



Reading Cycle Campaign

Working for a cycle-friendly Reading

Reading Cycle Campaign Annual General Meeting 2025

Wednesday 15th October 7.00 pm
RISC, London Street RG1 4PS

AGENDA

1. Welcome from Chair.
2. Acceptance of minutes of 2024 AGM.
3. Acceptance of reports from officers.
4. Acceptance of accounts.
5. The election of officers for 2025 – 26:
 - i. Chair
 - ii. Secretary
 - iii. Treasurer
 - iv. Membership Secretary
 - v. Events Co-ordinator
 - vi. Publicity Officer
 - vii. Newsletter Editor
 - viii. Campaign Officer Reading
 - ix. Campaign Officer Wokingham
 - x. Campaign Officer West Berks
 - xi. Web Manager
 - xii. Cycling UK Liaison
 - xiii. Co-opted Members
6. AOB.

The AGM business will be followed by a presentation by Zsolt Schuller, the National Trust Cyclist Welcome Project Manager.

Attachments:

1. Chair's Report
2. Reading Campaign Report
3. West Berks Campaign Report
4. Wokingham Campaign Report
5. Membership Report
6. Treasurer's Report
7. Minutes of 2024 AGM

Committee Chair's Report

Your committee

The membership of the committee has been very stable throughout the year. After last year's AGM, John Lee stepped back as lead campaigner for Reading, but has remained on the committee to provide valuable advice and assistance to Tony Carr who has taken on this role.

During the year Sam Hatfield offered to take on the role of Treasurer and the formal handover from Brian Morley will take place at the AGM. The campaign owes a great debt of gratitude to Brian who has looked after the finances for the last ten years.

We are always looking for new people to take on an active role in the campaign via membership of the committee. Rob Hill has indicated that he would like to hand over the West Berks campaigning role if someone willing is found.

As we have had some difficulty in getting volunteers to help with our various activities, we are now looking to recruit someone to co-ordinate this and work on events with Kat Heath to ensure that events are as successful as possible.

Finances

As the finance report shows, the bank balances are healthy, but this may reflect the fact that we have had a low level of activity which has not occasioned much expenditure. The committee is always open to ideas as to how we might profitably leverage our influence with our local authorities even if these require some expenditure.

The change of bank from Santander to Metro Bank has now been completed and I would ask all members who pay their subscriptions by standing order to check that they have our new bank details.

Campaigning activities

Whilst many of your committee have been regularly involved with our local authorities, both through attendance at meetings such as Cycle forums and through other ad-hoc relationships, it has to be said that we have not a lot to show for it this year in terms of improved facilities for cycling in the area. However there are very welcome signs, especially from Reading Borough Council, who have publicly announced that they will consult much earlier with us on any planned changes.

We had early input into the Public Spaces Protections Orders that are being proposed and the relevant council committee took our concerns very seriously. We were also given early access to the 'task and finish' group that was set up to scrutinise the council's active travel plans to encourage cycling and walking.

We do realise that all local authorities are under severe financial pressure and cycling infrastructure schemes are often very expensive and take many years to come to fruition. To this end we are always pushing for them to make the smaller and cheaper changes that can often make a big difference. Many of these ideas come from the membership generally and we ask that you send us more via our website or directly by email.

Other activities

The Campaign had prominent stalls at several events over the year and was able to recruit quite a few new members and talk to lots of people, both cyclists and others about our campaigning work and cycling issues more generally.

We have also had some social activities including excellent Christmas and Summer get-togethers. If there is an appetite among members for more such events, including leisure rides, we will need volunteers to help and the role of the volunteer co-ordinator will be very necessary.

The Newsletter

Our quarterly newsletter continues to improve with every edition under the editorship of Alice Elliott. Suggestions for topics to be covered and indeed contributions from the membership are always welcome. It is always well received by visitors to our stand at various events.

Membership

We think that the level of membership has slightly increased over the year, but with the change to the new bank account we may lose some members who pay by standing order and are not aware of the change. Sadly, we also do not know how many of our life members are no longer alive.

I have enjoyed this year as your Chair person and am happy to carry on for another year, but I am increasingly aware that I am no longer the young person whose photo adorns our website. To this end I would encourage any newer, younger members of the Campaign to put their hands up and get involved so us older folks can relinquish the reins in due course.

