



# CycleReading

WORKING FOR A CYCLE FRIENDLY READING

[www.readingcyclecampaign.org.uk](http://www.readingcyclecampaign.org.uk)

Spring 2024 No 161

## First RCC Bike Register Event



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Our first Bike Register event was a great success!

We had a steady stream of 'customers' interested in registering their bikes and issued around 80 Bike Register Membership Plus Kits.

It was great to chat to our many members (and old friends) who came along, plus the opportunity to meet more Reading cyclists.

We saw cyclists of all ages and on all types of bikes, and now have a few new members to support our campaigns.

We explained how Bike Register works, the benefits in terms of both discouraging thieves and repatriating stolen bikes, and we gave out the free kits.

Some people were helped to register and label their bikes at the event. The free kits were funded by a TVP Community Fund grant.

Learn about Bike Register here: <https://www.bikeregister.com>

A big thanks to RCC member John Sharp, who organised and helped with the free Dr Bike

# Bike Register Event continued...



service, which continued outside until it was nearly dark.

Kidical Mass also came along to help and took the opportunity to speak to parents about the monthly family friendly bike rides. Find out more information about Kidical Mass here: <https://kidicalmassreading.co.uk>

We are planning future events so keep an eye on the Events section on our website and also on our Facebook page.

RCC Members will receive relevant email notifications.

**Susan Children**  
Publicity Coordinator



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# Campaign News



**Reading Borough Council (RBC)**

## Spring 2024 Report

### Cycle Forum

The Cycle Forum meeting was held on 29 February and RCC tabled a number of issues we hope to get some answers and actions on.

### Oxford Road and London Road Bus Lanes

These two schemes were approved by Council, but unfortunately RCC were not consulted. Both schemes would remove the possibility of some two-way cycle lanes or tracks, but do provide cyclists with the use of bus lanes. This issue was raised at the Cycle Forum.

### Town Centre Signing and Routes

Following the walkabout with RBC on 25 September there are still a few signs to be provided, in particular the important ones in Town Hall Square.

### Traffic Management Sub Committee (TMSC)

RCC did not attend the TMSC which was apparently on 11 January.

### Lower Henley Road Cycle Lanes and ASL

We are still awaiting the reinstatement of the ASL and cycle lane in Lower Henley Road following the site meeting on 27 October.

### Cleaner Air and Safer Transport (CAST)

The last meeting took place on 30 November with reports from the Council on Air Quality and Smoke Control. The Bus Service Implementation Plan and the Transport Strategy consultation were also explained. There was no progress on the Crossings and the Lower Henley Road cycle lanes, subjects that RCC had raised.

### Shinfield Road Active Travel Scheme Tranche 2

RCC met with RBC officers on 22 January to discuss the signing for the scheme. With luck there may be some segregated shared-path signs and surface markings by the time you read this.

Site works are still in progress and look as if they will take many months yet. The signals with ASLs and an early start for cyclists will be implemented at the end of the works.

RCC still has a number of concerns with the scheme including the university entrance area, sideroads and the bus stop areas.

### Bath Road and Castle Hill Active Travel Scheme Tranche 3

No news, latest plans awaited.

### Redlands Road Area Traffic Calming

Despite RBC's agreement to make some improvements there has still been no action.

### Cycle Hub

The Cycle Hub in West Street has fallen through because Primark decided against letting the shop unit that was proposed. RBC are still looking for alternatives.

John Lee  
*RBC Campaigner for RCC*



### West Berkshire Council (WBC)

## Spring 2024 Report

There was a West Berkshire Cycle Forum on Wednesday 20 December 2023, the next Forum will be on Wednesday 13 March and a report of that meeting will appear in the next newsletter.

Most of the Forum's focus is on schemes in Newbury and Thatcham.

If there are any matters about cycling or active travel in the Eastern area of West Berkshire that you would like raised at the Forum contact Rob Hill.  
[wbc@readingcyclecampaign.org.uk](mailto:wbc@readingcyclecampaign.org.uk)



### National Cycle Network Route 4, Towpath and Related Matters

#### Aldermaston Wharf to Ufton Lane:

Works had been completed by Canal & River Trust on behalf of Sustrans, to upgrade a 2.4km (1.5-mile) section of canal towpath that is used by National Cycle Network route 4 (NCN4) between Aldermaston Wharf and Ufton Lane.

