

Chairman's Challenge Winners



L-R: Andrew Butler, Hilary Smart, Joe Edwards, Michael Lawrence

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The Reading Cycle Campaign has selected the winners of the 2022's Chairman's Challenge photo competition: *The Good, The Bad and The Ugly*.

RCC asked competition entrants to submit examples of local cycling infrastructure which to them reflected the categories of good, bad and ugly.

The competition ran over the summer to the end of August 2022.

The winner of each category received a £50 gift voucher donated by [AW Cycles](#) in Caversham.

RCC Chairman Joe Edwards presented the vouchers to the three photo competition winners at the Reading Cycle Festival on 25 September (see photo above).

You can see the winning entries, and some of the runners-up, on the next page.

Chairman's Challenge Winners continued...



The Good

Winner: Hilary Smart

Title of Photo: Safe passage to the park

Location: The Tiger crossing on Gosbrook Road

"I feel safe letting my five-year-old use this when we go to our local park."



The Bad

Winner: Andrew Butler

Title of Photo: Star Road Reading - worn markings, parked in

Location: Star Road, Caversham

"This is a supposed cycle lane on Star Road, Lower Caversham. The marking is nearly completely worn off the road. The cycle lane is parked in here, and further down, it's like that all the time. There is no 'line' to denote the edge on the cycle lane. Cars are frequently parked both sides of the road."



The Ugly

Winner: Michael Lawrence

Title of Photo: Urban decay in developing construction

Location: Outside Burger King, the Butts Shopping Centre

"Cycle racks have been pulled up; however, Reading Council are not addressing this, but are spending £20 million on the nearby new Hexagon theatre and central library."

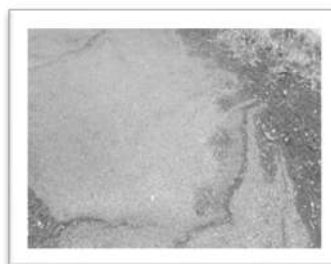


Tilehurst Station - great lockers

There were a wide range of entries to the competition and here's a selection of the runners up:



Speed restriction on cycleway No 5



Cycle path tree roots by Caversham Bridge



Reading Borough Council (RBC)

Winter Report 2022/23

Little has happened since my last report in September, but a number of things are worth reporting:

Cycle Forum

The last Forum was on 2 August and was reported in the previous issue of *CycleReading*. Another meeting is imminent, but these are announced at short notice. The RCC Committee is intending to be more proactive at these meetings. We already have a list of subjects, but if you have something which you think should be raised, please let us know.

Traffic Management Sub Committee - Redlands Road Traffic Calming

RCC has raised the issue of the traffic calming measures being difficult and maybe dangerous for cyclists. Primarily the poor positioning of chicanes with no or inadequate cycle gaps, and also the poor positioning and use of speed cushions.

A review of the scheme was presented to the TMSC on 10 November, but only one change was recommended. However, RCC Chair Joe Edwards and three Councillors spoke about some problems with the scheme. As a result, the committee agreed to further review the scheme in conjunction with RCC. So maybe we'll get some improvements, subject to funding.

Shinfield Road Active Travel Scheme Tranche 2

Site works have now started and most of the detailed design work is apparently complete. The largely safety design issues that we raised have supposedly been considered but not accepted. These related mainly to the Queens Drive University entrance and to sideroad junctions.

We requested a central island in Shinfield Road to help cyclists turn safely in and out of the University. We

are also concerned motorists will fail to give way to cyclists when turning at sideroads. Again, we hope this will not result in cyclist injuries.

Bath Road and Castle Hill Active Travel Scheme Tranche 3

Design work is progressing on this scheme. The main problem areas are the IDR roundabout and the width of and parking in Castle Hill. We have commented on the plans and are waiting for revisions to be tabled.

Cycle Hub

Good news, the Council Cycle Hub in West Street is likely to open shortly, with funding of £125k from the government's Capability Fund.

Vastern Road Roundabout Cyclist Collisions

The changes to the road markings on the roundabout by Reading Bridge have reduced the appalling level of cyclists' injuries there. However, this is still the most dangerous junction for cyclists in Reading, with many cyclists being injured, mainly where Vastern Road joins the roundabout. We are raising the problem with RBC. You can check your journey routes with www.crashmap.co.uk.