Joe Edwards

Chair, Reading Cycle Campaign

Reading Borough Campaign Officer's AGM Report

Reading Borough Council/Cycle scheme Funding

At last year's AGM, we reported a significant improvement in our working relationship with Reading Borough Council than had been the case for many previous years. I'm glad to say that this has continued to improve, with strong support from Councillors for cycling, regular meetings with Council officers and the objective of increasing cycle usage embedded in Council planning policy. In particular, the Lead Councillor for Climate Strategy and Transport is a strong advocate for cycling as well as being a regular cyclist.

However, the availability of funding for construction of cycle/active travel schemes remains an issue. Most funding is through Government Active Travel Fund grants that are linked to a small number of specific major schemes. Although RBC funds measures to support cycling, including the Active Travel officer post, adult cycle training, bike maintenance events, cycle security/parking enhancements as well as the Reading Cycle Festival, and have included improvements for cyclists as part of other highway schemes, such as roads resurfacing and bridge replacement, there is no funding for smaller cycle improvement schemes, ranging from town centre signing to making traffic calming cycle-friendly.

A327 Shinfield Road - ATF2

This is an ongoing scheme that has been funded through the Government's Active Travel Fund (ATF) programme. Just over half of the originally planned scheme has been completed, but there has been no further progress due to a lack of additional funding. Outstanding lining has recently been completed and RBC are preparing plans to sign the route.

We have been critical of the planning and design for the scheme, as it doesn't connect with other cycle routes or link with Reading University. Also, there have been construction issues, with surfacing and drainage problems. Although pressure to deliver a scheme quickly as part of the ATF process may partly explain the rushed planning stage, the outcome has been a scheme that has a number of shortcomings.

Bath Rd/Castle Hill - ATF3

RBC have also secured ATF funding to introduce a cycle scheme along Bath Road and Castle Hill. In this case much more time has been spent on the development of the design of the scheme which seems to be going through various iterations due to the need to minimise costly roadworks, especially expensive changes to traffic signals. The next step is that RBC will consult us on revised scheme proposals before going out to wider public consultation.

A33 Kennet Bridge

RBC have been working on a Bus Rapid Transit (BRT) scheme on the A33, which includes the installation of a new pedestrian and cycle bridge over the River Kennet to allow construction of a new northbound bus lane. This doesn't provide any new cycle routes, but RBC have taken the opportunity to upgrade cycle facilities as part of this project. This is an important part of the cycle network in south Reading with routes from the town centre heading southwards, as well as National Cycle Network routes 4 and 23. The new bridge will open when the full scheme is completed in late October.

Street Pods Cycle Parking

RBC have funded 36 Street Pod cycle parking stands which have been installed at different locations across the town on a trial basis. These are in addition to the existing Sheffield cycle stands across the town. The design of these is different to the more usual Sheffield stands as they wrap around the front wheel of a bike, which means that cyclists should only need one lock to secure their bike.

Cycle Hangars

RCC has successfully campaigned for RBC to trial the introduction of on-street cycle hangars in locations where residential cycle parking is difficult. RBC have identified funding for a pilot scheme to introduce between 4 and 6 cycle hangars in residential areas and are now considering how sites would be chosen and likely costs.

River Academy/School Streets

The Council's Active Travel Officer has been working with the new River Academy school on Richfield Avenue and feeder primary schools to promote active travel to the new school. A shared-use Tiger crossing has been introduced on Richfield Avenue to support those travelling to the school as well as new shared-use paths on Portman Road. The travel planning process for the school has been rated by Ofsted as 'outstanding'.

The Active Travel Officer has also been working with schools to promote active travel, with a number of schools adopting School Streets, where the road outside a school is closed to traffic during drop-off and pick-up times. Overall monitoring indicates that the number of children being driven to these schools has fallen from 20% to 9%, with those walking increasing from 51% to 61%, although there was no change in the number of children cycling.

Roads Resurfacing

The Council has a 2-year programme of main roads resurfacing. As part of this work, rather than simply replacing existing on-street cycle lanes, markings are being reviewed and upgraded to ensure that they meet the latest design guidance. This has included cycle lanes on Silver Street/Mount Pleasant and Southampton Street, as well as Greyfriars Road and Oxford Road.

