



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

Spring 2025 No 165

Guidance for Safer Cycling



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There has been a lot of media attention on the proliferation of illegal e-bikes. Some of this attention (including the recent Panorama documentary) has not attempted to articulate the distinction between legal and illegal e-bikes, and there will undoubtedly be some who think all e-bikes are illegal.

But there is a danger that all this publicity can divert road safety campaigning away from the major safety hazards that are actually faced by pedestrians and cyclists alike. To this end we contacted the Thames Valley Police and Crime Commissioner and asked for a clear statement of their policy regarding e-bikes and the safety of all cyclists.

In this issue we print the response we received from the Office of the Police and Crime Commissioner, which, as you can read, had a heavy emphasis on the treatment of e-scooters!

Also we touch on best practice for cyclists when it comes to passing horses, the Highway Code, and how to recover a stolen bike from a bike shop.

But as a livelier alternative, we have a report from someone whose life has changed with his special electric assist tricycle.

And we include, as usual, the Council Campaigners' reports, Kidical Mass report and Chairman's letter to keep you informed.

Campaign News



Reading Borough Council (RBC)

Spring 2025 Report

Funding

The good news is that Reading Borough Council has been awarded £838,604 in Active Travel Fund (ATF) grant from the government. At the time of writing, full details of the funding and any conditions on how the money can be spent are awaited.

The funding announced includes both capital funding to construct new schemes as well as revenue funding for scheme design and cycle promotion activities.

We will put together an update on the RCC website as soon as we have further details.

Shinfield Road

Just over half of the originally planned scheme has been completed. Whilst there appears to be no progress with securing additional funding to complete the scheme, RBC is looking to address issues with the scheme which have been built so far.

It is planned to install the final signing and lining in April, which will involve overnight road closures to allow old markings to be removed before the new ones are installed.

Reading Kidical Mass identified dangerous kerb upstands where cyclists transition from the road to the cycle track. RBC has agreed to improve these problem areas.

The problems of flooding on the cycle track have been widely reported, especially on the section close to the Christchurch Green junction. RBC has arranged for several existing gullies to be cleared and are investigating new or moved gullies with Thames Water.

Bath Road and Castle Hill

RBC will be reconsulting on revised proposals for the scheme. Part of this is due to increasing overall costs, but also to minimise costly changes to the

traffic signals at the Castle Hill roundabout. The revised scheme will start at the town centre end of the proposed route so that it links into the existing cycle network.

Capability and Ambition Programme

The Active Travel Fund Grant also includes funding for measures to support and encourage active travel. These include funding for the Active Travel Officer, which includes working with schools, free adult cycle training and bike maintenance, Dr Bike events, as well as the Cycle Festival on Sunday 14 September.

There is funding for around 36 bike pods, which are an alternative design of secure cycle parking stand, that will be trialled in the town centre.

Also, there is funding for a small number of bike hangars to provide secure on-street bike storage in residential areas where there is no other cycle parking provision.

Station Subway

The station subway has been open to cyclists since late summer and provides an attractive and safe route away from heavily trafficked roads around the station.

There are still power cables to the coffee vans on the north side of the station that need to be placed underground as well as signage improvements needed on the southern side of the station including Station Hill and Greyfriars Road.

Station Hill Development

The new link through the Station Hill development opened in mid-February. This is a shared-use space linking Friar Street with the station, which is particularly useful for those travelling to the west of the town centre as it avoids the one-way system around Station Road, Blagrove Street and the eastern end of Friar Street. We have queried the lack of signing on the new route, which is on private land rather than public highway.

A33 Kennet Bridge

There are extensive works on the A33 as part of the South Reading Bus Rapid Transit scheme, which will provide bus lanes between the town centre, Green Park, Select Car Leasing stadium and the Mere oak Park and Ride site. These works include constructing a new

shared-use bridge over the river Kennet, which will allow the existing shared-use path alongside the road to be converted to a dedicated bus lane.

Whilst this doesn't provide any new routes, as it replaces what is there already, RBC is taking the opportunity to provide improved and enhanced facilities as part of this project.

This is an important link in the cycle network south of Reading, as not only does it join various routes from the town centre heading southwards, it also links with National Cycle Network route 4 to Newbury and Bristol and route 23 to Basingstoke and Southampton.

We don't have details of when the bridge will be opened but we will publicise this as soon as possible.