Lists of Improvements Cyclists Want

The Council has a long ongoing list of schemes requested by the Campaign and others which is now on the RCC website. We have also added a road-by-road list of improvements that we want; please let us know of problems/solutions to add. Wards have been added so chase your councillor on your pet subjects and do let us know any responses.

Town Centre

Because of the number of problems that persist in the town centre we are adding to our website the lists of 'Signing Changes required' and 'Town Centre Improvements needed'. Too many lists yes, but far too much needs to be done.

The good news is the station subway may become legal for cyclists to ride through.

John Lee
RBC Campaigner for RCC



West Berkshire Council (WBC)

Winter Report 2022/23

The West Berkshire Cycle Forum met on 11 October.

A329 Purley Rise

Following meetings with the landowner, site visits and data collection, a feasibility study in respect of the Pangbourne-Purley proposed route has been drafted and is now with senior WBC officers for review and consideration.

Kennet and Avon towpath

There was an update about work on



A329 Purley Rise - the proposed cycle path would be in the field to the left of the hedge

the towpath, which is part of NCN4:

- Garston Lock to M4 Motorway Bridge, east of Theale: There are details on the [Sustrans' website](https://www.sustrans.org/).
- Ham Bridge to Bull's Lock, Newbury - proposed upgrade of towpath section
- Mallard Court (West Mills) to the Monkey Bridge, Newbury
- Town Bridge to Victoria Park, Newbury

Campaign News continued...

Major schemes update

- A4 London Road/new Lidl, Newbury. Scheme completed June 2022
- A4 Western Avenue (Phase 1 scheme, Brummell Road to Waitrose roundabout), Newbury/Speen. Scheme completed August 2022

Extensions to Eling Way

Relates to potential extensions of the Eling Way multi-user path which currently connects Hermitage with Hampstead Norreys.

Potential extensions are southwards from Hermitage towards Newbury and/or northwards from Hampstead Norreys to Compton and ultimately Upton, following the former DN&S Railway where possible and linking in with National Cycle Network route 544 from Upton into Didcot, which also connects to Harwell Business Campus.

Discussions have been held and others are planned with interested parties.

Festival of Cycling

Newbury Road Club (NRC) is at an early stage of planning a Festival of Cycling, with events taking place in June/July 2025, around NRC's centenary.

Next Meeting

The next West Berkshire Cycle Forum Meeting is on 17 January 2023. If there are any matters about cycling or active travel in West Berkshire that you would like raised at the meeting contact Rob Hill.

wbc@readingcyclecampaign.org.uk

Rob Hill

WBC Campaigner for RCC



Wokingham Borough Council (WoBC)

Winter Report 2022/23

Woodley Cycle scheme

The will it, won't it saga continues. After the original plan for the Woodley cycleway was rejected by the town council earlier in the year, the new

council administration managed to get the funding extended to allow a redesign and further consultation.

This consultation finished in early October, and we are awaiting the outcome. Unfortunately, there was some objection to speed and weight limits required to allow the new road layout/cycle scheme.

The complaints were from a small but vocal minority, encouraged by a town Councillor politically opposed to the scheme and the new Liberal Democrat coalition.

The final output of the consultation is due out shortly and this will likely result in some further redesign of the scheme.

A327 Shinfield to Arborfield Route

This has progressed much more slowly than was originally envisaged. Wokingham Active Travel Community Hub (WATCH) was invited to review the first draft proposed recently.

Talking to Adrian Betteridge from WATCH, he felt the scheme had too many critical weaknesses, including unnecessary road crossings, diversions away from the main road and failure to address the most dangerous road features.

He advised that WATCH have written back to the council with recommended changes, and he is waiting to hear back.

Wokingham LCWIP

This should be ready before Christmas and will be reviewed by WATCH, who will be contributing to route prioritisation.

Charvil to Twyford station

WoBC have submitted a bid for levelling up funding to build a route between Charvil and Twyford station.

This would then connect on into Woodley via the LCWIP routes and then to Palmer Park and Reading.

The Charvil > Twyford > Woodley > Reading route has been identified as a high impact route giving those along the A4 corridor east of Reading a safe route to Twyford station and on into Reading.