Cross Boundary Cycle Schemes

Reading Borough is a relatively small geographical area, but it is part of a continuous urban area that extends into both West Berkshire and Wokingham. One of the issues is that whilst many cycle trips regularly cross these boundaries, there are very few cycle routes that continue from one area into another. Local government reorganisation is a contentious issue, but improved co-ordination of transport planning across the greater Reading area would be a benefit.

The only cross-boundary scheme that has come forward recently is the Palmer Park to Woodley cycle scheme, which is a Wokingham Council scheme, with a small section of route within Reading Borough. The scheme within Reading includes a parallel cycle/zebra crossing on Palmer Park Avenue with the footway under the bridges on Palmer Park Avenue/Culver Lane widened to provide an off-road cycle path. Construction is due to commence later this year.

Active Travel Task and Finish Group

Possibly in response to the concerns about the development of recent schemes, RBC have set up a Task and Finish Group to review progress with the Council's Active Travel schemes and how such schemes support the Council's wider transport strategy. This process will include meetings with other councils to discuss their experience as well as meeting with ourselves to firm up on ideas on how best to progress the future planning, design and implementation of schemes.

Public Space Protection Order

RBC are looking to introduce a Public Space Protection Order (PSPO) for the town to deal with the various issues of anti-social behaviour that aren't presently enforced by the Police, including 'dangerous' use of e-bikes. We have raised concerns with RBC about possible further restrictions on cycle use in the town centre, especially as a number of PSPO schemes in other towns have been very restrictive for cyclists. A number of issues presently remain unclear, such as what defines anti-social behaviour, how this will be enforced, or if cycles and e-scooters will

also be targeted. Also, there are concerns that the difference between illegal and legal e-bikes is being blurred. The decision about the PSPO is expected in December.

Development Related Schemes

Cycle facilities can also be introduced as part of development schemes. A good example of this is the new Station Hill development, which has opened a direct link between the station and Friar Street that can be used by cyclists as well as pedestrians. A further phase of the development will include improvements on Greyfriars Road.

Construction work at the former Southern Electric site on Vastern Road has just started, which will include a new shared walking and cycling route between Christchurch Bridge and Vastern Road. We have also been involved with pre-planning application discussions with the developers of the Norman Insurance site on Vastern Road (next to Thames Water). This scheme includes proposals to widen and improve both the Thameside path (NCN5) fronting the site as well as the link to Vastern Road that crosses the site.

Taken together with the RBC funded upgrades to allow cyclists to use the station subway, these schemes significantly enhance the route between central Caversham and Reading station/Reading town centre via Christchurch bridge, providing a direct route for cyclists and walkers that avoids the use of major roads and busy junctions.

Leisure Routes

Whilst much of our focus is on practical everyday cycling, for many people cycling is purely a leisure or recreational activity. Reading has easy access to countryside in the surrounding area, making it an excellent centre for leisure cycling. Reading also benefits from a number of long distance leisure routes passing through the town. National Cycle Network routes 4, 5 and 23 start or pass through Reading, whilst Cycling UK have developed the King Alfred Way, a 350km circular route passing through Reading, as well as the recently announced Royal Chilterns Way, a 280km off-road route that loops through the Chilterns, which is centred on Reading.

Community Bike Hub

Although not a replacement for the previous town centre Bike Hub scheme, the Community Bike Hub that has recently opened in the former Mothercare unit on Broad Street offers a range of facilities for cyclists in a town centre location and aims to promote cycling, as well as make cycling more accessible, affordable and inclusive across Reading. The Community Bike Hub includes bike repairs, bike maintenance workshops, a bike library for children and will also cater for skateboarders and rollerbladers.

Tony Carr, Reading Borough Campaign Officer

West Berks Campaign Officer's AGM Report

West Berkshire Council covers a significant part of greater Reading to the west including Purley, Pangbourne, parts of Tilehurst, Calcot, Theale, Burghfield and Mortimer. There have been a number of developments in the past year in the eastern area of West Berkshire.

Theale Green Roundabout:

In early December a cyclist was hit by a car and very badly injured. RCC contacted Olivia Bailey MP and West Berkshire Council about the incident. As a result of these discussions WBC are considering additional measures to improve safety at the roundabout.