Roads Resurfacing

RBC has around £8 million to resurface roads across the borough, which started in February. Rather than simply replacing the lining, we have asked the Council to include advanced stop lines for cyclists where roads are being resurfaced at junctions with traffic signals.

Traffic Signals

There has been some discussion about problems with cyclists not being detected at various traffic signals across the town. This can lead to extended waiting time or cycle routes being missed altogether (for example at the Greyfriars Road/Friar Street and Stanshawe Road/Caversham Road junctions).

RBC will investigate these problems, but if there are similar problems at places that affect you, please let us know or report it directly to the Council so that they can rectify the fault.

Future Meetings

The Council's Cycle Forum and Clean Air and Sustainable Transport forum (CAST) are both public meetings so we would welcome RCC members to come along.

The next CAST meeting is on 1 April, whilst the dates of future meetings have yet to be finalised. We will add details to the RCC website once these meetings are confirmed.

Tony Carr
RBC Campaigner for RCC

Campaign News continued...



West Berkshire Council (WBC)

Spring 2025 Report

The West Berkshire Cycle Forum met on Wednesday 15 January. The next Forum will be on Wednesday 16 April. If there are any matters you would like raised at the Forum, contact wbc@readingcyclecampaign.org.uk

Matters raised at the Forum

Pangbourne-Purley Cycle Path:

WBC is chasing contractors for a quote relating to vegetation cutting for a proposed topographic survey in the rural sector parallel to A329.

Theale-Calcot M4 Footbridge:

WBC officers have followed up with MP Olivia Bailey's team, regarding lobbying for funding.

Newbury Festival of Cycling - Saturday 14 June 2025:

Three cycle clubs, NRC, Velo and Spokes, are collaborating closely to plan this free event, with backing from Newbury Town and West Berkshire Councils. The event will mark 100 years since the launch of Newbury Road Club.

A4/A340 Theale Green Roundabout

RCC has been contacted by a cyclist who, in early December, was travelling west from The Green on to

the A4 towards Thatcham when he was hit by a car and badly injured.

He woke up in the Royal Berkshire Hospital the following day with a fractured pelvis and bruises and grazes to his left ankle, knee, hip, elbow, ribs and shoulder. His head was uninjured but the cycle helmet he was wearing was severely damaged on the left-hand side where it struck the car.

The cyclist contacted WBC about his concern about the safety of the roundabout, particularly as 325 new homes are being built on the land between The Green and A4 Bath Road.

WBC's response was there were no plans for the junction despite the new development and simply quoted the hierarchy of road users from the highway code. RCC has subsequently been in contact with WBC, local Councillors and Olivia Bailey MP.

RCC has looked in Crashmap (publicly available data) for the A4/A340 roundabout, which records nine reported injury crashes over the five-year period 2019-2023.

Of these nine crashes, four involved cyclists, with most of the crashes at the A4 westbound entry to the roundabout. Given that cyclists probably represent less than 5% of total traffic flow, and were involved in almost 50% of total crashes, these figures indicate that there is a serious road safety problem for cyclists at the roundabout. These figures don't include crashes that aren't reported to the police or near-misses.

If anyone has any relevant information about this junction or ideas about how it could be improved, please contact wbc@readingcyclecampaign.org.uk

Rob Hill
WBC Campaigner for RCC



Wokingham Borough Council (WoBC)

Spring 2025 Report

Active Travel Funding (ATF)

Wokingham Borough Council (WoBC) has been allocated just over £862k, with around £170k allocated for revenue (planning and consultancy costs) and £691 allocated for capital (implementation of schemes).

There has been no confirmation on what this money will be used for.

Woodley to Reading Active Travel Route

Design for this scheme has been finalised, and the scheme will now move out of the consultation phase and into the building phase.

More information at:

<https://wokingham.moderngov.co.uk/mgIssueHistoryHome.aspx?IId=50015&Opt=0>

Traffic Regulation Orders (TROs)

There are a number of proposed TROs in Wokingham which would reduce speed limits from 40 to 30mph. These include:

- A329 London Road - Coppid Beech to Wokingham town centre
- A329 Reading Road - Holt Lane to Old Forest Road
- A239 Reading Road - M4 bridge to Showcase roundabout through Winnersh
- A327 Hollow Lane, Shinfield
- A327 Tally Ho! to Park Lane, Finchampstead

More information can be found at:

<https://www.wokingham.gov.uk/roads/traffic-management-and-road-safety/traffic-regulation-orders-tros>

Alex Cran
WoBC Campaigner for RCC



Campaign News continued...

