



CycleReading

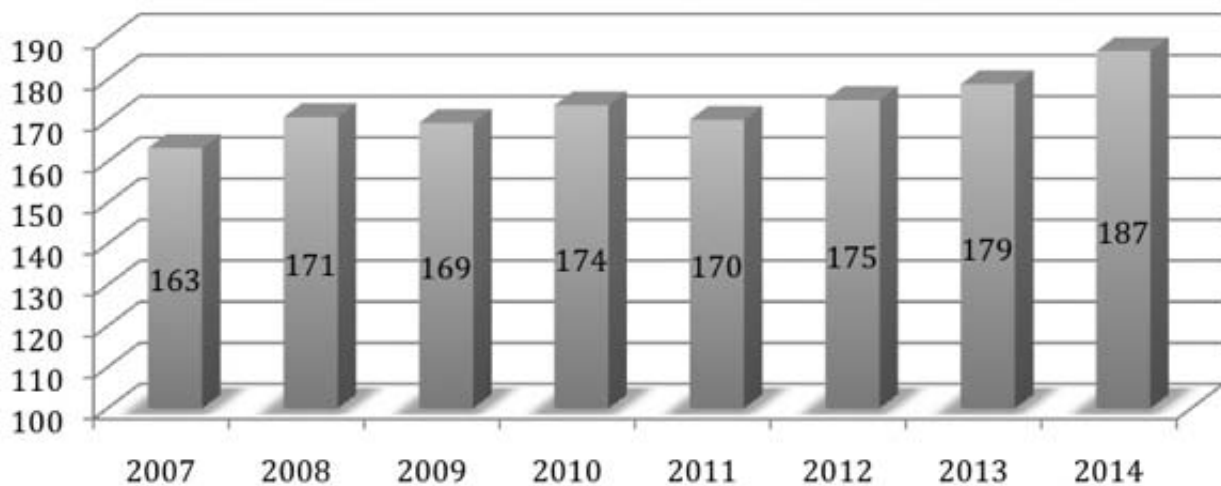
WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

Autumn 2014 No 126

The Campaign Counts

Average No. of cyclists per junction



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The RCC annual cycle count has taken place every year since 1994 and is a unique dataset of cycle statistics for our town. By referencing our own data we were able to spot that the Council's 2013 count to assess the potential demand for a new cycle bridge over the Thames was seriously flawed (a fact that RBC belatedly admitted after knee-jerk denials).

RCC's annual census counts the number of cyclists entering 27 key junctions during the morning rush hour (7:30am - 9:00am) on the third Tuesday in June. The count for 2014 saw a continued modest upward trend in the amount of cyclists on the road based on the average number of cyclists across the counted sites.

Buried in the statistics are some interesting facts. There was a 13% increase in the amount of cyclists using the junctions

at the two bridges over the Thames compared to 2013; a sign that better provision for cyclists to cross the river will be welcome. On an area wide basis however it was West Reading (Oxford Road and Bath Road) that showed the greatest year on year increase.

Undertaking the census is a 'big ask' for a voluntary organisation and thanks go to our counters and to the organiser Bruce Main, who managed to lead the team under the distractions of being overseas and moving house.

Due to the voluntary nature of the exercise it is always a struggle to get a counter at each of the 27 junctions, and this year proved more difficult than usual, resulting in a few of the junctions being neglected. If you are willing to count for the Campaign just once a year, then look out for our appeal for census volunteers in Spring 2015.

Campaign News



Reading Borough Council (RBC)

RBC Progress Report

A Cycle Forum meeting with RBC on 22 October gave a welcome opportunity to exchange information and comments. The meeting was the first since April, so there was plenty to consider. The meeting was chaired by Cllr Page and attendees included Anthony Dalton, Head of Transportation, as well as Emma Baker our regular contact.

RBC gave an update on their progress including: the adoption of the Cycling Strategy in March; letting of the Thames shared-use bridge contract; Ready Bike, which had achieved 57,000 miles of usage; cycle training, Bike It Project and Pocket Places for encouraging cycling; and other works within the LSTF (Local Sustainable Transport Fund) programme funded by the government.