Reimagining the Kennet and Avon Canalside - towpath improvements:

Sustrans is leading a partnership involving the Canal & River Trust, the Greenham Trust and West Berkshire Council. The [Reimagining the Kennet and Avon Canalside programme](#) aims to progressively and sensitively improve access along the Kennet & Avon Canal towpath through West Berkshire. Improvements will be designed and delivered in stages, subject to funding and environmental considerations. National Cycle Network route 4 already follows large parts of the towpath westwards from the Reading boundary near Southcote Mill, with the possibility of converting further sections to traffic free. Sustrans' early work suggests upgrading the towpath throughout could cost in the region of £20m and take around 10 years to complete.

Pangbourne - Purley shared-use path:

A drone LiDAR survey has been commissioned by WBC for this autumn. The output will inform design work for a future shared-use path between Pangbourne and Purley, proposed via Sulham Estate land parallel to A329.

Theale 20 mph zone:

A pilot scheme in Theale has introduced speed limits across the village reducing limits from 30mph to 20mph on most residential roads.

Active Travel England:

West Berkshire received a grant of £328,000 from Active Travel England which is being used for design and delivery of new active travel initiatives, together with a contribution of £96,000 from Active Travel Fund 5 towards a scheme in Thatcham.

School Streets, Springfield Primary, Tilehurst:

West Berkshire Council planned to start a school streets scheme around Springfield Primary School, Tilehurst in June 2025.

Draft Transport Plan:

West Berkshire Council developed a draft Local Transport Plan (LTP4) Strategy Document covering the period up to 2039. It is set to replace the existing LTP3, adopted in 2011.

If there are any matters relating to cycling in the West Berkshire Council area contact:
wbc@readingcyclecampaign.org.uk

Rob Hill, West Berkshire Campaign Officer

Wokingham Campaign Officer's AGM Report

1. Active Travel Design Standards & Policy

Wokingham Borough Council have agreed to adopt best practice Active Travel Design standards.

- The new cycling standards will be compliant with the national **Local Transport Note (LTN) 1/20** guidance.
- This represents a significant step forward, as the standards will become the future benchmark for all cycle projects in the borough, aiming to prevent the implementation of poorly designed infrastructure that fails to increase cycling levels.

2. Woodley to Reading Active Travel Route

- The scheme design was finalised and moved into the implementation phase early in the year.
- By August, key elements were progressing, including the implementation of changes at the Palmer Park Avenue and Wykeham Road junction.
- The project involves an upgrade to existing shared footway/cycleway sections, junction improvements, and new priority crossing points as part of the new cycle link connecting Woodley Town Centre and Palmer Park.

3. Speed Limit and Traffic Regulation Orders (TROs)

The year saw substantial progress in implementing new speed limits across the borough.

- **30mph Implementation:** Numerous Traffic Regulation Orders (TROs) were approved and new 30mph speed limits came into force on many sections of road, primarily reduced from 40mph. Notable examples of roads where the 30mph limit was introduced include parts of the A329 Reading Road (Winnersh), London Road (Wokingham), Hollow Lane (Shinfield), and the A327 Arborfield Road (Shinfield).
- **40mph Implementation:** Conversely, a 40mph limit was approved for sections of Toutley Road and Longdon Road in Winnersh, where the council deemed 30mph to not be reflective of the roads' function.
- **Parking/Traffic Management TROs:** Additionally, various new double and single yellow lines and 'no stopping at school entrance' markings were approved across several roads to help manage parking and traffic flow.

4. Active Travel Funding (ATF)

Wokingham Borough Council (WBC) has been allocated just over **£862,000** in Active Travel Funding.

- The funding breakdown includes approximately **£170,000** for revenue (planning and consultancy costs) and **£691,000** for capital expenditure (implementation of schemes).

5. Campaign and Event Highlights

- **Public Events:** The year featured successful community cycling events, including the Wokingham Kidical Mass ride (May 18th) and the combined Kidical Mass / Wokingham Bikeathon event at Cantley Park (June 22nd).
- **Event Planning Streamlining:** A new process was initiated to simplify future events by encapsulating road closures for regular public events, such as the Wokingham Bikeathon, into a single Traffic Regulation Order (TRO), which was out for consultation until late August.



Reading Cycle Campaign AGM 2025

- **Finchampstead Roundabout:** The controversial 'leafy playground' roundabout in Finchampstead, which received national media attention, was listed for a national award. Its ultimate success will be determined by the data on its safety and effectiveness.

