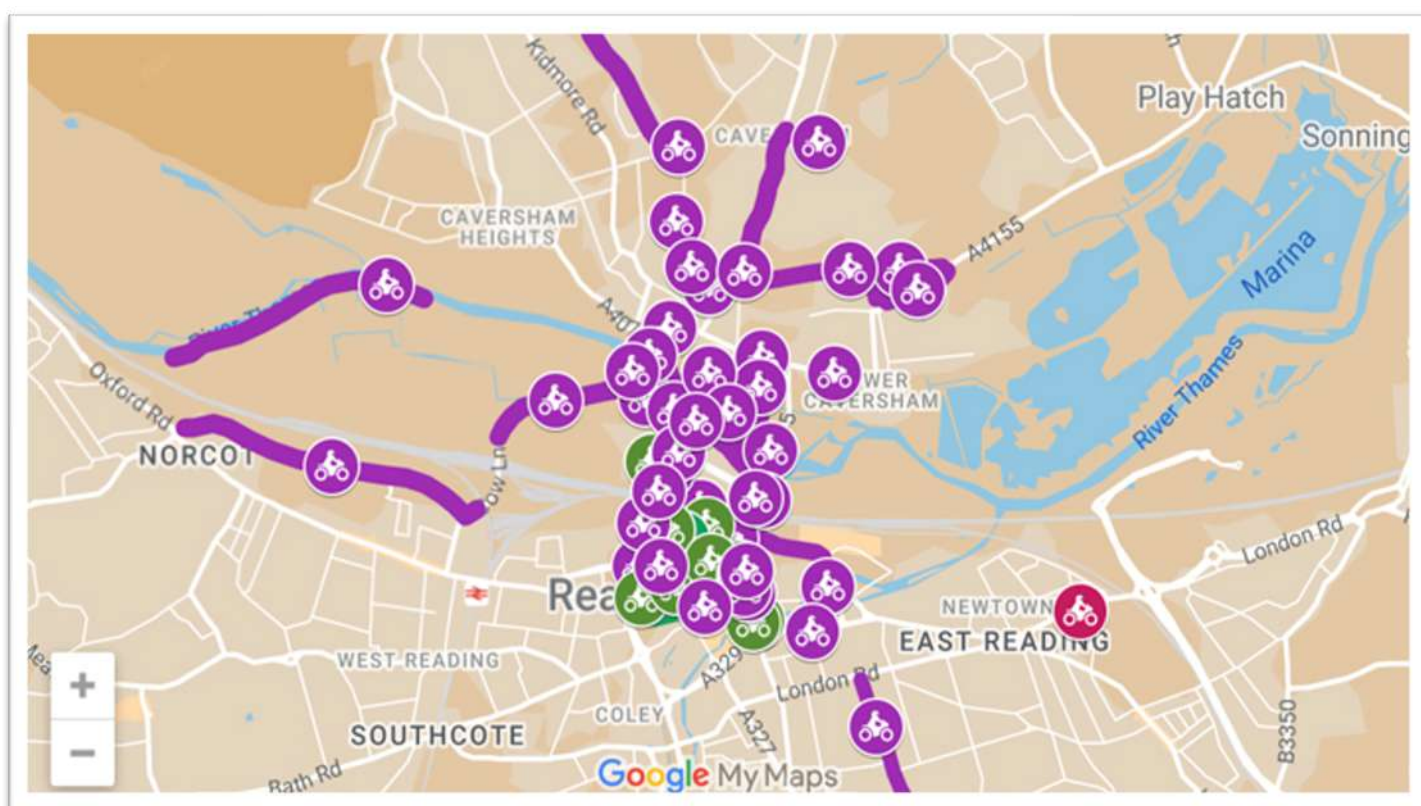
CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

Summer 2023 No 158

New Cycle Suggestion Map Goes Live On Our Website



Reading Cycle Campaign Interactive Suggestion Map

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Over the years, Reading Cycle Campaign has been putting together lists of problems that affect cyclists as well as ideas for schemes to make cycling easier or safer.

Whilst budget cuts and different priorities at the Council mean that many of these schemes have yet to be progressed, these lists nevertheless represent ideas to make cycling across Reading better.