After 42 Years - A Price Rise

The Reading Cycle Campaign started out in late 1982 and the cost of annual membership at that time was £3.

Remarkably, the membership fee has not increased since that time - which may be some sort of world record for non-inflation over a 42 year period.

However, for the Reading Cycle Campaign to continue, we have now proposed to increase annual membership to £5 (with similar increases to joint and 5 year membership categories).

The proposal was voted on by members in a well-attended Extraordinary General Meeting on 19 February and the increase came into effect on 1 March.

The EGM also voted to discontinue offering life membership.

As a result, from 1 March membership categories and fees are:

1 year individual membership: £5

1 year joint membership: £8

5 year individual membership: £20

5 year joint membership: £32

At the EGM we also outlined and discussed our plans and aspirations for 2025.

Our new Events secretary is planning more social rides around Reading to help foster a cycling community and is also aiming to strengthen our collaboration with like-minded organisations.

We will continue to push for the installation of bike hangars in

areas where residents don't have viable bike parking and are optimistic that we will see the first installations this year.

Last year we successfully applied for a grant to purchase Bike Register kits, which we distributed for free to the cycling community, and we plan to repeat this in 2025.

Of course, as we do every year, we will continue to lobby our local Councils (Reading, West Berks and Wokingham) for better cycling facilities.

And our information stall will be popping up at local festivals throughout the summer. We hope you will be able to visit us there so we could get to meet you and hear what you have to say.

Keith Elliott
RCC Secretary

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For ride information visit: www.cyclingukreading.org.uk/rides

Or contact Sel Dixon, the club secretary: secretary@cyclingukreading.org.uk
Phone or text: 07867 442046

www.facebook.com/cyclingukreading

Kidical Mass Spring 2025 Report

Who Needs a Sleigh?

Neither flood nor frost was going to stop Santa from keeping the most important event in his calendar (apart from Christmas Eve, of course) - the annual Kidical Mass Reading Christmas ride.

My father-in-law usually comes along to our rides to cycle with our five-year-old since my partner leads the ride and I am our back marker. However, the boys' grandfather couldn't make it until the end of the ride (he just missed Father Christmas). Our son therefore got to ride on the triplet with Dad and Father Christmas.

Though flood wasn't going to stop Santa, it had a pretty good go. After days of heavy rain much of King's Meadow was more than a foot underwater.

Even more than usual we didn't want to run the risk of a kid falling in, so we changed our plan and routed the ride (which started at Thames Lido) away from the river and through the centre of town to Forbury Gardens where Santa handed out presents including bike lights.

Thanks to Reading Borough Council for their support of this project, which also enabled us to distribute lights to some secondary school students.

We got lots of smiles and waves from people out doing their Christmas



shopping in the very festive town centre (made all the more festive, of course, by the jingling of bike bells).

Watching for flooding on the route has become something of a feature of planning Kidical Mass rides, especially as much of our child-friendly cycling

infrastructure in Reading is river-adjacent.

We will keep pushing for the day when the cycling network in Reading is more resilient to heavy rain and ice. If you'd like to add your voice to ours then do come and join one of our rides - see kidicalmassreading.co.uk for details.

Hilary Smart



Chairman's Letter

Dear RCC members

Several threads seem to have come together recently which have focused my attention on a problem I feel needs much wider publicity and discussion. These all congregate around the issue of how we make the best use of the limited resources which are available for the promotion of cycling and other sustainable forms of transport.

I have been having discussions with Dr Emma Street of Reading University about whether we could request a research project to look at how cycling infrastructure projects are developed and implemented by local authorities, and what advocacy groups like our Campaign can do to ensure better outcomes. This conversation is still in its early stages and will depend on getting sufficient funding to employ a researcher to carry out the work.

It will also depend on getting buy-in from our local authorities so we can get access to the people who were involved in previous projects, and also to the records of decisions and the evidence which was used to support them. Dr Street is well known to us, as she was involved in the discussions with RBC over the Cycle Hub project and was able to get funding from the university to produce a paper which looked at many of the issues around developing and implementing a cycle hub. She is also a keen cyclist and a member of the Winchester cycle campaign.