Although there had been much welcome progress, a number of RBC actions had slipped slightly including the Town Centre Signage. As a result of this and the importance of cycling in the town centre the next forum in January will focus not just on the signage but the actual routes

and possible route improvements. Market Place, Broad Street, Queens Walk, Greyfriars Road and the station access will be on RCC's agenda.

Cycle parking at Reading station is to be substantially improved later this year with 600 spaces to the north side in a group of double decked Josta type stands. Additional parking to the town side will be provided in conjunction with the station forecourt works.

The importance of the river towpaths, including the Thames path from Tilehurst, was raised, with funding being the reason not to proceed. But with Reading Festival and developer funds there ought to be possibilities. Improved cycle access along the towpath to the new cycle/pedestrian bridge was to be investigated by RBC.

The Lower Henley Road cycle lanes scheme was raised again as answers had not been received from RBC on the design problems logged by RCC members. We look forward to receiving these responses as there are important design principles about door buffer-zones, width of cycle lanes and depth of advanced stop lines. The failure to extend the car parking bays or provide double yellow lines had resulted in trying to squeeze the cycle lanes into a non-existent space. The advanced stop line depth of 4 metres is the minimum recommended, as opposed to 5 metres, which is generally considered necessary to ensure that HGV drivers can see cyclists.

The East Reading Study is apparently complete, but questions were raised about the effectiveness of parts of the London Road section in particular. Feedback on this, Cemetery Junction and other changes would be welcome.

John Lee
RBC Campaigner



Wokingham Borough Council (WoBC)

'Cyclists Dismount and Use Footway' - a Twitter Victory

In late July, a set of roadworks appeared on the A321 bridge over the A329(M) in Wokingham, a road I use to commute to work. One carriageway was closed, so there were contraflow traffic lights. A couple of days later, signs appeared at the lights saying "Cyclists dismount and use footway". You can imagine how annoyed I was - especially because initially there was no footway to use, and then one appeared of unpacked shingle on the verge.

I first contacted WoBC via their website, asking for an explanation. No reply. I then

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Campaign News

asked the WoBC transport officer I know, and he passed my question to the contractor doing the work. After two weeks, no reply. I then started looking into the situation myself.

Road works have to comply with the "Safety at Road and Streetworks Regulations 2013" (via www.gov.uk/government/publications/safety-at-street-works-and-road-works). Page 35 of the regulations makes it clear that cyclists must be considered when works are planned: "You must ensure suitable provisions are made for the safety of cyclists passing or crossing the works. Particular care is needed where cycle lanes or cycle tracks are affected by street works or road works, because these routes may be especially popular with cyclists. Cyclists might have to use other parts of the carriageway, a temporary cycle track, or an alternative route." No mention of a 'Cyclists dismount...' sign as a suitable provision. The only mention of them is: "Where the carriageway is closed, but the footway remains open, a 'Cyclists dismount and use footway' white-on-red temporary sign can be used".

I was fairly convinced from this that the signs weren't being correctly used, but a web search pointed me towards explicit advice: Traffic Advisory Leaflet 15/99 which states that "Where access is permitted for motor vehicles, 'Cyclists Dismount...' signs should not be used." (www.gov.uk/government/collections/traffic-advisory-leaflets). This can't be argued with.

Because the contractor appeared to be ignoring statutory regulations, I thought I'd have more success approaching them. The signs at the works mentioned R W Civil Engineering, so I contacted them using their website. I had to chase them after 10 days, and they then replied that the road works were the responsibility of Balfour Beatty Living Places who claimed on their website that:

"The provision of maintenance services for highways is only a small part of what is really needed. Our focus has moved beyond the 'road' to deliver the potential of the 'street': a dynamic public place that connects and combines local community and business needs, encourages social interaction and helps pedestrians, motorists, bus riders, and cyclists to coexist safely." (View this via www.balfourbeatty.com/living-places - accessed 19 October 2014).