We've transferred these lists onto a new interactive suggestion map:

<https://readingcyclecampaign.org.uk/new-cycling-issues-interactive-map/>

And you can also find it here:

<https://readingcyclecampaign.org.uk/campaign-information/>

We're aware that circumstances change, meaning that some schemes are less relevant and new schemes may be more important,

New Cycle Suggestion Map continued...

so we intend to update these lists on a regular basis.

But we don't know everything that's going on across Reading. We want to reflect the ideas and concerns of those cycling across the area, so please let us know of any problems or ideas for improvement schemes.

This would include dangerous road surfaces, potholes, overhanging trees or bushes, as well as suggestions for new cycle parking stands, cycle route signing, road markings, dropped kerbs, cycle lanes or even new cycle routes.

Also, since we're here to represent all cyclists in the greater Reading



area, we also want to hear from those new to cycling or families, who may have different issues to more confident, regular cyclists.

Please let us have your ideas here: <https://readingcyclecampaign.org.uk/contact-us/>

If there are maintenance related problems that affect your journey, report these to the Council, as well as letting us know.

It can also help making your local Councillor aware of such problems.

Reading, Wokingham and West Berkshire Councils all have pages on their websites to report problems, but a more convenient way to report problems is by using the Fix My

Street website, via <https://www.fixmystreet.com> or via their app.

Finally, let us know if you see any good ideas to help cyclists elsewhere - we're not above copying great ideas from somewhere else!

Tony Carr



awcycles



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Campaign News



Reading Borough Council (RBC)

Summer Report 2023

A Traffic Management Sub-Committee and a CAST (Cleaner Air and Safer Transport) forum have happened since my last report in February. In addition, a Redlands Road site meeting with RBC and others took place on 27 March.

Traffic Management Sub-Committee (TMSC) 2 March

The positive public consultation responses to the Station Subway proposed shared-use and the Castle Hill/Bath Road Cycle route were reported. Good news so far.

Cleaner Air and Safer Transport (CAST) 28 March

I made a presentation on Crossings for Pedestrians and Cyclists, raising the need for more and better crossings for all, and highlighting the need for low speeds with pedestrian and cyclist friendly environments, including raised hump crossings. There followed a lively and positive Q and A and comments session, with RBC officers agreeing to consider the many recommendations for policy reform. The list of recommendations is shown below.

What needs to change?

Policy to better consider pedestrians and cyclists

- All RBC Committee reports to have crossings considered within a Sustainable Transport Implications section.
- Reading developers guidance to be reviewed and made more pedestrian friendly.
- Dropped kerbs should be added where needed.
- Raised tables with sinusoidal or shallow ramps to be the recommended road hump and used more widely, such as at most road junctions.
- Zebra and other controlled crossings should be located where needed.
- Pedestrian delays at signals should be minimised.
- All-green pedestrian stages should be trialled.

Shinfield Road Active Travel Scheme Tranche 2

Site works have now started and most of the detailed design work is apparently complete. Despite reminders and promises, RBC has yet to provide us with the statutory signing proposals. Works are progressing slowly and without signing and full marking being added, which is adding to some confusion and dissatisfaction from users.

Bath Road and Castle Hill Active Travel Scheme Tranche 3

Following the public consultation and many comments made, RBC are to review some aspects of the design such as the parking area on Castle Hill and the IDR junction. We have yet to hear about any changes or further detailed design.

Redlands Road Area Traffic Calming

A site meeting with RBC councillors and officers and local residents took place on 27 March following the widespread criticism of the scheme and the Council's promise to review the scheme further last year. It was generally agreed that many changes need to be made, including the chicanes and some of the speed cushions. Funding will need to be found to rectify the bad design! A lessons-learned report by RBC might help prevent the same waste of resources in future schemes!

Cycle Hub

We are still waiting to hear whether RBC has signed an agreement for the lease of the Cycle Hub in West Street. Will it still happen?

Vastern Road Roundabout Cyclist Collisions

The continued cyclists' injuries at the junction were reported to the Cycle Forum. There has been no response from RBC.

Map and Lists of Improvements that Cyclists Want

Lists and a map of improvements that we want are on the RCC website. Thanks to Tony and Susan for their work on this. See the report on the front page.