The cycle hub project is a significant case in point, in that over £100K was allocated to it from central government and as we know it never even opened. I have asked RBC to confirm what has happened to all this money and share any reports which have been made which account for these funds. Privately I have been told that some monies were left over and have been 'repurposed' but I have no more details.

The third thread was an article in the February/March issue of *Cycle* from Cycling UK. Laura Laker, who is a transport journalist, has written an article headed 'Some Blue Signs' which describes the UK's cycling networks as 'some patchy good bits and lots of blue signs'. There was very little in the article which would come as a surprise to anyone who cycles around our towns, but there were two sidebars alongside the article which caught my attention.

The first was headed 'If you build it' which described some successful new cycle paths and how they have encouraged people to use them. The second was a comment piece from Duncan Dollimore, who is head of Campaigns at Cycling UK, in which he criticises 'the lack of sufficient, sustained, long term funding for cycling'.

Both these may be true, but to me there is a much more important point which was missed. If you build the right infrastructure in the right places and maintain it properly, yes, people

will come and use it. If you build the wrong things in the wrong places not only will people not use it but the rest of the community will, with some justification, ask why waste money on cycle lanes no-one uses when there are so many other calls on public funds. You don't have to look very far in Reading to find examples like this.

All the above should point to the very important role the Campaign should and does play. As the voice of cyclists in the area, we should be involved from the earliest stages in all such projects. How best to achieve this is not always clear, but keeping our lines of communication open with the authorities is obviously very important.

Two instances of this have come about recently. Olivia Bailey, the MP for Reading West, responded to our comments on the bad accident that Kieran Beale had at the Theale Green roundabout, and has asked for a meeting with us.

We have also had a detailed response from the office of the Police and Crime Commissioner after I wrote asking for a statement of police policy on e-bikes and the safety of cyclists. If nothing else comes from these contacts, they serve to keep the Campaign involved and the more we can do this, the more our voice will be listened to.

Joe Edwards
RCC Chairman
(chair@readingcyclecampaign.org.uk)

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Illegal Use of E-Scooters & E-Bikes...

...And Road Safety Strategy

Dear Joe Edwards,

Thank you for your email received in the Office of the Police and Crime Commissioner (OPCC).

I would like to provide you with some information with regards to how Thames Valley Police (TVP) are dealing with the illegal use of both e-scooters and e-bikes and the current position of the Police and Crime Commissioner with regards to this.

An electric scooter (e-scooter) falls within the legal definition of a motor vehicle, which means that whilst it may be used on private property with the permission of the land owner, it is currently illegal to use it on a public road without complying with a number of legal requirements, or use it in spaces that are set aside for pedestrians, cyclists and horse riders which includes on the pavement, footpaths, cycle lanes and bridleways.

The government is currently conducting trials of rental e-scooters to ascertain the viability of a change in the law. Those who take part in the trials can legally use rented e-scooters on the road and cycle lanes.

The trial of e-scooters has made it quite confusing for people to understand what is and isn't allowed, added to which there is generally little or no information given at point of sale on the legal situation around the use of e-scooters.

This has given rise to a situation where e-scooter users can be treated completely differently depending on whether an individual has hired an e-scooter from an approved hirer, or whether it is a privately owned vehicle.

To address this inconsistency Thames Valley Police (TVP) has decided to employ the strategy of:

Engage Educate Enforce

To start conversations with e-scooter and e-bike riders, officers will explain to them the offences of using the vehicle on the road and explain how the vehicle could be seized under Section 165 of the Road Traffic Act.

The rider should then be told that they can no longer use the powered transporter on a road or in a public place, and to do so would leave them open to prosecution. The rider should be issued with a warning letter. Should further infringements occur by the same rider, then enforcement processes would follow.

Recently released statistics detail that from the 1 June 2024 to 8 September 2024, Thames Valley Police have seized 118 e-scooters and e-bikes with further information pertaining to this, available through the following link: <https://www.thamesvalley-pcc.gov.uk/news/e-scooters-e-bikes-seized-in-three-months-thames-valley/>

In addition to this, Matthew Barber has written to four major retailers (Argos, Currys, Decathlon and Halfords) in an effort to prevent the sale of illegal e-scooters.

In his letter to retailers, Matthew Barber said: "The use of privately owned e-scooters in public places is currently illegal. E-scooters are classed as motor vehicles, requiring insurance, which is currently not available. I know that you are aware of this fact, as you include a disclaimer on your website, yet you continue to offer these products for sale.

