



Reading Cycle Campaign

Working for a cycle-friendly Reading

Reading Cycle Campaign Annual General Meeting 2026

Wednesday 7th October 7.00 pm
RISC, London Street RG1 4PS

AGENDA

1. Welcome from Chair.
2. Acceptance of minutes of 2025 AGM.
3. Acceptance of accounts.
4. Acceptance of reports from officers.
5. The election of officers for 2026 – 27:
 - 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 Duncan Dollimore, Head of Campaigns at Cycling UK.

Attachments:

1. Treasurer's Report
2. Reading Campaign Report
3. West Berks Campaign Report
4. Wokingham Campaign Report
5. Membership Report
6. Minutes of 2025 AGM

Treasurer's AGM Report

Financial Report for the period from 1 February 2025 to 31 January 2026

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 financial year we attempted to evade the introduction of bank account maintenance fees by switching from Santander to Metro Bank. In the end this was futile as Metro Bank shortly introduced a £3 per month fee. This is nevertheless manageable, and so far we have had a better experience with Metro Bank in any case.

As our accounts show, our headline expenditure item was newsletter printing, which was covered mostly by member subscriptions. Our income and expenditure were both around £1,400 in total for the year. We ran a relatively small deficit of around £140 which is not too concerning given annual variability and our healthy savings balance. This stood at £3,520.88 on 31 January 2026.

We struggled to use all of the £1,880 grant received from the Foundation for Integrated Transport in the previous year, with about half of the grant remaining. The largest use of the grant was a £600 donation to the Reading Bike Hub to fund several Dr Bike sessions, in celebration of their opening in September 2025. For the remainder, we plan to allocate some funding towards the Cycling UK festival to be held in Reading in 2026 and other miscellaneous events.

We have finally figured out how to take card payments at events which has made registration at festivals much more convenient.

Sam Hatfield – Treasurer

Current Account Balance Summary

Income	£		Expenditure	£
Subscriptions (Standing Orders)	252.00		Room Rental	104.76
Subscriptions (Events)	92.41		Newsletter Printing	730.00
Subscriptions (MemberMojo)	659.61		Refreshments at events	191.24
Advertisements	188.00		Online publicity	37.71
Raffle	63.89		New gazebo	48.94
Donation	50.00		MemberMojo Fee	95.00
			Affiliation (Cycling UK)	88.00
			Leaflet Printing	43.99
			Gifts	100.00
			Acc Maintenance Fee	3.00
Total	1,305.91		Total	1,442.64
Income Less Expenditure	(136.73)			

Reading Borough Campaign Officer's AGM Report

At last year's AGM we noted a significant improvement in our working relationship with Reading Borough Council than had previously been the case, but that progress with developing the cycle network was being held back by the lack of funding for new schemes. With limited funding from RBC, Government Active Travel Fund grants had been directed to specific major schemes only - Sidmouth Street, Shinfield Rd etc.

The good news is that RBC has now received a multi-year Government grant for walking and cycling improvements. Also, this funding is no longer directed at specific schemes. There is capital funding to construct new schemes, as well as revenue funding for network planning, scheme development, community engagement etc - something that hasn't been funded until now. RBC has been awarded £575,563 capital funding and £180,587 revenue funding each year over the next four years.

We appreciate that many schemes take time to plan and develop, so we have submitted a list of smaller quick-win schemes for RBC to consider, based on suggestions for improvements from RCC members. Ideas include removal of barriers and pinch-points on routes, reduced wait times and improved detection for cycles at traffic signals, improved crossings where shared-use paths cross sideroads, better lighting on routes away from roads in order to improve personal security, flush kerbs at crossing points, widened paths through parks, better markings on routes, and filling missing links on routes.

RBC has asked us for more details of many of these schemes, so it is good to see that these suggestions are actively being considered. In the meantime, we await further details of future plans for improvements.

Bath Rd/Castle Hill - ATF3

We first reported on the Bath Road and Castle Hill scheme back in Summer 2022. It's fair to say that it's had a long and complex planning and development process, with design changes, cost reviews, preliminary consultations, oversight by councillors, as well as design reviews by Active Travel England, (who manage funding for the scheme). But, we are pleased to report that the scheme has been progressing with agreed plans that have been subject to public consultation.