Town Centre Signing and Routes

RBC has said that they are investigating the provision of missing and wrong signs that we have been

campaigning about for many years. We have yet to hear what they are going to do!!



Got the Hump?

Speed humps have been high on our comments to RBC, triggered by the Redlands Road area traffic calming fiasco.

Many speed cushions appear to be steeper than the LTN 1/07 regulations allow, which is a 1 in 8 front gradient. With a recommended 3 inches high hump, maximum is 4 inches, the ramp would be 24-32 inches long. Steeper gradients damage motor vehicles as can be seen from the photo above, but for cyclists the discomfort and danger are our main concerns.

The hump pictured in Oakley Road has been notified to the RBC, who say it is the contractor's responsibility. Does no-one check the works? Two months later no remedial action has been taken.

Check the humps that affect you and report them on FixMyStreet if they are too steep or otherwise problematic.

John Lee

RBC Campaigner for RCC



West Berkshire Council (WBC)

Summer Report 2023

West Berkshire Cycle Forum

The Forum met on 16 May 2023.

A new Council was elected at the recent local elections; no Councillor had been selected to be the cycle champion at the time of the meeting.

Campaign News continued...

The meeting mainly provided updates to existing projects.

The next West Berkshire Cycle Forum is on Tuesday 12 September 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 via wbc@readingcyclecampaign.org.uk

Calcot School Streets

The School Streets scheme outside Calcot School has now been made permanent. ANPR cameras will be

installed over the summer. The photographs below show the improvement around the school since the introduction of the scheme. More details can be found on the West Berks' website: <https://www.westberks.gov.uk/schoolstreetscalcot>

A329 Pangbourne - Purley

Progress has stalled as Sulham Estates waits for clarity about the government's land use policy for farmers.

Kennet and Avon Towpath

Work continues to upgrade NCN4 around Mill Lane and Dewe Lane.

Theale - Calcot link

WBC will be looking at the links between Theale and Calcot and how they might be improved. If you use this route and have any comments, contact Rob Hill via wbc@readingcyclecampaign.org.uk

Rob Hill

WBC Campaigner for RCC



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Campaign News continued...



Wokingham Borough Council (WoBC)

Summer Report 2023

Sadly a few days before writing this report, I heard the news of a pedestrian death caused by a car on the A329 road in the Woollahill area. This is the second death of this kind in less than six months on this stretch of road. Clearly something is going wrong, and improvements need to be made to protect vulnerable road users. My thoughts go out to the families of the people involved in these awful tragedies.

LCWIP Made Public

The long-awaited Local Cycling and Walking Infrastructure Plan (LCWIP) was finally agreed on Tuesday 21 March.

It can be viewed via the my journey website at <https://www.myjourneywokingham.co.uk/cycling/local-cycling-and-walking-infrastructure-plan-lcwip/>

It seems to be a promising vision and WoBC should be commended on their ambition and the work that has gone

into updating this; however this is just the start and there needs to be evidence of implementation and change over the coming years.

Speed Limit Reduction On The Old Forest Road

In another positive step the speed limit on the old Forest Road in Wokingham has been reduced from 40mph to 30mph due to safety concerns. As a residential road it would be nice to see this reduced even further to 20mph given the safety improvements this is proven to bring; however this decision is definitely a step in the right direction.

Reducing speed limits on many roads across the Borough is a quick win for residents as well as pedestrians, cyclists and even motorists. Speed reductions have been proven to reduce pollution, improve road safety for all users with negligible impact on traffic flow.

WoBC need to look at reducing the speed limits for many other roads in the borough as this would be a cheap, effective and easy way to improve almost all aspects of our road related issues, in particular improving safety for the most vulnerable road users.

Tan House Bridge

So far there has been no update, although the last information that came out of WoBC was that Network Rail had relaxed their deadline for rebuilding the bridge. This is positive as the rush to get a bridge designed and built quickly was one of the driving forces behind pushing through a stepped bridge.

Hopefully given more time WoBC and Network Rail can together

design and agree on a genuinely inclusive bridge that will use ramps with a gradient suitable for all users from healthy hikers through to children on balance bikes and those with mobility issues.