"Of course, I entirely accept the sale of e-scooters is perfectly legal as they could be used on private land, and indeed in due course the legal position may well change. I also appreciate as a commercial entity you are entitled, and indeed obliged, to deliver profit for the business. Nevertheless, I would ask if you consider the continued sales to be consistent with being a responsible corporate citizen.

"Approved e-scooter pilots only operate in limited areas, provide insurance, and require a driving licence. Despite your disclaimer, you are well aware that the vast majority of these products sold in your stores and online will be used illegally.

"This is not just a technical point of law, but also one of risk to your customers and the wider public. Encouraging the use of these vehicles leads to uninsured, unlicensed riders on our roads, often without any safety equipment such as helmets.

"I fully understand that there is nothing to prevent you selling these products, but I would ask you to consider if it is responsible to continue to do so. No doubt, you feel the disclaimer gives you protection by having informed your customers, but we both know that this is a bureaucratic nicety.

"I would ask if you would be content for your children to ride an e-scooter illegally, potentially putting themselves and others at risk and urge you to reconsider your position."

Mr Barber certainly shares the concerns of the community about the dangerous and reckless driving of e-bikes and e-scooters and has asked the Chief Constable of Thames Valley Police to increase enforcement activity. Whilst enforcement is certainly important, Mr Barber also calls on the government to tighten up the law on these vehicles.

In October 2024, Mr Barber published his Road Safety strategy which outlines the collaboration needed to create safer roads for all and focuses on enhancing the enforcement capabilities of the police, working with partner agencies to design safer roads and improving the emergency services response when incidents do occur.

The strategy promotes the application of the Safe Systems Approach to road safety and includes educating the public about safe driving practices and traffic laws and the enforcement of such laws.

The Road Safety Strategy can be found through the following link: <https://www.thamesvalley-pcc.gov.uk/wp-content/uploads/2024/10/Road-Safety-Strategy-FINAL.pdf>

I hope that this is helpful. I wish to thank you for bringing your concern to the attention of the Police and Crime Commissioner for Thames Valley.

Kind Regards

Claire Morton
Governance Officer
Office of the Police and Crime Commissioner
The Farmhouse,
Oxford Road,
Kidlington,
Oxon OX5 2NX

Passing Horses Safely



Good day and thank you for taking the time to read this post.

I'm a member of Pass Wide and Slow, a UK-wide campaign group dedicated to improving safety for horses and their riders on the roads.

Sadly, last year in the UK, approximately 100 cyclists, 87 horses, and four riders lost their lives due to road accidents. While most injuries and fatalities are caused by drivers, cyclists can also inadvertently create scares, complications, or near misses for horse riders.

Many cyclists understand how to pass horses safely, but there are still some who may not. To address this, I've collaborated with an experienced cycling campaigner to develop simple guidelines to help us share the roads safely as fellow vulnerable users.

Guidelines for Passing Horses Safely

Use your voice to alert horse riders: From about 20-30 metres away, call out to let the rider know you're approaching from behind. Horses recognize voices and are less likely to be startled by a friendly call than by a bell or horn.

If in a group: A rider near the front of the group can take responsibility for calling out to the horse rider.

Pass wide and slow: Ensure you give the horse and rider at least 1.5 metres of space.

Communicate before passing: When you're about five metres away, let the rider know you're about to pass. If you're riding in a group, inform them of the approximate number of cyclists in your group, so they know how long it will take for everyone to pass.

Pass safely: Only overtake when it's safe to do so, ensuring you can clear the entire group of horses before returning to your side of the road.

Important Considerations

Horses are flight animals—they can be unpredictable and easily startled, sometimes by things unrelated to cyclists. Riders know their horses best and may offer specific instructions to ensure everyone's safety. Please respect their guidance.

For less experienced riders or young horses, riders may ask you to wait until a suitable passing point is found. This helps ensure everyone remains safe. Remember, we all started somewhere when learning to navigate the roads!

If you'd like more information or would like to discuss this further, feel free to message me.

Thank you for helping to make the roads safer for everyone!

Keith Collyer
RCC Membership Secretary

membership@readingcyclecampaign.org.uk

The logo for AWCycles features a row of five bicycle silhouettes at the top, decreasing in size from left to right. Below them, the word "awcycles" is written in a large, bold, lowercase sans-serif font. Underneath the text is a stylized black and white icon of a cyclist riding a bicycle. The background of the logo area is a light gray with a large, faint, stylized bicycle wheel graphic.