Reading Borough Council is to be applauded for developing a scheme that addresses concerns that we have raised about previous cycle schemes - it doesn't just introduce disconnected cycle facilities where it is easy to do so, but provides a continuous cycle route from the town centre through to the Bath Road junction with Southcote Lane. The Bath Road and Castle Hill corridor is a major route to and from Reading town centre that is a heavily trafficked route with major junctions making it an unattractive route for cyclists. By providing a continuous route for cyclists, this scheme opens up the corridor for increased numbers of cycle journeys to and from the town centre.

We acknowledge that the scheme has some compromises as it has to fit within existing highway infrastructure whilst continuing to provide for all other road users. We have made a number of comments on the scheme, but these are essentially matters of detail. We therefore strongly support the scheme as it will be a considerable improvement to conditions for cyclists along this corridor. We also welcome the amount of time and effort that RBC has put into the development of this scheme.

The consultation results are currently (September 2026) being analysed with initial results suggesting strong support for the scheme. Consultants are preparing final designs for the scheme with construction planned for next year.

Sidmouth Street Cycle Scheme

The Sidmouth Street cycle lane was built in the summer of 2020 as a temporary 'pop-up' measure during the COVID-19 pandemic. It was introduced quickly with minimal planning and assumed that improvements at either end of the scheme connecting the route into the wider cycle network would form future phases of the scheme. Unfortunately, this funding has not been forthcoming and Sidmouth Street has remained as an isolated section of route.

Given the low cycle usage of the scheme, RBC is proposing the partial removal of the cycle lane in order to provide additional highway space for general traffic as part of wider plans to introduce a bus lane on London Road. This is a contentious issue but we have suggested that the proposed changes would be more acceptable if improvements were included to make alternative cycle facilities in the area safer, more connected, more convenient and easier to use in order to develop the overall network of routes in this part of the town.

The changes to Sidmouth Street will be subject to public consultation later in the year and we will be watching to see if our suggested measures are included as part of the proposed changes.

Cycle and Pedestrian Safety

Local media recently highlighted a worrying number of injury crashes involving cyclists and pedestrians, giving the impression that cycling and walking are inherently dangerous. Also, there was a recent report which suggested Reading was the most dangerous place for cyclists outside of London. Whilst we would question the way that the data has been interpreted in the report, the data does nevertheless highlight a road safety issue for cyclists in Reading.

The stark conclusion of the report is that out of 277 total road casualties in Reading in 2024, 80 involved injuries to a cyclist, meaning that almost 30% of all injury road crashes involved a cyclist, even though cyclists typically represent around 2% of total road traffic. This means that cyclists are at a disproportionately higher risk of an injury crash compared with all other road user groups.

There are a number of reasons for this, but Cycling UK has highlighted a national issue that when cycling conditions are inconsistent the risks for cyclists increase significantly. Too often the network is fragmented with cyclists forced to use heavily congested, fast main roads or poorly designed junctions. This all contributes to Reading having this high number of injury collisions involving cyclists.

Safety is a critical issue for cyclists. Whilst cycling is now safer than most people realise, concerns about safety are a considerable deterrent to existing cyclists and also a discouragement to others considering taking up cycling. Cycling should feel safe and accessible for everyone and for everyday journeys.

We will continue to raise the apparent lack of action to deal with high risk cycle casualty sites with RBC. Ultimately, we would like RBC to develop a more coherent approach to reviewing road safety for vulnerable road users, especially for those sites with a high number of reported injury crashes involving cyclists and pedestrians.

Cycle Hangers

Reading Cycle Campaign has successfully campaigned for RBC to trial the introduction of on-street cycle hangars in residential locations where cycle parking is difficult. RBC has identified funding for a pilot scheme to introduce between 4 and 6 cycle hangars in residential areas. RBC has been on site with the cycle hanger supplier (Falco) to check feasibility of a number of sites, mainly across east and central Reading.

Cross Boundary Cycle Schemes

Reading Borough is a relatively small geographical area, but it is part of a continuous urban area that extends into South Oxfordshire, 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. With the exception of the Palmer Park to Woodley cycle scheme, which extends into the Wokingham Council area, there are no other planned schemes to link across the wider greater Reading area. Local government reorganisation is a contentious issue and further changes are presently on-hold, but improved co-ordination of transport planning across the greater Reading area would be of significant benefit to cycling.

LCWIP Review

The Local Cycling and Walking Infrastructure Plan is the strategic planning framework for developing local cycling and walking networks. These are long-term ten-year plans, which means that they can be relatively inflexible and can quickly become out of date, especially with changes to funding and new development proposals. The current plan runs from 2020 to 2030, but RBC is planning to start the process of reviewing the plan later this year and we welcome the opportunity to be involved in this process.