More details are available on the [Sustrans website](https://www.sustrans.org.uk) and also in the [November 2023 WBC Environment Newsletter](#).

#### Mill Road/Dewe Lane to bridge near Cunning Man pub, Burghfield:

Sustrans have just started work to remediate a dilapidated 380-metre section of NCN4 that parallels the River Kennet.

The work will raise the level of the path to offset previous problems with flooding and make it more accessible for people using wheelchairs and scooters, as well as cyclists and walkers.

This will link in with work recently completed on the section of NCN4 from Mill Road towards Holybrook, parallel to the M4 and sailing club.

There is a particular future challenge with two sections where animal grazing takes place right down to the canal/riverbank east of Ufton Lane.

#### Hambridge Road crossing:

Report and feasibility design produced by Sustrans, for a potential future signalled crossing at the canal bridge.

# Campaign News continued...

## Ham Bridge to Bull's Lock, east of Newbury:

This is a very dilapidated section of towpath. The Canal & River Trust have noted it is used de facto by cyclists as well as walkers between Thatcham and Newbury, mirroring its status as a Local cycle route within the adopted Local Cycling and Walking Infrastructure Plan (LCWIP).

## Active Travel England and Scheme Updates

### Stockcross Linkway Stage 1:

Stage 1 is between the A4/B4000 roundabout and Stockcross village. Works are well-advanced, with around 900 metres constructed to base course level, and were scheduled to begin in January. Plans remain available: <https://www.westberks.gov.uk/stockcross-to-a4>



School Street, Francis Baily School, Skillman Drive, Thatcham:

Scheme introduced with effect from 5 September 2023. For further information on School Streets, visit: <https://www.westberks.gov.uk/school>

[-street-schemes](#) and <https://www.youtube.com/watch?v=Q6gWsrHvNjM>

A School Streets Driver Education Programme has been developed by WBC using funding secured from Active Travel England (ATE).

### Theale-Calcot Connector:

Feasibility Study well-advanced for potential future replacement of time-expired pedestrian bridge west of M4 Junction 12, with a replacement structure that would be suitable for cycling as well as walking.

Funding only covers feasibility assessment and design but will inform further discussions with National Highways and other stakeholders.

### Additional funding and liaison with ATE:

WBC were asked by Active Travel England at short notice to put forward proposals for spending a small revenue grant of just under £29,000, between January and June 2024.



WBC will be using some of this money to introduce a scheme to make primary school students who use push-along scooters more confident in their use - this is being devised and will be delivered by the Road Safety team.

### Cycle counters:

WBC will be piloting radar-based automatic counters at a trial location on the A4 corridor in the New Year.

### LINKWAYS network - initial signing of sections:

New direction signs for cyclists, showing times to destinations and bearing the LINKWAYS branding for the emerging network of core active travel routes in Newbury and Thatcham, have been introduced on the first part of Linkway 7 along Western Avenue, and in the Cheap Street/Kings Road West area.

Similar signs will be introduced next to existing shared paths in Victoria Park, following previous discussions with Newbury Town Council. WBC is also working on designs for signing Linkway 2 between Newbury and Thatcham.

### Extension/s to Eling Way

Proposal papers, identifying preferred routes for future extensions northward (Hampstead Norreys to Compton and allowing for extension towards Upton/Didcot) and southward (Hermitage-Curridge-Long Lane-Shaw-Newbury) are being drafted.

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# Campaign News continued...

## Pangbourne & Eastern Area

There has been recent work by PAWS (Pangbourne & Whitchurch Sustainability), with WBC input, to pursue options for cycle parking in Reading Road, Pangbourne. This is aimed to get near Costa Coffee, but currently it's a challenge to get a response from landowner.

Feasibility Studies by WBC for a future Pangbourne-Purley Active Travel route, and for potential future footway improvements on the south side of Whitchurch Bridge.

These Feasibility Studies were both complete and had been shared with relevant stakeholders. At present no resources have been identified for further design work on either.