Once any information comes through from WoBC/Network Rail it will be on these pages.

Wokingham Bikeathon/Kidical Mass (KM) Bike Ride

The Wokingham Bikeathon takes place on Sunday 11 June in Cantley Park. There will be a variety of bike related events taking place in Cantley and several rides starting and finishing in the park.

After several successful KM rides in Wokingham, we were due to host a KM event in May. However, as this fell on the King's coronation weekend, it was felt best to skip that one and put all the effort into the summer rides.

So I'm pleased to announce that KM Reading and Wokingham are organising a short (2-3 mile) ride which will be suitable for all cyclists, especially those too young or not confident or able to take part in the longer Bikeathon rides. (With the spirit of all KM rides, despite the name, the rides are open to riders of all ages and abilities, and the more the merrier!) This will be starting and finishing at the bike event.

The last few Wokingham KM events have been great fun and we have been gradually building up the numbers and hope more people will continue to come along with friends and family to take part in a celebration of cycling (and a show of support for cycling in the Borough!).

That's all for now, look forward to seeing you all at Cantley for the Bikeathon/KM ride on 11 June.

Alex Cran
WoBC Campaigner for RCC

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tools to do it yourself?**

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Chairman's Letter

Dear RCC members

I have to admit that I have not been doing too much cycling over the last couple of months, probably not doing enough if the truth be told. There are a few reasons for this, some better than others, but the onset of OA (osteoarthritis not old age) and the Spring weather are among the more significant. Both add significantly to the misery that cycling around Reading has become these days as a result of the state of the roads.

Neither of the two bikes I use most regularly have any sort of suspension built in. This didn't matter in my younger days as my body seemed to absorb the bumps and vibrations, but now with deteriorating knees and a stiff back I am made aware of just how uneven the roads have become. The recent heavy rains have washed away loose pieces of tarmac and have made the existing potholes deeper. The Council did come and mend one just outside my house a few days ago, but left many more untreated, some of which are far worse, including this horror on Addington Road (see photo).

I have written before about the malign effects of traffic calming around the hospital - this is just another one to add to the

list. We believe this one in question has a ramp steeper than allowed in the regulations. This leads to vehicles straddling the cushion and eroding the sides. The heavy rains then wash away the broken tarmac leaving gaping gashes such as these.

If cars are badly parked alongside this speed cushion, avoiding the hole can be difficult, especially if there is traffic coming in the other direction. "Ah! but the injuries if you are hit by a car travelling at 20mph are less severe than 30mph" is what I am told when I complain about traffic calming, but I don't want to be hit at any speed, thank you. I just want to be able to cycle without having to worry about avoiding cushions, humps, chicanes, cars driving on the wrong side of the road and all the holes in the deteriorating roads I use. The best thing the Council could do is to give me a decent road surface to cycle on.



Traffic calming hump on Addington Road

As I write this in early May, we are still waiting on news from RBC on two major cycling projects. The lease for the cycle hub is still being negotiated by their legal team and the last couple of update meetings have been cancelled. Dr Street at the University has recruited another research student to do some more work on

evaluating the project, but we have not yet seen the report from the one that was done last year. I feel even more keenly that if the hub ever comes into existence, RBC should commission an inquiry into how projects like this can be carried out more successfully and how their value for money can be assessed. Goodness knows how many man hours have been wasted so far in fruitless meetings.

The work on the Shinfield Road cycle super-highway proceeds at a gentle pace. Some sections have now been finished and I saw someone actually cycling on a section alongside the University. He was going the wrong way and then jumped onto the pavement when it ended. We have not had answers yet to our questions to RBC about the status of the paths/tracks and there looks to be another couple of years of building works before the whole scheme is complete.

I am not sure whether the cyclist would have been within his rights to cycle in the wrong direction, as we assume that the lanes will be one-way only, but have had no confirmation yet. What I do know is that the road width has been considerably reduced and that any cyclist who chooses to ride with the road traffic, rather than use the new facilities, will be even more squeezed than before.

Joe Edwards
RCC Chairman

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- Weekly Cycling UK email newsletter

Please note these benefits apply only as long as you remain a fully paid up member of RCC.