This would be a very useful piece of infrastructure which will hopefully get

funded and approved - watch this space.

Tanhouse Bridge

The Tanhouse Bridge is a bridge linking the area by Ormonde Road allotments in the South of Wokingham to the new Carnival pool hub.

At present there are two 'temporary' foot bridges that make crossing the rail tracks very difficult for healthy pedestrians, let alone anyone with additional needs or a pram or a bike.

This is due to be rebuilt and Network rail originally planned to replace the current bridge with two similar but more permanent ones.

WoBC is seeking to persuade Network rail to redesign the bridge so that steps are removed, and gradients improved to allow everyone to use this bridge. If agreed, it would provide a key route through the town for anyone wanting to avoid the very busy level crossing or equally busy railway bridge.



Kidical Mass

After the success of Wokingham's inaugural Kidical Mass in the 40-degree heat of early August, we had to wait until 12 November for our second Mass. (We normally alternate and pool resources with the Reading group; however they already had rides planned in September and October before we linked up.)

And there will be a Reading ride on Sunday 10 December before Kidical Mass returns to Wokingham on Sunday 14 January. Please come along and support if you can! Details from <https://kidicalmassreading.co.uk/>.

Alex Cran

WoBC Campaigner for RCC

Chairman's Letter

Dear RCC members,

My diary for the week

Monday

I watched the Panorama programme on the battle between drivers and cyclists *Road Rage - Cars v Bikes*. Some of the footage of accidents and near misses was pretty horrifying. The story of the two men who were killed by a car while out on a country ride and the heartbreak of their wives was very poignant. If you haven't seen it yet, I strongly recommend you look it up on iPlayer: <https://www.bbc.co.uk/iplayer/episode/m001dj03/panorama-road-rage-cars-v-bikes>

Tuesday

An article in the *Guardian* caught my attention. It was written by a statistician working for the House of Commons Library. Her tales of how data is used, abused and just plain ignored by the government only served to deepen my cynicism about the motives of those who get into positions of authority in all walks of life. "I've made up my mind so don't confuse me with the facts" is an attitude visible in many places, not just Westminster. <https://www.theguardian.com/commentisfree/2022/nov/07/migration-railways-bad-data-british-politics-inaccurate-incomplete>

Wednesday

I manned a stall for the Campaign at the University's cycle day that Karen Robertson had organised along with Avanti Cycling. I love talking to young people, especially students who have chosen to come and study here from other countries. The young woman from the Ukraine was a particular delight to

meet and although she must have felt it, she showed no sign of sadness about the fate of her home country. I could only wish her well.

A polite question from another student about where she might get her bike mended led to a terrifying tale tumbling out. She was cycling in London to get to see the Battersea fireworks when she had to stop in a narrow street to let vehicles come the other way. When they had passed she set off between the two lines of parked cars and as she reached the end a white van pushed past her and collected her rear wheel, knocked her off, did not stop and left her on the ground. It was two hours before anyone else stopped to offer her help.

Thursday

The traffic sub-committee of Reading Borough Council were meeting, and one agenda item was to be a review of the Redlands area traffic calming scheme, about which I have written in the past. I applied to speak on the motion and turned up with John Lee for the start of the meeting. Watching local democracy in action is quite interesting, but it certainly put me in mind of the article I had read two days earlier.

Item 8 came up and to my surprise the Chair of the meeting called another Councillor to address the committee first. He was not a member of the committee but was elected last year to represent Redlands Ward and he had been to look at the scheme a few days earlier. He recounted how standing at the corner of Allcroft Road and Redlands Road, he had seen many cars using the wrong side of the road to turn the corner as a result of the chicane that had been placed there. He also mentioned he had seen an incident of road rage against a cyclist, which Panorama sadly did not record, and he told the committee how dangerous it all looked.

I could not have asked for a better introduction to my contribution to the debate. The committee voted to review that section uphill of Allcroft Road which must count as a small win. I have posted my report on the website if you would like to read what I said (see link).