Development Related Schemes

Cycle facilities can be introduced as part of development schemes. The Station Hill development has included a direct link between the station and Friar Street that can be used by cyclists as well as pedestrians. Redevelopment of the former Southern Electric site on Vastern Road 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 for other future development sites to discuss opportunities for new cycle routes as well as cycle parking provision within the development. These sites include: the Norman Insurance site on Vastern Road (next to Thames Water), the John Lewis depot on Mill Lane, and the former Police station site on Castle Hill.

Leisure Routes

Whilst much of our focus is on practical everyday cycling, for many people cycling is purely a leisure or recreational activity. We are therefore keen to develop local routes, such as routes around parks, that will be attractive to family groups and novice cyclists as a way of encouraging cycling.

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 has developed the King Alfred Way and Royal Chilterns Way, which both pass through Reading.

Community Bike Hub

The Reading Community Bike Hub that opened in the former Mothercare unit on Broad Street a year ago has successfully grown to offer a range of facilities for cyclists in a town centre location, as well as a community space. The Bike Hub includes bike repairs, bike maintenance workshops, refurbished bike sales, hire bikes, a bike library for children, which all support making cycling more accessible, affordable and inclusive across Reading.

Tony Carr, Reading Borough Campaign Officer
September 2026

Wokingham Campaign Officer's AGM Report

Summary

2026 has been a milestone year for active travel in Wokingham with the delivery of the borough's first fully LTN 1/20 compliant cycle route along the Woodley-to-Reading corridor. Important work has also been done on speed limit reforms, made even more important by data showing there has been an increase in road traffic accidents involving non-motorised road users. 'Quick win' projects, such as replacing physical barriers to cycling with cycling accessible bollards on greenways and quiet routes and work to improve pedestrian crossing areas will also make the active travel options in the borough more accessible and appealing.

1. Major Infrastructure & Active Travel Schemes

- **Woodley to Reading Active Travel Route:** Work officially commenced on 26th January 2026 with the first section (Woodley Precinct along Woodlands Avenue towards Reading) reaching completion in summer 2026 and opening in late August. Work will now progress on the connecting section towards Palmer Park. This project was funded by Central Government Active Travel funds and provides Wokingham's first LTN 1/20 compliant cycle infrastructure. An organized autumn rides program will publicize the route.
- **Woosehill Roundabout (A329):** Provisional planning commenced in late 2025 to introduce controlled crossings across previously unprovided arms and upgrade cycle navigation. This project forms the first step in wider walking and cycling improvements along the A329 corridor between Wokingham and Reading.
- **New Pedestrian Crossings:** Infrastructure enhancements were secured at key locations:
 - Wiltshire Road, Wokingham (near Crutchley Road junction)
 - Bearwood Road, Sindlesham (near Bearwood Primary School)
 - Headley Road, Woodley (near the Oakwood Centre, Woodford Park)
 - Warren House Road, Wokingham (near Dalley Road roundabout)
- **Micro-Infrastructure & Barrier Removal:** Following campaign feedback, several restrictive cycle, pram, and wheelchair barriers were removed across Earley and Wokingham, restoring local route permeability.

2. Strategic Planning & Infrastructure Challenges

- **London Garden Village Development:** A planning application was submitted for land between Arborfield, Shinfield, and Sindlesham (encompassing nearly 4,000 homes). Internal permeability for walking and cycling is built into the design. While primary internal roads feature segregated cycle paths intended to connect with Reading, Wokingham, Shinfield, and Winnersh, external connections fall outside the current application and will require sustained monitoring.

3. Road Safety, Speed Policy & Campaign Politics

- **Department for Transport Safety Data (2025):** 194 collisions were recorded on Wokingham roads involving injury or death, resulting in 253 casualties (~5 per week). Serious injuries more than doubled compared to 2024, with pedestrians and cyclists disproportionately vulnerable.

- **Safer Streets & Speed Limit Policy:** In January 2026, Wokingham Borough Council (WBC) adopted a new Speed Limit Policy promoting 20mph zones in residential and town centres, alongside rural road limit reviews. The subsequent "Safer Streets" public consultation garnered 841 individual responses with nearly 2,000 street nominations and 95 parish council proposals. Schemes are now being evaluated, with the first 20mph implementations scheduled for January 2027.
- **A4 Corridor Improvements:** WBC partnered with Reading Borough Council to consult on active travel and bus priority improvements around the Sutton Seeds roundabout and A4 London Road.
- **Political Mandate for Active Travel:** Despite intense political opposition and rhetoric accusing the council of a "war on motorists", election results demonstrated strong public endorsement. The ruling Liberal Democrat group retained council control and recorded its highest-ever vote share in South Lake Ward (where the Woodley cycle scheme is located), confirming that active travel infrastructure retains solid community support.