The cost of the Cycling UK affiliated membership is £33 for a full year.

More details from the Cycling UK website via <https://www.cyclinguk.org/join-group>

Kidical Mass Summer Report

One Year of Kidical Mass in Reading

Kidical Mass Reading had its first ride in April 2022. There were only three of us in the organising team, and only one of us had any experience of running rides.

We'd fortuitously found a very enthusiastic group in Reading Cycle Campaign, which was where almost all of our marshals came from on that first ride. Thank you all so much for all your support, then and now.

Now, one year on, we aren't just one organising team but two. Several lovely people from Wokingham decided that they would set up their own group, and together we ran twelve rides between April 2022 and April 2023.

Kidical Mass exists to help kids have fun on bikes, build links within the cycling community and campaign for safe cycling infrastructure. On that last point we've been invited to (and attended) Council consultation meetings.

We were glad to be referenced by Councillors when discussing what needs to be done to make the station tunnel safe for all cyclists.

We have our own website and social media and have been featured in several local papers. Our lead campaigner, Kat Heath, was recently interviewed by BBC Berkshire.

Most importantly, we've helped children gain confidence in cycling whilst having fun making friends. I recently consulted with a random child who attends Kidical Mass and lives in my house (our six year old) about which is the best route we've run.

He was adamant that it was the ride to Reading Cycle Festival in September last year - he loved the feeling of all of us arriving together, and how excited everyone was to see us.

We'll definitely be doing something at the Cycle Festival on Sunday 10 September this year, so if you too would like to share that feeling check out our website (www.kidicalmassreading.co.uk) for details of that and other rides.

Hilary Smart



Cargo Bikes In West Berkshire

West Berkshire Council has supported several initiatives to support the use of cargo bikes. Two local businesses that have benefited from this support are Thatcham Refillable and DeeCaf in Tilehurst.

Thatcham Refillable

Jenny and Tom have recently won the Newbury Weekly News Best Green Business 2023 award and were also West Berkshire's Business of 2022/23 runners up.

"At [Thatcham Refillable](#) we were very grateful to be supported by West Berkshire Council who provided us with a grant to buy an electric cargo bike.

"We purchased the bike in November 2022 and since then we have used it for everything from regularly delivering to our local customers, for collecting stock deliveries and donated bottles and for even doing our weekly food shopping.

"Neither of us had been on a bike for 10 years and now we use the cargo bike most days, certainly several times a week. It's totally changed our habits and choices.

"We prefer using it to the car as it is often faster on the bike than

taking the car, which surprised us. We even sold one of our cars as we now don't need two cars as we have the bike. The only thing that occasionally stops us is the weather!"

DeeCaf, Tilehurst

Tina of the wonderful [DeeCaf](#) in Tilehurst describes how they plan to use the eCargo bike they have recently taken on loan from West Berkshire Council.

"Our most recent madness and mayhem! @westberkshire have generously lent us this ginormous bike so we can use it for our business instead of the car. We desperately want to make our roads in Tilehurst safer and less polluted..."

"We'll start with this! It's a beast! But eventually I'll be able to move the foodbank food in it, the stock and other goodies. In the meantime, if you see me cycling, please give me space (I'm a bit wobbly and it's very heavy), and refrain from beeping (this scares the living daylights out of me!).

"Kat and her crew from @kidicalmassrdg and @velospeedbikes have been helping me get the bike and ride it..."

"Check out the amazing mass bike rides around Reading, even beginners like me can join in. The cycling community are so kind and welcoming. Go along to the bike rides. Big love!"

West Berkshire Council has three eCargo bikes, two XL models and one L model, that they are offering to local businesses as part of a new environment scheme.

DeeCaf in Tilehurst have an XL model. The L model is out on trial with a woman who runs a business providing music lessons in percussion to pre-school age children in the wider Newbury area. She is a keen cyclist who previously carried her instruments in a backpack but can now travel with them all in the cargo hold of the eCargo bike. One XL model is not yet allocated, but may be going out to an exhibition and events company to trial.

Details of the West Berkshire Council eCargo bike scheme for local businesses can be found here: [WBC eCargo bikes](#).