<https://readingcyclecampaign.org.uk/wp-content/uploads/2022/11/Traffic-Mgmt-Sub-Ctte-5min-Nov-2022.docx>

Friday

My wife and I set off mid-morning to drive up north to visit family and it occurred to me that I had promised the Editor this article by today. So half the M40 section was spent scribbling notes in my barely readable, even by me, handwriting. However, I did get most of it done sitting in the hotel bedroom and honour was satisfied.

Other short items

A company called Pedal & Post run a cycle delivery scheme in Oxford and have contacted us as they are thinking of expanding and Reading seems a good bet. If anyone has any good business opportunities or contacts that might be useful, please get in touch with me or the company direct via: <http://www.pedalandpost.co.uk>

I am hosting the Campaign's Christmas social, which will be a mince pie and sherry evening. Numbers will be limited to 20, so keep an eye for an email invitation for further details and book early to avoid disappointment.

The Reading Cycle Festival back in September seems a long time ago, but the Campaign had a stall and signed up quite a few new members. We certainly gave out a lot of cycle maps and swapped many tall tales of cycling past and future.

The Reading town centre cycle hub has progressed a little further and is expected to open sometime in 2023. We don't have any idea if there will be any continuation funding or evaluation, regardless of how successful it will be. I'll keep my thoughts to myself for now until we have something more concrete to report.

Stop Press

RBC has concluded the Redlands Road measures have not worked consistently, at least regarding those closer to the hospital. The Council acknowledges the installations there are dangerous, particularly for cyclists.

The Campaign will therefore be pressing the Council to meet and consult with us and local residents before deciding on any replacement measures. John Lee has already suggested to them traffic calming measures which are safer for cyclists than the ones they have previously chosen to implement.

Joe Edwards
RCC Chairman

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tools to do it yourself?**

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Kidical Mass Winter Report



The highlight of the last quarter for Kidical Mass Reading and Kidical Mass Wokingham was the joint September ride. This tied in with the Reading Cycle Festival and a Europe-wide Action Weekend for Kidical Mass.

Swinging over Christchurch bridge to arrive at the Reading Cycle Festival as a 65 strong group was a great deal of fun, and we were greeted very enthusiastically by festival goers.

At the festival we shared a stand with WATCH Wokingham. Adrian brought everything needed for the stall in his trailer on the ride (who needs cars?)!

We met in person some of the lovely people behind other local cycling groups - watch this space for some exciting collaborations regarding post ride activities on future rides!

Throughout the monthly rides, our wonderful marshals have kept us safe, pedestrians have pointed and taken pictures, and drivers have given us lots of smiles! The kids, of course, are always brilliant.

Fernanda, who rode with us with her four-year-old twins for the first time on our October ride, said, "We loved it! The kids had a great time and felt very grown-up riding 'on their own'."



Rides up to January are scheduled for the second Saturday of the month in either Wokingham or Reading. Everyone is welcome! If you are coming without children and willing to consider marshalling, please contact us for further details.

For more information, look us up online:

www.kidicalmassreading.co.uk

Twitter: @kidicalmassread

Facebook: "Family Cycling Reading"

Hilary Smart

Safe Passage to the Park

I was delighted to win RCC's "Good" photo competition category with a picture of the Tiger crossing on Gosbrook Road.

I love this crossing for three reasons:

1. Bikes are given their own space.
2. It completes a route I need (between our home and the park!).
3. My six-year-old can use it safely.

We are a family who cycle everywhere but our son generally does not ride his own bike. Instead he sits on a bike seat or rides on the tandem, where we can manage the visibility and positioning. Reading's cycle infrastructure expects us to tangle

with traffic he just can't manage alone.

As a parent, one of my jobs is to give him the freedom that his maturity level allows. It frustrates me that, unless things change, the limitation on where he can go alone as a teenager will be the quality of Reading's cycling routes.

I'm encouraged, though, by the warm noises coming from the Council on active travel. I'm even more encouraged by the proposed consultation on opening up the tunnel under the railway to bikes. Crossing the railway is a major block for planning a kid-friendly route into Reading from Caversham.



Please respond to this consultation and any others like it in the future - for the sake of every child who deserves the space to cycle safely in their own town. And, hopefully, next time RCC run a photo competition, there will be fierce competition in the "Good" category!

Hilary Smart

Reading Cycle Festival 2022 Was A Success!