Both remain on WBC's Active Travel Programme as aspirational schemes and the local aspirations have been highlighted to senior officers and ATE.

**Rob Hill**  
*WBC Campaigner for RCC*



## Wokingham Borough Council (WoBC)

### Spring 2024 Report

#### Tanhouse Bridge

The work to replace the two pedestrian footbridges over the railway lines in Wokingham town centre (Carnival Hub area linking to Ormonde Road) with one bridge

started just after Christmas and is due to be completed in late February.

Sadly, the initial build will be with steps as opposed to ramps. However, the design has been made public (and viewed by a trusted friend who previously worked for National Rail as an engineer) and he agrees that has definitely been designed in such a way that additional cycle and mobility friendly ramps could be fitted.

## A329 Reading Road Consultation

The consultation process on a new cycleway and other improvements to cycle and pedestrian infrastructure on the A329 from Winnersh into Wokingham town is progressing.

Phases 1 and 2 of the consultation are now complete and the final consultation (Phase 3) is about to be released by WoBC. The consultation survey will be available to complete via the WBC website and anyone who supports improved infrastructure is strongly encouraged to complete it.

## Woodley Cycleway

After several consultations, delays and redesigns, work is finally expected to start this year on the Woodley to Reading walking and cycling scheme. This was the project that WoBC selected as its preferred scheme and successfully bid and received significant funding from ATE.

It's great news that this is finally about to commence construction and a testament to all the hard work from the WoBC officers and executive member for active travel and transport for not giving up.

## Woodley Cycle Campaign

Karen from Avanti cycles and I joined a meeting of Woodley town councillors and local residents to discuss what

things the town council could focus on to improve cycling and walking in Woodley.

This was initiated by Cllr. Keith Baker and others at Woodley Town Council (thank you Cllr Baker and your team!). We came up with some ideas at this initial meeting and there are some actions from this meeting and plans for future meetings.

It's great that other parts of the borough are keen to improve active travel participation and important that the focus from the Council and other groups does not become too Wokingham town centric.



## Twyford Station

I have heard from trusted sources that Great Western Railway is in talks with the Council about some joint bids for funding to improve cycle routes to, and secure cycle parking at, Twyford station.

Given its use by commuters, also increasing importance as a station since the Elizabeth Line started and issues with car parking capacity, it seems sensible to encourage more people to cycle.

**Alex Cran**  
*WoBC Campaigner for RCC*

## Remember To Update Your Details

If you move house or change your email address, please could you let the RCC know.

We can only work with the latest information you have given us, which involves delivering this newsletter to you.

## The Reading Cycle Campaign 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.



# Chairman's Letter

Dear RCC members

Sometimes when you sit down to write a piece, you have to scratch your head and search for a topic to discuss. At other times, events overtake you and the piece starts to write itself. This is one of those times.

A few days ago, just before midnight a young man was knocked from his bike and killed on Addington Road just around the corner from my house. We hear that the police are treating it as murder and that a man has been arrested. Until we know more about this terrible incident, we will not be able to tell whether the well documented problems for cyclists in the hospital area were contributory, but RCC has road safety as its highest priority, and we will be following any developments very closely.

Looking back on 2023, it seems that the promise of better facilities for cyclists have not yet come to fruition. The improvements to the Redlands Road traffic calming scheme have not happened although promised for last Spring. The Shinfield Road scheme has come to a halt as it seems the money

has run out. The signage has not been put in place for the sections that have been completed and we have had meetings with Council officers to suggest what signs might best be used.

The proposed secure cycle parking facility has also been abandoned and as far as we can see no further progress is likely. Your committee members will have brought up these matters at the RBC Cycle Forum in February and will report back in the next issue.

As I am sure you will remember, Cllr. John Ennis addressed our AGM in October and introduced the Council's Climate and Transport Strategy 2040. As part of the consultation process, the RCC sent in a formal response which is available on our website, and with the upcoming local elections in mind, we invited Councillors from opposition parties to our last open meeting to give their point of view. A big thank you goes to committee member Tony Carr, who started off the debate with a very clear summary of the strategy document and the issues it raises for cycling. Thanks also go to Rob White of the Greens, James Moore

from Reading LibDems, and Al Neal from Wokingham LibDems, who as Councillors deal with these issues every day.