Rob Hill
WBC Campaigner for RCC



Thatcham Refillable



DeeCaf, Tilehurst

Pedal And Post To Deliver For Reading



Pedal and Post completes 3-month pilot with Oxford University Hospital unit

There was huge interest and a great turn-out for our April open meeting with Pedal and Post, the Oxford-based e-cargo bike delivery service. CEO Chris Benton gave an overview of the current operation, their plans to expand in Oxford and also launch the service in Reading next year!

To fund these plans the company opened a share offer on a crowdfunding platform earlier this year which has received great support.

Chris founded the company in 2013 following requests for local deliveries when out riding his cargo bike. Taking the plunge and investing in more bikes and employing salaried delivery

cyclists, the business has gone from strength to strength. Today, the company delivers over 1,000 parcels a day across Oxford and employs 23 people.

100,000 van miles are saved every year by Pedal and Post as their cargo bike couriers navigate Oxford's tricky narrow streets - so a great fit for Reading.

Pedal and Post is perfectly placed to help companies who want to ensure the 'last mile' of delivery is made via zero emissions vehicles. Cargo bikes can deliver more parcels per hour than the average van and produce 92 per cent less greenhouse gas emissions per delivery.

Pedal and Post is already working with established delivery companies such as DPD, Yodel and Riverford to handle their smaller packages, as well as more traditional Oxford partners such as Blackwell's bookshops and Wolfson College, part of the University and are relied on to deliver time-critical NHS samples.

The meeting closed after a lively Q&A and of course, a final word from Chris:

"Electric cargo bikes are a crucial part of the solution to speed up deliveries and make our air safer to breathe."

And we're holding our breath hoping that you'll come to Reading. 😊

Find out about Pedal and Post from <http://www.pedalandpost.co.uk>.

London's First Cargo Bike Action Plan Launch

In March Transport for London (TfL) unveiled a new plan to work with the boroughs, businesses and the freight and servicing industry to transform how deliveries and servicing trips are made in the capital by promoting the growth of cargo bikes.

- Cargo bikes make journeys quicker and more efficient, as well as delivering air quality improvements, which contribute to healthier and safer streets.

- TfL estimates cargo bikes could replace up to 17 per cent of van kilometres in central London by 2030.

Will Norman, Walking and Cycling Commissioner said:

"Cargo bikes are no longer a niche concept, and they can be real game changers when it comes to delivering freight and servicing trips.

"Not only do they provide environmental benefits by not

contributing to air pollution, they also make journeys more efficient, and present a much lower risk of danger to people walking and cycling than vans and HGVs."

The Cargo Bike Action Plan is available online at

<https://tfl.gov.uk/corporate/publications-and-reports/freight?intcmp=8606>

Susan Children
RCC Publicity Coordinator

Letter To The Editor

Cycle 'Infrastructure'

Dear Sir,

I've just read the article from Joe Edwards and John Lee (*Chairman's Letter, RCC Newsletter Spring 2023*).

It's always struck me that there is something odd about cycle lanes and it's often better just to ignore them.

They often put the lanes along straight sections of road where they are not really needed. When you reach the junctions, the site of maximum potential conflict protection, the cycle lanes evaporate and leave you in the lurch.

In fact, it's worse due to the need to emerge from the cycle lane, which puts you at more risk than if you didn't enter it in the first place! Why does this happen?

Shinfield Road is yet another exasperating and apparently inexplicable example. There are better ways to spend the money. Who benefits? The contractors mainly.

However, there is a suggestion. Architects these days have software that creates a 3D visualisation of a building, inside and out. You can do a 'walk through' and see what it will be like.

Can a similar thing be done for cycle infrastructure at junctions? This way the Council Officers and others could have a go at negotiating the junction

within the roles of both cyclist and 4x4 driver and understand the issues much more thoroughly.

Nick Marshall

Dear Nick,

Thank you for your letter and comments - you and I agree completely on this matter.

John Lee and I went to look at the Shinfield Road scheme and we were very disappointed in what we found actually being built.

It may be an improvement for the very young and inexperienced cyclist, but this will depend on the signage and crucially on the legal status of what they are constructing - cycle lane or cycle track.