The A321 roadworks in late July. The 'Cyclists dismount' sign is partially hidden, making it even harder to comply with.

This focus seemed hard to reconcile with their behaviour, but as well as public relations platitudes, their website included a contact form, which I again used, and our fellow campaigner Leendert van Hogenhuize tweeted them to question the strange contradiction between their focus and their attitude. And so, after three different tactics, we received a reply from their public relations people and the site manager along the lines of "we think the works are too narrow so it isn't safe for cyclists" - which is exactly what the regulations don't say. After a brief exchange of emails, it was possible to agree some changes to the layout which made them compliant with the Regulations and the 'Cyclists dismount...' signs disappeared! This had taken more than a month, but the works are still there eight weeks later so it was clearly worthwhile. I immediately wrote to the contractor to thank them.



The lessons I take from this are:

First, road works involve a net of responsibilities so find the appropriate person. The other organisations will probably pass you on to them, so they can be rid of you.

Second, check the regulations. They are easy to find these days.

Third, don't give up.

Fourth, send a tweet!

Lower Earley Way - Two Cheers for WoBC

On 29 September, WoBC opened the new cycle path along Lower Earley Way from Mill Lane to Cutbush Lane and Keith Elliott was able to be there on behalf of RCC. I cycled the route a few days beforehand.

The new route has some positive features. It is long, with few interruptions by side roads and no driveways. The signs are discreet. And it links some useful existing routes.

However, it could have been much better. The ultimate solution would have been separate paths on each side of the road, so that cyclists (and pedestrians) wouldn't have to cross the road to use it. That would have been expensive, but some cheaper improvements could have been included.

Firstly, the visibility at junctions is fairly good (see photo below) but it would have been better to have raised cycle path crossings at the minor road junctions. 'Raised tables' make it clear to road

Campaign News

users to expect cyclists and allow cyclists to maintain speed.

Secondly, the surface could have been smoother; some members with road bikes have commented it is unpleasant to ride on.

Finally, sections of the path are fenced on one or both sides (see photo below).



The fence on the verge side is to stop drunks riding (or staggering) into a drainage ditch, while that on the road side is to stop people walking on the raised pavement edge - a child was killed falling into the road several years ago near the new path. These are understandable reasons, but the fence is over 1m high, so narrows the path significantly. If its height had been reduced to 50cm, a bike handlebar could still pass over it, allowing more space.

Overall, on a fast road like this, with few pedestrians, I think shared-use footways are acceptable and WoBC have built a useful path which will encourage some people to cycle. Some small changes to the design would have made it even better, and the ultimate improvement would have been paths on both sides of the road.

Peter Howe
WoBC Campaigner

Cyclists on Pavements

The often-expressed sentiment of pedestrians is to bemoan the hooligan cyclists on the pavements. The flip side to this (and somewhat less expressed in the letters pages of our local papers) is the frustration of cyclists forced onto shared paths having to negotiate pedestrians, dogs, bins, benches, signposts, broken glass, driveways, garage forecourts...





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Campaign News



Wokingham Road is one such highway where provision for cyclists takes the form of a shared footpath that is somewhat less than ideal (see picture on the adjacent page). It is therefore welcome news that in October WoBC started work on new on-carriageway cycle lanes on Wokingham Road.

This is the first phase of an ambitious scheme to install cycle lanes from the boundary of Reading at the Three Tuns all the way to the Coppid Beech roundabout (see picture above).

The 1.5m cycle lanes will be installed on both sides of the A329 and, unusually, they will be mandatory rather than advisory (a solid white line rather than a broken one). This means that it will be an offence for motorists to drive or park in them.

It will not quite be cycling Nirvana; the cycle lanes will be interrupted in order to retain the right turn lane by Mill Lane. We have requested WoBC paints cycle symbols on the road at this location to help maintain the cycling corridor even if

there is not room for the 1.5m cycle lanes.