Reading Cycle Festival gave riders a taste of different wheels

Visitors to the Reading Cycle Festival had an opportunity to try a wide variety of bikes, including unicycles, adaptive bikes and cargo bikes for families.

The festival, held on 25 September at Christchurch Meadows, featured spectacular stunts and plenty of hands-on activities to inspire people to enjoy their bikes even more.

The event was part of the week-long Reading Climate Festival, which features a whole lot of activities encouraging positive action around climate change.



And for the second year running the festival enjoyed the support of the Reading Borough Council, which is working to promote sustainable transport.

Various clubs ended their social rides on the day at the festival, promoting the idea that cycling is an inclusive activity that can be enjoyed by a wide range of ages and abilities.

Two local branches of Kidical Mass, a more family-oriented offshoot of the world-wide Critical Mass cycle movement, arrived as a group of 65 riders at the festival.

"We're excited that an increasing number of organisations in Reading and Wokingham are coming together to celebrate cycling as something which is both fun and a key to easing the climate crisis," says Greg Woodford, director of Avanti Cycling, one of the main sponsors of the event.

The first festival was held in 2019. COVID forced the festival to be held online in 2020. The second outdoor festival was held in September last year.

Andy von Glehn
Avanti Cycling Team

Well, what a brilliant event this year! We were lucky to have lovely sunshine which brought out lots of families, cyclists and those who would love to cycle if only it were safer...

[Kidical Mass](#) organised a ride to finish at the event, there were tricks performed by stunt riders, a children's obstacle course and penny farthings plus unicycles to try. Lots of local community, environmental and campaigning groups took part, plus local bike shops, great food and of course plenty of coffee/tea and cakes!!!

We enjoyed a constant flow of visitors to the RCC stand and announced the winners of our Chairman's Challenge photo competition: *The Good, the Bad & the Ugly*. See the front page for a full report on the competition.

Avanti Cycling who organise the festival are already planning next year's event to be held in September 2023. Anyone interested in getting involved please email:

Readingcyclefestival@gmail.com

And keep an eye on <https://readingcyclefestival.co.uk> to find out more.

Susan Children
RCC Publicity Coordinator



Cycling on 'Linking Routes'

If you take a look at the RBC Cycle Routes map, you'll see a number of brown 'linking routes' are shown.

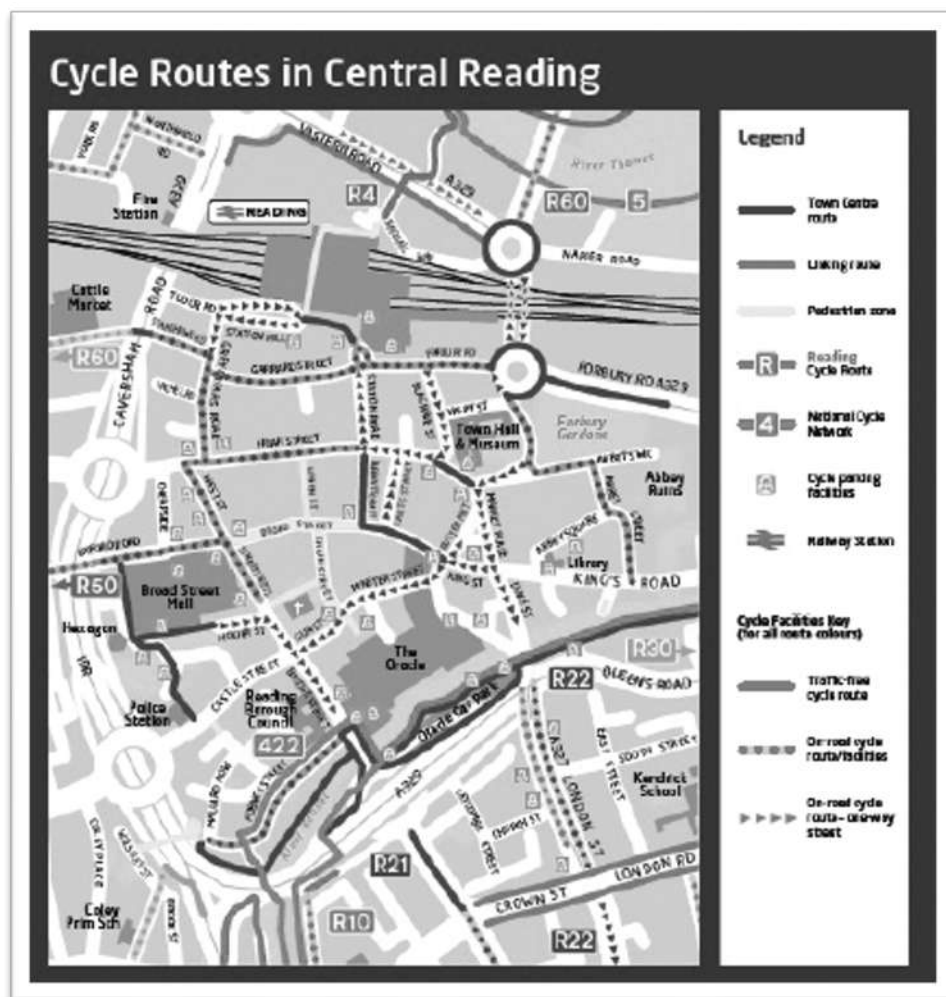
One of our members raised this with us via our Facebook page.