It was a very well attended meeting with 25 people in the room and several more online. It was a shame the global café bar is no longer open so we could repair there afterwards.

My main take away from the meeting for the campaign are two key questions. The first is how, given the very limited funds available either locally or centrally, can we do more for less and what quick wins will get more people cycling more safely? The second is, what leverage does the cycling community really have over Council decisions and how can we, as it was neatly put at the meeting, hold our Councillors' feet to the fire?

Please feel free to use our website or Facebook page to carry on this debate, and keep an eye on our new website calendar which publicises relevant events in one place.

**Joe Edwards**  
*RCC Chairman*



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# Kidical Mass Spring Report

## A Kidical-Christ-Mass Ride

Our kids had been looking forward to the Kidical Mass Christmas ride for months. We were worried when we woke up on the day to find the weather forecast had changed overnight to heavy rain and freezing temperatures.

We discussed how best to weather-proof an outdoor bike ride for an unknown number of children (conclusion: spare gloves, moving to an end point with shelter and mobile hot chocolate).

Despite the weather, just under 70 riders showed up. Santa rode at the front on a tandem with ride leader Simon, and the marshals were identifiable not only by their hi-vis vests but also by their reindeer antlers.

The children were delighted to see Santa, and he exchanged many hi-fives before we set off. The promised rain thankfully mostly held off.

We made quite a spectacle riding through town, with many people stopping to watch, take photos and smile and wave. My younger son did the first part of the ride on his own bike then came up onto mine when he got tired.

I tasked him with calling out "Merry Christmas" to the people in town, which he did in between yelling, "Look! I'm an Elf!" (He had a hat duct-taped to his helmet). He got a very high hit rate on friendly replies.

At Forbury gardens Santa's grown-up elf set up shop to do free bike maintenance for anyone whose bike needed a tune up.

Santa congratulated all the children on how well they had ridden and passed out presents. We plied them with hot chocolate and cake and then quite a lot of them decided that what they really wanted to be doing after a long, damp, cold bike ride was to...ride their bikes around Forbury Gardens. I love the energy that children bring.

Hilary Smart





# Reading Transport Strategy

We have recently spent a lot of time considering the Reading Transport Strategy. But given it's a very long document (180 pages with around 10 appendices), it's quite a daunting read for all but the most determined. So we've put together a brief summary of the document and the process, as well as the RCC response as part of the consultation on the Strategy.

First, the Transport Strategy, sometimes called a Local Transport Plan, is a high-level statutory transport planning document that is required by central government of all County Councils and Unitary Councils (such as Reading) across England. There are very specific requirements of what goes into each Transport Plan. These plans have to be submitted to the Secretary of State for Transport and are key to successful bids for transport scheme funding to central government.

The Reading Transport Strategy sets out objectives for improving transport across the Borough to 2040 and how it is going to do this, backed up by a thorough review of existing transport, accessibility and pollution issues as well as anticipated future trends.

The Transport Strategy has identified seven key transport challenges:

1. **Adapting to the future** - eg changing travel patterns due to working from home and increasing use of micro-mobility such as e-scooters.
2. **Improving air quality** - this includes identifying those locations with specific air quality problems.
3. **Reducing congestion** - in particular there is an issue with vehicles travelling through Reading town centre, especially between the M4 and South Oxfordshire.
4. **Affordable and accessible travel for all** - ensuring travel in Reading is inclusive.
5. **Good accessibility to local facilities and employment** - so that travel isn't a barrier to opportunities for local residents.
6. **Healthier lifestyles** - so that travel supports everyday health.
7. **Accommodating development** - so that travel isn't a barrier to new development.

Cycling plays a part in this Strategy, which identifies the objective of increasing cycling by 150% by 2040 - based on increasing the number of people cycling at least three times per week from 6% to 15%.

Development of the Transport Strategy is a long process that involves extensive data collection, consultation with adjoining Councils, local residents, businesses, transport providers and other stakeholders, including the hospital and university as well as representative groups such as ourselves. RBC have been working on this plan since 2019.