Alex Cran Wokingham Campaign Officer

Membership Secretary's AGM Report

Category	2025 Count	2024 count	Difference
Deceased	4		
Expired and not renewed	34		
New	59		
Annual Individual	75	76	-1
Annual Joint	67 (33)	59 (29)	+8 (+4)
5-year Individual	17	11	+6
5-year Joint	24 (11)	16 (9)	+8 (+2)
Life	205	210	-5
Total	388	372	+16

Notes:

- Overall increase of 16 total members, or just over 4%.
- The two numbers for the Joint membership entries are "Total Members (Lead Members)"
- Life Members still make up the majority of our membership, at around 53%. However, we have no easy (or tactful) way of knowing how many of these members are still active, which is one of the reasons we dropped the category for new members at the Extraordinary General Meeting held in February 2025.

Keith Collyer Membership Secretary

Treasurer's AGM Report

Financial Report for the period from 1 February 2024 to 31 January 2025

The accounts and balance sheet are attached.

Our financial year runs from the beginning of February to the end of January as is shown.

In this year we were awarded a grant of £1,880 by FITS, (Foundation for Integrated Transport). We thank Kat Heath for finding this scheme and applying for the grant. No expenditure was made from the grant during this financial year and the sum goes forward to 2025-2026 where it will be considered a reserved sum and used only for the items specified in the grant

The other major source of income for the year was in the form of subscriptions and donations.

Our expenditure exceeded income by £179.08, although this appears as a surplus of £1,700.92 because of the FIT grant. At year end we had total financial assets of £5,624.66, comprising £2,817.03 in our current account, (including the FIT grant of £1,880.00) and £2,807.63 in our deposit account.

Each year our income and expenditure are comfortably close together but to expand our activities and campaigns we have made a subscription increase in the year 2024-2025 from the current small annual sum.

We remain financially viable and continue to hold good reserves.

Brian Morley – Treasurer

READING CYCLE CAMPAIGN 2024 - 2025					
Income and Expenditure for the period from 1 February 2024 to 31 January 2025					
	1 February 2023 to 31 January 2024			1 February 2024 to 31 January 2025	
<u>Income</u>			<u>Income</u>		
Subs, donations etc -Direct	526.03		Subs, donations etc - Direct	379.39	
Subs, donations etc -PayPal	433.79		Subs, donations etc - Paypal	439.80	
	0.00			0.00	
Thames Valley Police Grant	2,769.00		Grant -Integrated Transport	1,880.00	
Sale of bags	0.00		Sale of bags		
Town Meal Takings	0.00				
Interest (Deposit Account)	12.17		Interest (Deposit Account)	28.27	
Adverts	246.00		Adverts	178.00	
Total Income		3986.99	Total Income		2,905.46
<u>Expenditure</u>			<u>Expenditure</u>		
	0.00			0.00	
Expenses re distribution of newsletter	0.00		Expenses re distribution of newsletter	0.00	
Newsletter	923.80		Newsletter/Printing	780.52	
Room Hire	48.70		Room Hire	150.10	
Refreshments (Events)	20.37		Refreshments (Events)	109.45	
Zoom Fee	7.79			0.00	
Affiliations (Cycling UK)	88.00		Affiliations (Cycling UK)	85.00	
Affiliations (Cyclenation)	0.00		Affiliations (Cyclenation)	0.00	
Cycle Marking Kits	2,769.00		Postage	0.00	
Gift - Hamper	55.00		Fabric fo stall	12.50	
Material for Cycle Festival			Stationery (Pouches)	0.00	
Website Hosting	33.68		Banners and Cards	40.47	
Domain renewal			Domain renewal	0.00	
Leaflets etc	49.59		Zoom Subscription	26.50	
			Web Hosting	0.00	
Total Expenditure		3,995.93	Total Expenditure		1,204.54
Income less Expenditure		(8.94)	Income less Expenditure		1,700.92
<u>Bank Accounts</u>			<u>Bank Accounts</u>		
<u>Current Account</u>			<u>Current Account</u>		
Opening Balance		1,124.42	Opening Balance		1,130.38
Transfer		0.00	Transfer		0.00
Surplus for the period of account		5.96	Surplus for the period of account		1,686.65
Closing Balance		1,130.38	Closing Balance		2,817.03
<u>Deposit Account</u>			<u>Deposit Account</u>		
Opening Balance		2,766.49	Opening Balance		2,778.66
Interest		12.17	Interest		28.97
Transfer		0.00	Transfer		0.00
Closing Balance		2,778.66	Closing Balance		2,807.63
Total Cash in Hand as of 31 January 2024		3,909.04	Total Cash in Hand as of 31 January 2025		5,624.66
This financial statement is prepared on a cash basis However all is in bank accounts			This financial statement is prepared on a cash basis However all is in bank accounts		
Brian Morley -Treasurer			Brian Morley -Treasurer		
Notes: It has not been possible to differentiate members' subscriptions. and donations.			Notes: It has not been possible to differentiate members' subscriptions and donations.		
Current Account increase		5.96	Current Account increase		1,686.65
Deposit Account increase		12.17	Deposit Account increase		28.97
Overall balance increase, (income less expenditure)		18.13	Overall balance increase, (income less expenditure)		1,715.62
			Note: The current account increase includes the FIT grant of £1,880, which is reserved funds, none of which was expended in this financial year. Therefore there is no current account increase in this year but a decrease of £193.35		