However, the more experienced cyclist will want to use the existing road, and this is being narrowed, meaning that there will be more competition for space with motorised vehicles.

As you rightly point out, the danger is at the junctions where there will be no provision except perhaps for a couple of seconds start at the traffic lights, which I suspect will be abused and certainly not policed.

The Council will certainly get out their 'Cyclist Dismount' and 'End of Cycle Route' signs so they cannot be held responsible in case of an accident.

I really like your idea of using 3D visualisation software. Do you have any idea how we might progress this? Perhaps we should contact schools of Architecture and see if it could be taken on as a project.

Joe Edwards
RCC Chair

Your letters

Got any feedback, opinions, comments or experiences to share with RCC readers?

You have? Then write a letter to the Editor, and it will be printed in the next issue.

Remember, this is *your* newsletter, so why not use it to express your point of view!

In the past this newsletter had a thriving Letters Page, so it would be good to revive it again.

We look forward to receiving your contributions. Email newsletter@readingcyclingcampaign.org.uk



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Did you know that 16 June is World Refill Day?

This is a day of global action to prevent plastic pollution by encouraging people to switch from single use to refill and reuse.

True Food Cooperative, in Caversham, stocks over 90 zero waste organic foods and a wide range of ethical household and body care products that can be refilled.

On 16 June, True Food Cooperative will be supporting World Refill Day by offering a **5% discount** on all refill products to customers who bring their own containers.

Come And Find Us At These Cycling Events

Weds 7 June

Bike Week/Clean Air Day joint event RCC hosting stand at University of Reading

Weds 21 June

RCC Open Meeting/Social Ride as part of Reading Climate Festival, meet at 6pm at Christchurch Bridge

Sunday 25 June

East Reading Festival/Palmer Park- RCC information stand with Dr Bike

Sunday 10 September

Reading Cycle Festival/ Christchurch Meadow

Come and meet some of our committee to have your say on cycling in Reading.

We are offering free membership for a year plus other prizes will be available!

Extra News

Reading's New Transport Lead



Councillor John Ennis

In May Councillor John Ennis took the reins as the new Lead Councillor for Climate Strategy and Transport.

Councillor Ennis replaces long serving Councillor Tony Page, who has been Reading Council's transport supremo for well over a decade.

The brief for the Lead Councillor post includes the requirements:

- To lead and champion the Council's commitment to work towards achieving a carbon neutral Reading by 2030 and oversee services which contribute to the quality of the environment to deliver this aim.
- To promote good community relations and consultation, working in partnership with the voluntary sector and local interest groups.

We wish Councillor Ennis well in his new position and look forward to working with him to deliver the Council's vision for active travel.

CycleReading Distributors

Despite the advent of email and websites our paper newsletter *CycleReading* still gets delivered around Reading as it has done for many years.

Following the 'retirement' of Ian and Celia Humphreys, who organised distribution for over a quarter of a century (*see Spring 2023 newsletter*), we welcome Kat Heath and Nick Zealey, who between them have taken over as Distribution Co-ordinators.

Keith Elliott
RCC Secretary



Kat Heath, one of our new newsletter distributors

RCC Corporate Membership

Whole corporate support:

- up to 100 employees: £100
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- Free advertising in the newsletter and on the website
- Flashes and prominent mentions on all publicity material
- Signposting to cycling training for all employees

For more information, email membership@readingcyclecampaign.org.uk

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.

CycleReading Advertising

For 1/6 page display advert (87.5mm x 80mm)
RCC members £6 • Non-members £12
Bikes 'n' Bits (text only) free to RCC members
Contact the Editor (details below)



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Next newsletter copy deadline: 1 August 2023

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

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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 July 2023 - cttee mtg

Wed 16 Aug 2023 - open mtg

Wed 20 Sept 2023 - cttee mtg

See RCC's Facebook Page or our website for more details. We hope to see you there.

Advertising Rates:

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

RCC members £6 - Non-members £12

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

RCC members £10 - Non members £20

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

RCC members £14 - Non members £28

Full page (180mm x 247mm):

RCC members £25 - Non members £50

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

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

PURCO PRINT

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250 2 Colour £52.00 500 2 Colour £58.00

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