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My Chariot of Fire

I learned to cycle 70 years ago in the Chiltern Hills.

A few years later my dad decided it would be good for two teenage boys to move to a flat in High Wycombe, but at weekends you'd still find me cycling along the beechwoods' quiet leafy lanes instead.

Thanks to a dream job in early 1970s Wokingham, it was lovely to ride again in the Chilterns, especially in May at bluebell time and as the leaves turned golden in October.

Fifteen years ago, the Royal Berks' surgeon recommended an urgent visit to Robbie the Robot for a 'young, slim and fit' cyclist with prostate cancer.

Gradually I recovered fitness by cycling, in spite of quarterly hormone injections.

After five years I cycled to Wolf Hall in Wiltshire and back along the Kennet and Avon canal towpath, a round trip of eighty miles.

Now in my later 70s, I began to lose my stamina and balance, partly due to a series of strokes last summer.

Fortunately, my friends at Berkshire Cycles had already recommended a magnificent Dutch electric assist tricycle.



It's lovely when the battery pulls the trike up a hill, but at first it's disconcerting how road camber and pedalling with 'right hand drive' to the rear axle leads the novice into the gutter! However, one soon gets used to the steering.

It's harder to avoid potholes, but the big tyres handle them very well.

I could rant for hours about barriers that force tricyclists on to busy roads, but drivers show more consideration, the saddle is very comfortable, it carries lots of stuff and is much cheaper than a car. I'm really pleased I didn't buy an unstable scooter instead.

Peter Glass

Please Remember to Update your Details with Us

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 sending this newsletter to you.

This was one of the reasons why we voted to discontinue offering life membership, as we had no idea of what happened to many of our life members who joined us 40 years ago.

Hence if you could help us keep our database up to date, we would be very grateful.

Our Mission

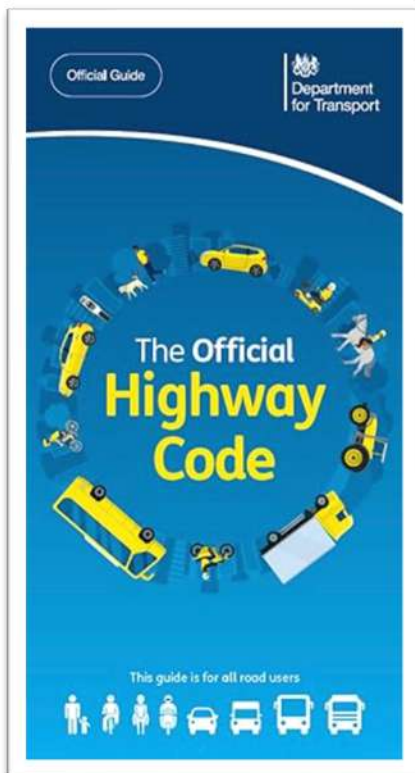
To campaign for better facilities for cyclists in Reading, in particular a network of safe cycleways linking residential, industrial and commercial areas, and giving access to the town centre.

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.

Cyclists and The Highway Code



If you're like most people you are unlikely to have looked at the Highway Code since passing your driving test.

Or maybe you have never driven a car.

The recently updated (2022) Highway Code includes rules on the hierarchy of road users and taking extra care with more vulnerable road users, such as cyclists, horse riders and pedestrians.

There are also specific rules for cyclists.

These rules cover clothing and cycle helmets, cycle routes and cycle tracks, sharing space and bus lanes. Plus, what you should and should not do, and advice on road positioning, road junctions, roundabouts and crossing the road.

Read more here:

<https://www.gov.uk/guidance/the-highway-code/rules-for-cyclists-59-to-82>

You may feel this is all 'motherhood' stuff, but it's always good to have a refresher.

The Highway Code is essential reading for all road users and easily accessible:

- [order a copy of The Highway Code book](#) online
- buy a copy from most high street bookshops
- [buy the app for Apple phones and tablets](#)
- [buy the app for Android phones and tablets](#)

You could also consider an Avanti Cycling training session for adults: <https://avanticycling.co.uk/adults/>

Injury and Collision Advice

If you are involved in a collision which causes damage or injury to any other person, vehicle, animal or property, you [everyone involved] **MUST...**

- Stop. If possible, stop in a place of relative safety.
- Give your own and the vehicle owner's name and address, and the registration number of the vehicle, to anyone having reasonable grounds for requiring them.
- If you do not give your name and address at the time of the collision, report it to the police as soon as reasonably practicable, and in any case within 24 hours.