"Working for a cycle-friendly Reading"

www.readingcyclecampaign.org.uk

Reading Cycle Campaign

Minutes of Annual General Meeting

7pm 16th October 2024
Held at RISC, London St, Reading

Present:

Guest Speaker: Roger Geffen (MBE) Low Traffic Future,

Adam Adrian, Graham Bates, Cllr Adrian Betteridge, Chris Bonham, Michael Brice, Christopher Burden, Tony Carr, Phillip Children, Susan Children, Ian Collier, Keith Collyer, Duncan Cook, Alex Cran, Joe Edwards, Alice Elliott, Keith Elliott, Cllr John Ennis, Sue Gray, Jo Green, Nieve Greene, Sam Hatfield, Rob Hill, Ian Kemp, Gill Kendon, John Lee, Tomiko Morley, Clive Tipler, Nicola Tipler, John Seto, John Sharpe, Jessica Underwood, Stuart Ward

Apologies:

Brian Morley, Karen Robertson, Howard Dobbs, Richard Denney, Jacopo Lanzoni, James Turner

1. Attendees were welcomed by the Chair (Joe Edwards)

2. The minutes of the 2023 AGM were approved as a correct record.

3. Accounts for the year 1 February 2023 to 31 January 2024 were available on the Reading Cycle Campaign website and these were accepted.

4. Reports from Officers

Reports from the following officers were available on the Reading Cycle Campaign website and were accepted:

- a) Campaign Officer, Reading
- b) Campaign Officer, Wokingham
- c) Campaign Officer, West Berks
- d) Membership Secretary

5. Election of Committee

The committee for 2024/25 was appointed as follows:

1. **Chair:** Joe Edwards
2. **Secretary:** Keith Elliott
3. **Treasurer:** Brian Morley (assisted by Tomiko Morley)
4. **Membership Secretary:** Keith Collyer
5. **Events Co-ordinator:** Kat Heath
6. **Publicity:** Susan Children
7. **Newsletter:** Alice Elliott
8. **Campaign Officers Reading:** Tony Carr & John Lee
9. **Campaign Officer Wokingham:** Alex Cran
10. **Campaign Officer West Berks:** Robert Hill
11. **Web Manager:** Stuart Ward
12. **Cycling UK Liaison:** Karen Robertson
13. **Co-opted Members:** Duncan Cook, Sam Hatfield

6. Any Other Business / Notifications

- Kat Heath highlighted the 'Glow Ride' happening on 20th November (see Events on RCC website)
- Sam Hatfield highlighted the RCC campaign to nominate streets for installation of bike hangars.
- Councillor Ennis stated that the RBC project to set up a Cycle Parking Hub had stalled as the proposed venue at the old Primark building had fallen through.
- Wokingham's Local Plan update is out for consultation – consultation closes 13/11/24.

Guest Speaker

Following the AGM business Roger Geffen gave a presentation on the Low Traffic Future movement, which aims to encourage Local Transport Authorities to set targets for reducing motor traffic and adopt up to ten specific 'Challenge Policies' to help achieve these targets.

Reading was one of the authorities highlighted as having set a target for reducing car use and Reading's Lead Councillor for Climate Strategy and Transport, Cllr John Ennis, stated that Reading will sign up to the 'Transport Choices Challenge'.

The AGM and subsequent discussion closed at 9:00pm.