4. Community Engagement & Looking Ahead

- **Spokes ETC Bike Workshop:** A new community bike workshop established at Centrepont Community Centre (RG6 5HZ) in Earley now provides accessible, affordable bike repairs and volunteer opportunities to support utility and leisure cycling.
- **Kidical Mass Success:** Held during the Wokingham Bikeathon on 28th June 2026 at Cantley Park, the Kidical Mass children's ride attracted a record ~150 riders, demonstrating that safe, marshalled environments encourage high family participation.

Alex Cran Wokingham Campaign Officer
September 2026

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. In the past year WBC has focused on improving and consolidating existing cycling provision in Newbury and Thatcham. There has been little new work done in the eastern part of the authority.

Burghfield & Mortimer Cycling and Walking Path

A new cycle & walking path has been created that runs alongside Burghfield Road starting just after College Piece.

Pangbourne – Purley Cycle Path

There have been no major developments with this project.

West Berkshire Spokes' Cycle Count

West Berkshire Spokes conducted bike counts at a number of locations in the WBC area. Contact cyclecount@westberkshirespokes.org for details.

Rob Hill, West Berkshire Campaign Officer
September 2026

Membership Secretary's AGM Report

Members	2026 Count	2025 count
Deceased	0	4
Not renewed	56	34
New	40	59

Membership Category	2026 Count	2025 count	Difference
Annual Individual	62	75	-13
Annual Joint	64 (30)	67 (33)	-3 (-3)
5-year Individual	21	17	+4
5-year Joint	30 (14)	24 (11)	+6 (+3)
Life	205	205	0
Total	382	388	-6

Notes:

- No noticeable effect of subscription increase
- Overall decrease of 6 members.
- No notifications of deceased members.
- 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.

Keith Collyer, Membership Secretary

September 2026



Minutes of Annual General Meeting

7pm 15th October 2025

Held at RISC, London St, Reading

Present:

Guest Speaker: Zsolt Schuller, National Trust Cyclists Welcome Manager

Nathan Acheson, Duncan Cook, Tony Carr, Keith Collyer, Janet Collyer, Robert Dimmick, Joe Edwards, Alice Elliott, Keith Elliott, Cllr John Ennis, Sam Hatfield, Rob Hill, Francis Jakeman, David Jones, Wie-San Lau, John Lee, Brian Morley, Tomiko Morley, Eoin Sharkey, Emma Street, Clive Tipler, Nicola Tipler, Stuart Ward

Apologies:

Susan Children, Alex Cran, Kat Heath, Karen Robertson

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

2. The minutes of the 2024 AGM were approved as a correct record.

3. Accounts for the year 1 February 2024 to 31 January 2025 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 2025/26 was appointed as follows:

1. **Chair:** Joe Edwards
2. **Secretary:** Keith Elliott
3. **Treasurer:** Sam Hatfield
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, Brian Morley

Brian Morley stepped down from the position of Treasurer after 10 years in the role, though will stay on the committee as a 'co-opted member'. Brian, along with Tomiko Morley, were thanked on behalf of the committee for their input.

6. Any Other Business

- Dr Emma Street gave a brief update of the PhD she will be supervising at Reading University, which will research the planning and decision making involved in Active Travel schemes.
- The successful launch of the Bike Hub in the town centre was recognised, with RCC committee member Kat Heath having a major input to its creation.
- Tomiko Morley requested that the RCC recognises and celebrates its most senior members, who are still cycling approaching, and even into, their 90s. Tomiko suggested incorporating this into a Xmas social event and getting such recognition into print.
- Councillor Ennis gave a brief roundup of current cycling schemes being carried out or planned by Reading Borough Council. These included: the upgraded pedestrian/cycle bridge alongside the A33, the planned Bath Rd / Castle Hill scheme (surveys currently being undertaken), installation of signage on the new Shinfield Rd cycle track, a pilot scheme of 4 cycle parking hangars, creation of Reading Cycle Route leaflets, and financial support for initiatives such as Dr Bike, Bikeability training and the Reading Cycle Festival.

Guest Speaker

Following the AGM business Zsolt Schuller gave a presentation on the efforts the National Trust is making to encourage more visits to its properties to be made by bicycle.

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