([Highway Code rule 286](#) and [Road Traffic Act 1988 section 170](#))

If no one was injured and both parties stopped at the scene and exchanged names and addresses, there is no requirement to report the accident to the police. Road traffic law has been complied with and the police will not take a report.

However, injuries to cyclists may not be apparent at the time of a collision. You may be agitated, confused or just want to get away quickly from an unpleasant situation and not realise you have been injured.

So, at the very minimum make sure you have contact details for the other party and take a note of any

registration numbers, what happened etc.

Also, bicycle forks are easily bent in a collision and this damage may not be immediately apparent.

If anyone is injured, the incident must be reported to the police. For minor injuries there may be little that they will do.

However, they are obliged to record the incident so that it appears in statistics, and you will need an **incident number** from the police if any insurance claim is involved.

Resources

Cycling UK full members are entitled to free cycling related legal claims advice. Call the Cycle SOS 'Cycling UK Incident Line' today on 0330 107 1789 or visit

<https://www.cyclinguk.org/member-benefits/cycling-uk-incident-line>

Road Peace supports and empowers those bereaved and injured by road crashes by enabling access to high quality legal advice and justice, including fair compensation.

Helpline: 0800 160 1069

helpline@roadpeace.org

<https://www.roadpeace.org/get-support/claim-compensation/>

Please let us know of any incidents. We will help with advice where we can, but we also collect data to use as evidence of which areas of Reading require attention to make them safer for cycling.

<https://readingcyclecampaign.org.uk/incident-reporting/>

Susan Children
Publicity Coordinator



Learning Cycling Skills and Confidence



Get cycling - learn new skills - have fun!

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Karen Robertson
Cycling UK Reading & Avanti Cycling



Legally Recovering a Stolen Bike

This is a précis of a post I read in a newspaper, which I thought might be of interest.

A young father was dismayed with he found his bike, complete with his five-year-old son's child seat, had been stolen from his garden shed. It was especially inconvenient as he used it to take his son to school.

The child seat was found abandoned nearby the next day. Even though the bike had been reported as stolen, including the bike frame number which had been registered with a bike register, the young father gave up hope of ever recovering his bike.

Then he remembered he had an electronic security tag hidden under the seat. He tracked it down using his mobile phone to a local bike shop, where he could see the bike inside for sale. The shop was closed, but he wondered what his rights were about recovering his bike.

He contacted a legal professional for help, who told him that if anybody



buys stolen goods, they do not automatically become the legal owner. It was likely the bike shop owner had bought it from a third party (possibly the thief), but even so, the young father still retains his legal status as the owner of the bike.

The bike shop owner should have been aware of the registered number on the frame and questioned the person who sold it to him before buying it. And the fact that he didn't notice the electronic security tag under the seat is in the young father's favour. This would help him when he visited the bike shop later to claim back his stolen bike.

This principle applies to anyone buying second hand goods. It is a good idea to seek evidence as to 'provenance', a history or records of ownership, to confirm this person has the right to sell these goods to you, and to prevent the risk of them being taken and returned to the rightful owner.

As regards the young father, he had the right to ask for his bike back, as he could prove it was his through the registered number and security tag. It was also advisable he should be accompanied by a police officer, who could reinforce the legal standing of the young father.

The bike shop owner had no alternative but to return the bike to its rightful owner and make a financial loss from the transaction.

Alice Elliott



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

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Cycling Events

8 March @ 14:00 - 16:00

[International Women's Day Bike Ride](#)

5 April @ 10:30 - 15:00

[GreenFest 2025](#)

17 May @ 12:00 - 17:00

[Reading University Community Festival](#)

8 June @ 08:00 - 17:00

[Bracknell Cycle Festival / Three Counties Ride](#)

10 June @ 08:00 - 16 June @ 17:00

[Bike Week Events](#)

14 June @ 10:00 - 17:00

[West Berkshire Festival of Cycling](#)

View more events on our Events page:

<https://readingcyclecampaign.org.uk/events/>

RCC's Monthly Meetings

7.30pm on the third Wednesday of each month

Wed 16 Apr 2025 - open mtg

Wed 21 May 2025 - cttee mtg

Wed 18 Jun 2025 - open mtg

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