Ultimately, the Transport Strategy is more about wider outcomes, rather than identifying individual schemes, which is probably frustrating for a lot of people. But once agreed, it will filter down to other Council plans, such as the Local Walking and Cycling Infrastructure Plan (LCWIP), which does have details of specific schemes.

Generally, RCC would support the overall visions and objectives identified in the Transport Strategy, especially as an increase in cycling plays an important part in achieving these objectives. Also, an increase in cycling would contribute towards measures to address the seven key transport challenges identified.

However, there are issues that we remain concerned about.

A key issue is about future funding of schemes. It's difficult to understand how the objectives of the strategy are going to be achieved if there is no funding to deliver local transport schemes and initiatives.

We have also raised the point that cyclists are a diverse group, ranging from novice cyclists, parents with children, school children, occasional cyclists, commuters, through to sports cyclists. Whilst on-road cycle lanes are to be welcomed, these are more likely to appeal to existing cyclists who have the confidence and experience to ride in traffic. For most people who don't presently cycle, road safety concerns mean that riding in traffic, even using on-road cycle facilities, is unlikely to be attractive. If the objective of the Strategy to increase regular cycling by 150% is to be achieved, future cycle facilities need to be sufficiently attractive to encourage those that don't presently cycle to take up cycling. Therefore, the future cycle network needs to include a greater range of facilities - off-road cycle facilities, reduced traffic on residential streets, cycle and bus friendly traffic calming on local roads, more 20mph speed limits, routes through parks as well as school streets, not simply on-road cycle lanes.

Whilst much of the emphasis in the Transport Strategy has been about cycling for commuting or utility

purposes, leisure and recreational cycling is important. Apart from the health benefits, leisure cycling is often a gateway to people taking up cycling on a regular basis.

Reading is a relatively compact urban area where cycling is a realistic option for many journeys. However, existing schemes need to be linked together to provide a coherent network and existing schemes need to be upgraded where problems have been identified.

Given the issues with funding, it is increasingly important that new development schemes make provision to encourage walking and cycling, not just for residents or users of a new facility, but for others walking or cycling through the area, thereby contributing towards the development of a coherent network.

A welcome 'result' is the inclusion of the RCC's list of schemes and improvements as one of the Transport Strategy's appendices. This provides a list of improvements identified by our members to improve their journeys. We have suggested this list is updated and reviewed on a regular basis with the Council, as a way to add new schemes or opportunities for new routes which arise as a result of other transport schemes or development schemes. This would avoid problems such as the lack of cycle routes to Reading Green Park station.

Secure cycle parking at both ends of the journey is important to encourage cycling, as fear of having your bike stolen is a considerable disincentive to cycling for many people. Long-term parking should be secure and under cover, and should also accommodate bikes with child seats, electric bikes, cargo bikes etc.

We have also raised concerns about the quality of data used to monitor and assess schemes and progress towards objectives. Ideally, this needs to be from direct surveys rather than the less specific DfT traffic data.

Finally, we have suggested the need for a 'cycle champion' at RBC, to ensure proper focus on cycling issues in all policies and developments. This is especially important where implementation of schemes is undertaken by external consultancies, who don't have necessary local knowledge.

RBC are presently reviewing the consultation responses and an updated document will be considered by Councillors later this year.

**Tony Carr**  
RBC Campaigner for RCC



# Tina with the Dee Caf Cargo Bike Interview

*Thank you to Tina from the Dee Caf Community Café in Spey Road, Tilehurst, who tells us about her cargo bike.*

## 1. Why did you get a cargo bike for the café when you aren't a regular cyclist?

Because every time I used the car to get to work, I felt guilty. I go past three primary schools, and the children deserved better than to be breathing in my fumes. I needed something big enough to hold stock and other things for the café but also powerful enough to get me up New Lane Hill and Dee Road in Tilehurst.

## 2. What's been the best thing about getting the cargo bike?

Raising awareness about cycling on our roads, seeing the smiles on people's faces as I cycle past, waving good morning to them.