We've now had a response from RBC to clarify:

The linking route

- is a cycle route and can always be used by cyclists
- could be on road (if appears as a broken line in the map) then used also by vehicles or as an off-road route (if appears as a full line) used also by pedestrians
- it is not one of Reading's branded cycle routes (R1, R10, R2, R20 - etc)
- The linking cycle route - provides the link between important cycle routes in Reading. The linking route links between:
 - branded cycle routes in Reading (e.g. links R40 and R5)
 - branded cycle routes and the National Cycling Network (NCN)
 - branded cycle routes/NCN network and further destinations - outside Reading Council boundary.

Susan Children
RCC Publicity Coordinator



You can download the full map here: <https://images.reading.gov.uk/2022/04/RBC-Cycling-Map.pdf>

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Under the Tracks - A Win for Cyclists



The subway under the railway tracks at Reading station is at last going to be legal for cyclists to use.

When the old railway subway was reopened in 2013 Reading Borough Council took the decision to prohibit cycling through the subway.

The reason given was that the subway ceiling was too low.

True, the ceiling was lower than the design guidance for constructing new subways, but it wasn't so low that it would cause an impediment to cycling, providing you weren't on a penny-farthing.

Government guidance for Cycle Infrastructure Design explicitly states with respect to existing subways that: *"The restricted height or width*

available should not lead to automatic rejection of a proposal to permit cycling. It may present the best available option if potential risks to users can be managed."

Whatever the actual or perceived risks of cyclists bumping their heads, all that is now in the past. Many of the 'low' ceiling panels have fallen off or been vandalised and in September this year the Council's Traffic Management Sub-Committee resolved to make the necessary Traffic Regulation Orders to permit cycling.

The plan is for the lowest ceiling panels to be removed and the structural concrete ceiling above 'tidied up'. The height of the subway will still be below the guidelines for new subways, but after 10 years common sense has prevailed.

A decision on how the subway is best shared between cyclists and pedestrians is still to be made. This may involve speed restrictions or possibly segregation.

Keith Elliott
RCC Secretary



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Phone or text: 07867 442046

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we are
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READING

Reading's New Cycle Hub



The image shows the design for the front of the Reading Cycle Hub

You may have seen that Reading Borough Council has just been granted planning permission for a secure bike parking Cycle Hub to be opened in the former Primark Store on West Street.

The Cycle Hub will provide secure, enclosed town centre cycle parking for around 80 bicycles and be open seven days a week, from 7am to 7pm.

Concerned that bike theft was deterring cyclists from parking their bikes in Reading, the idea of a town centre Cycle Hub was first conceived and promoted by Ethical Reading.

Today Reading Borough Council is leading the initiative with full support from Ethical Reading, Reading Cycle Campaign, Reading Bike Kitchen, and Avanti Cycle Training.

Funding

The Cycle Hub is funded by the Department for Transport (DfT) and will initially run for one year.

Continuation of the scheme will be subject to usage evaluation and the ability to secure further funding and/or sponsorship.

The space is currently being assessed to be refurbished, fitted out with bike racks and made secure. Work should be completed by early 2023.