## 3. What's been the hardest thing to learn?

Keeping balance was very difficult to start off with. I fell quite a few times with a massive cargo bike with me! It's still hard when I'm trying to push the bike past badly parked cars because I can't cycle around them or if it's windy - the cargo acts like a sail!

## 4. What features would you like your ideal cargo bike (for Dee Caf) to have?

I need a smaller cargo... but other than that it's perfect.

## 5. What suggestions or tips would you give to other businesses who are thinking of getting a cargo bike?

You have to be brave when you're first using it for work, but it is worth it in the long run... plus you get a lot of attention, great for advertising! It is a wonderful feeling being at the forefront of technology and inspiring young people, that there is another way of doing things.

## 6. What improvements would you like to see in Reading to make choosing a bike as a mode of transport easier?

At the moment I have to cycle on the roads - the bicycle paths are far too small for me. The roads are quite treacherous: you have to navigate around road traffic measures like bumps etc. Other road users don't give you the time or space when

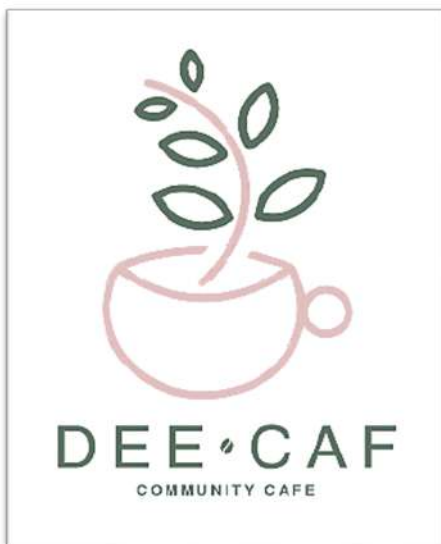
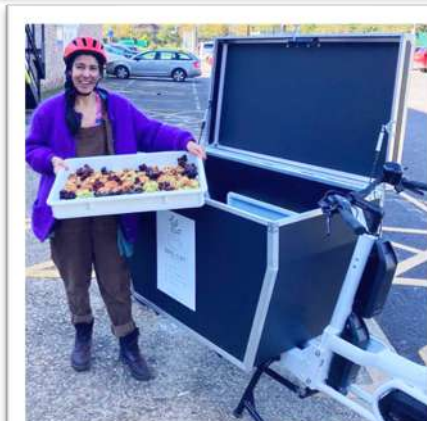


dealing with them. There are also a lot of potholes and drains you have to cycle around. Even though there is security with the bike, I always feel uneasy about leaving it near a bike rack in town.

## 7. Is there anything else important you would like to add, especially as a non-regular cyclist?

Have a go! It seems frightening in the beginning, but after some practice, you'll get the hang of it.

*Thank you, Tina, for your interview - Editor.*



# Funding for Cycle Schemes

One of the biggest frustrations with cycling in Reading is the lack of progress with many cycle schemes - there doesn't seem any logic that relatively small but useful improvements seem to be outstanding whilst other much more costly major schemes are progressed. The answer to this is the hit-and-miss way that cycle schemes in England are funded.

In the past, most cycle schemes were funded directly from local Council finances. Typically, there would be an annual budget for schemes, which even if a small budget, would mean certainty about future funding. However, local Council funding is now under extreme pressure, especially with increasing costs of adult and children's social care, which now takes around two-thirds of total Council expenditure. Funding for Highways and Transport typically represents 4% of total Council expenditure, down from around 7% around ten years ago. This reduction in funding has had a significant impact on local transport schemes, such as new pedestrian crossings, traffic calming, 20mph speed limits, road safety schemes, as well as cycle schemes. The situation in Reading is that presently there is no regular on-going funding for cycle schemes.

Recent cycle schemes in Reading, Sidmouth Street and Shinfield Road, have been funded by direct grants from central government. The

problem with this is these grants are ring-fenced to particular types of scheme, and there is no opportunity to use this funding elsewhere. Many people have suggested that these are probably not schemes that were the top priority for the town.

Central government funds these schemes through a recently established body known as Active Travel England. Even though it was only established a couple of years ago, the Government has just cut funding by two-thirds for what looks like purely political reasons, because such schemes were perceived as the 'War against the Motorist'. The situation now is that Active Travel funding in England is around £1 per person per year, whereas road spending is around £148 per person per year.

However, not everything is complete doom and gloom! There are ways that cycle schemes can be funded.

One way is to ensure improvements for cyclists are included as part of other traffic schemes which are being implemented, such as new cycle lanes painted when roads are resurfaced, or cycle advanced stop-lines included when traffic signals are introduced or upgraded.

There are also opportunities for cycling as part of new development schemes. New schemes should make provision to encourage walking and cycling, not just for residents or users

of a new facility, but for others walking or cycling through the area. This could include new sections of route as part of the development site, which would further the development of a coherent cycle network, or cycling measures funding elsewhere, as part of contributions through Section 106 and Community Infrastructure Levy.

Other less obvious grants are also available, such as health initiatives funding routes around parks to encourage more walking and cycling.

Finally, and perhaps controversially, government has been considering allowing Councils to enforce minor traffic offences which are presently enforced by the Police, such as yellow boxes and banned turns, similar to Council parking enforcement. One suggestion is in order to make this more acceptable to the wider public, any fine income is ring fenced to pay for local transport improvements.

It should be emphasised that continued and consistent funding for cycling is important. Countries in Europe such as Denmark and the Netherlands, with high levels of everyday cycling and good cycle infrastructure, have only achieved this through consistent support and funding at both local and central government level since the 1960s.

**Tony Carr**  
*RBC Campaigner for RCC*

## New Events Calendar Added to RCC Website

As we have a lot planned for this year, we have added an events calendar to our website. Next time you're online, have a look at it:  
<https://readingcyclecampaign.org.uk/events/>

The events are available as a list or monthly view, and you can easily select any events you wish to add to your own calendar. You can also search for events.

Let us know if this is helpful and if there are any other cycling campaign related events you would like added.

**Susan Children**  
*RCC Publicity Coordinator*

### Events shown for February 2024

|    |    |  |   |  |   |    |
|----|----|--|---|--|---|----|
| 12 | 13 | 14   | 15  | 16   | 17<br>14:00 - 14:30<br>Kilocal Mass Family<br>Bike Ride Reading | 18 |
| 19 | 20 | 21<br>19:30 - 21:00<br>RCC Open Meeting -<br>Share your views on<br>Reading's Transport<br>Strategy 2024 | 22  | 23<br>19:30 - 21:00<br>Critical Mass Reading | 24  | 25 |
| 26 | 27 | 28   | 29<br>19:30 - 20:00<br>Reading Council Cycle<br>Forum | 1  | 2   | 3  |



# Pothole Update

Spring is in the air - and the potholes are in the roads...

Our Chairperson took a short walk from his home and photographed the hazards shown in these pictures.

If it seems like there are more and more potholes, you'd be right.

A lack of investment in road maintenance and our increasingly wet winters, combined with cold snaps followed by warmer spells, create the ideal conditions for potholes to form.

Plus, the increase in heavier vehicles driving over the cracks and holes further weakens road surfaces.

Potholes are of course annoying and sometimes dangerous for car drivers, but they can be lethal for cyclists.

A survey of UK cyclists for National Pothole Day 2022 found that **21% have been involved in an accident because of a pothole**, with 22% of those incidents resulting in a personal injury, while 63% suffered damage to their bike because of one.

Read the article here:

<https://www.cycle-sos.co.uk/the-dangers-of-potholes-for-cyclists/>

Cycling UK has relaunched the **Fill That Hole** website which allows you to report any potholes you come across quickly and easily.

You can of course contact your local council directly, however by using the **Fill That Hole** website other people can see when the pothole was reported.