Pilot Scheme

The Cycle Hub is a pilot scheme, and as such usage will be closely monitored and users surveyed to gather ideas and recommendations.

Assuming it is well used, this could be the first of several similar secure cycle parking hubs around Reading.

Once established the Cycle Hub could also be used for a range of complementary services such as bike repair and maintenance, local cycling advice and information, cycling training and a centre for cycling related community groups and events.

We're confident the Cycle Hub will be a great asset to Reading and hopefully the first of many.

Susan Children
RCC Publicity Coordinator

A graphic for Awcycles. At the top, there are silhouettes of five different types of bicycles. Below them is the word 'awcycles' in a large, bold, sans-serif font. Underneath the text is a stylized logo of a person riding a bicycle. To the right of the logo, the text 'Proudly Supports Reading Cycle campaign' is written in a serif font. At the bottom, the address '110 Henley Road, Caversham, Reading, RG4 6DH' and the contact information '0118 946 3050 | info@awcycles.co.uk | awcycles.co.uk' are listed.

110 Henley Road, Caversham, Reading, RG4 6DH
0118 946 3050 | info@awcycles.co.uk | awcycles.co.uk

Improvements to Cycle Infrastructure

Did you know that you can send us your suggestions for improvements to Reading cycling infrastructure?

We review the suggestion and if we consider it appropriate and feasible, we will add to the list

tabled at the regular Reading Borough Council Cycle Forum meetings. Below is a list sample:

Defects and Improvements Required to Cycling Infrastructure in Reading 2022				
Road name	Ward	Measure	Urgency H/M/L	Cost H/M/L
Baltimore Walk	Caversham	Provide a path from NCN5 down to Hemdean Road surgery to supplement the steps and wheeling ramp DDA?	M	M
Blagrove Street	Abbey	Provide contra-flow cycle track towards station	M	M
Broad Street	Abbey	Allow cycling on Broad Street west	M	L
		Either full or part-time		
Butter Market	Abbey	Make two-way for cyclists	M	M
Caversham Road	Thames	Convert the northern Pelican crossing to a Toucan and link to the track over Caversham Bridge to Randolph Road	M	M
Caversham Road	Thames	Provide a proper cycle link from Northfield Road over the crossing (by Drews)	M	M
Caversham Road	Thames	Extend shared paths to the rail bridge	M	M
Chatham St roundabout	Abbey	markings or external cycle track/lanes	M	M
Chiltern Road	Caversham	speed	M	L
Church Street Caversham.	Caversham	Provide crossing for NCN5	M	M
Church St to Caversham Br	Caversham	dropped kerb	M	M
Cross Street Reading	Abbev	Street to Broad Street	M	L

We also publish the list on the RCC website and encourage members to lobby their relevant local Councillors.

You can find your Councillors here: [Your Councillors - Reading Borough Council](#)

You can download the full Improvements list here: [Defects and Improvements 23 Oct 2022](#)

The items are listed by road in alphabetic order. The urgency and anticipated costs are noted as High/Medium/Low. You will be able to filter the downloaded spreadsheet by Ward.

Please also log these issues and any more you encounter on Fix My Street: [FixMyStreet](#)

Plus keep an eye on the 'Improvements Required to Cycling Infrastructure in Reading' [RCC website page](#) for updates.

Susan Children
RCC Publicity Coordinator

CycleReading Advertising

For 1/6 page display advert (87.5mm x 80mm)
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Contact the Editor (details below)



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www.facebook.com/ReadingCycleCampaign
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Newsletter Distribution	Ian Humphrey - 0118 967 3693

Next newsletter copy deadline: 1 February 2023

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

West Berkshire Council

01635 519080 or www.westberks.org.uk

Windsor and Maidenhead

www.rbwm.gov.uk

Oxfordshire County Council

Roads and Transport: 0845 310 1111

RCC's Monthly Meetings

7.30pm on the third Wednesday of each month

Wed 18 Jan 2023 - cttee mtg

Wed 15 Feb 2023 - open mtg

Wed 25 Mar 2023 - cttee mtg

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

Advertising Rates:

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

RCC members £6 - Non-members £12

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

RCC members £10 - Non members £20

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

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