Link to the Pothole Reporting website:

<https://www.fillthathole.org.uk/>

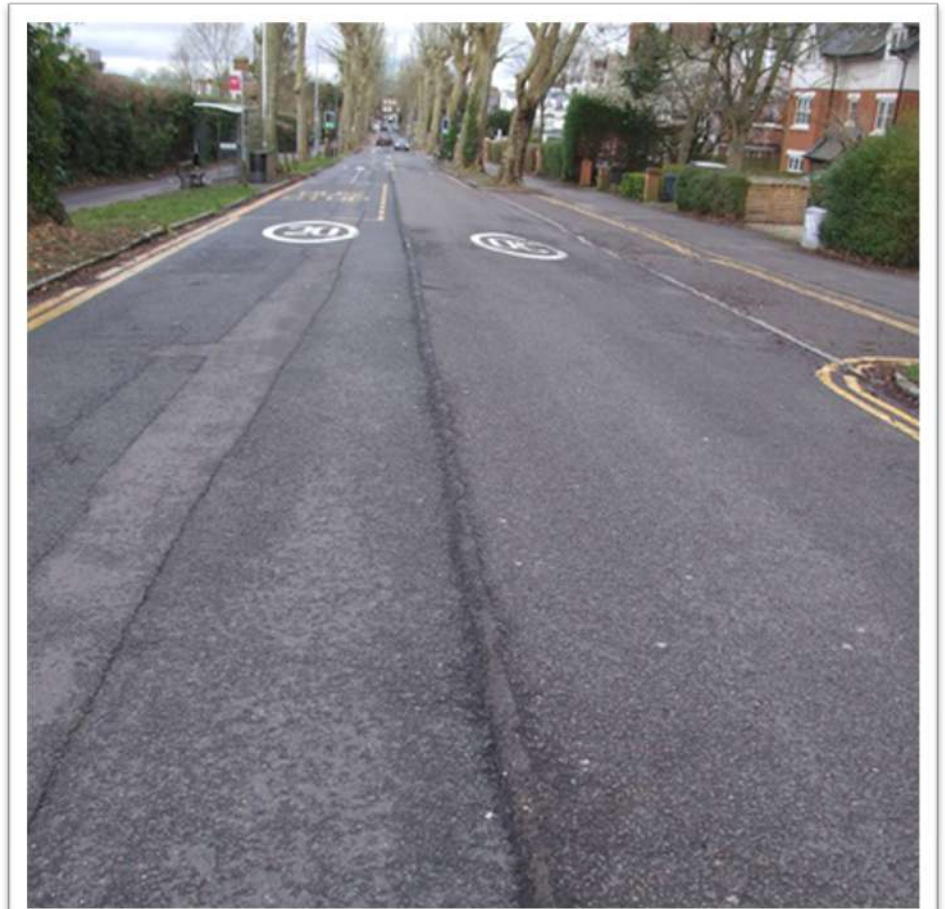
All you need to do is fill in a form with all the details requested (take some photos) and the report will automatically be sent to the relevant local authority.

The form also allows you to report a variety of other road hazards and issues. The website is mobile friendly, so you don't need to download an app - just bookmark the webpage and you're ready to go.

Reporting any potholes you find while out on your bike will help make the roads that bit safer for all of us.

**Susan Children**

*RCC Publicity Coordinator*



Please send us your similar pictures of bad road surfaces, noting their location.

## 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)



## Contact Us

Tel: 0845 330 2543  
[www.readingcyclecampaign.org.uk](http://www.readingcyclecampaign.org.uk)  
[www.facebook.com/ReadingCycleCampaign](https://www.facebook.com/ReadingCycleCampaign)  
[twitter.com/ReadingCycle](https://twitter.com/ReadingCycle)

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| Website Manager                | <b>Stuart Ward</b><br><a href="mailto:webmaster@readingcyclecampaign.org.uk">webmaster@readingcyclecampaign.org.uk</a>     |
| Newsletter Distribution        | <b>Kat Heath and Nick Zealey</b>   |

### Next newsletter copy deadline: 1 May 2024

The newsletter will now be delivered electronically to members. If you prefer to receive a paper copy, please email [membership@readingcyclecampaign.org.uk](mailto: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](http://www.wokingham.gov.uk)

### West Berkshire Council

01635 519080 or [www.westberks.org.uk](http://www.westberks.org.uk)

### Windsor and Maidenhead

[www.rbwm.gov.uk](http://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 17 April 2024 - open mtg**  
**Wed 15 May 2024 - cttee mtg**  
**Wed 19 June 2024 - 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](mailto:newsletter@readingcyclecampaign.org.uk)

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