In Reading we have seen an upgrade of the shared use footpath along London Road as part of the package of works being undertaken through the £25million Local Sustainable Transport Fund Award. This has led to some serious de-cluttering of the footpath outside the Royal Berks Hospital (see picture below left) including relocation of the streetlights. This has been a positive improvement for cyclists as this section of footpath is heavily used by pedestrians, but is also an important cycle link for journeys between the town centre and the R20 route towards Earley and Wokingham.

At the western end of London Road, by London Street, the improvements are less obvious (see picture below right). The installation of a traffic camera for the bus lane shows how seriously the cycle route has been treated.

Keith Elliott
Secretary



The Problems of Being Successful

One of the problems of being the membership secretary of the RCC is we're too successful. With a membership of nearly 600 there is a lot of administration and sending out of letters. Many of these are letters to remind people to renew their membership. To save on work and postage the committee are considering changing the way renewals are done.

In the proposed new system all members would have a common renewal date such as the 31st January. Then there would be a notice in the newsletter to remind people to renew their membership. Remember that you can pay for your renewal online, or by annual standing order.

I was wondering what people's reaction would be to such a change, before the idea was put to RCC's AGM, and would appreciate any feedback. You can email me at membership@readingcyclecampaign.org.uk or Adrian Lawson at chairman@readingcyclecampaign.org.uk

Also you help the campaign by reading the newsletter on-line at <http://www.readingcyclecampaign.org.uk/newsletters.aspx> or getting it sent to you electronically. This will save our postage costs and the work of our hard working newsletter distributors.

Peter Swallow
Membership Secretary
membership@readingcyclecampaign.org.uk

Situations Vacant

Newsletter Editor - Fancy compiling the bright green banner for cyclists across the greater Reading area? All you need is good organisation and a knack for spelling and grammar. You also get the back up of our excellent designer, proof reader and distribution team.

Events Co-ordinator - the campaign has had some incredibly successful events recently and members are always keen for an opportunity to get together. So if you've got ideas and enthusiasm to keep that momentum going we'd love to hear from you.

For details about either position contact newsletter@readingcyclecampaign.org.uk

Chairman's Letter

Dear RCC members,

I am continually amazed at the power of the bicycle. I have had an opportunity to work with a few people who have been down on their luck. They have ended up with nothing, lost family homes, work, all their worldly goods. Thanks to Launchpad I had the chance to help each of them get a bike fixed up at Reading Bike Kitchen. It was a humbling experience, and I was really inspired. They left with a bike, and initially they just wanted to get the bike ready to ride. But then they wanted to make some modifications, lights, mudguards, a bit of a tweak to the brakes or the saddle or the handlebars. To my surprise they came back to the Bike Kitchen the next week to help others do up their bikes. You suddenly realise that they have become part of the great cycling culture that most of us are pretty deeply immersed in.

The Bike Kitchen has become a remarkable project, already twice as many people have been in to work on their bikes as were projected in a whole year, and it is only 4 months old. Many people who have come in as customers have come back as volunteers, cyclists wanting to help other people out.

I don't always like to refer to people as cyclists just because they have a bike,

but once you ride a fair bit, you get to know other people simply because they ride a bike too.

I happened to go past the BMX track in Hills Meadow a while back; my kids used to go there when they were little and I could pretty much leave them alone. The bigger kids were always careful not to get in the little kids' way, and the little kids soon learned how to get along with the bigger kids. Whenever someone crashed they all rushed to pick the little ones up, or laughed at the bigger ones. I stopped to have a chat, and to watch a bit of riding. The kids were all different now; the ones I used to know have long since grown up, but I still see one or two of them from time to time. The scene was pretty much exactly the same, a few really young kids riding around on the tamer parts of the track, some older kids doing the most amazing gravity defying stunts, but all watching out for one another, and all as friendly as you could imagine. All of this has been happening for years in a completely unregulated space.

How odd that when a group of people come together in vehicles on the road it is so different. The rules aren't laid down by the participants; they are laid down by someone else. So people try to find ways to bend them. We try and stop people taking our space on the

road, while at the BMX track we are all more than happy to share.

It is pretty much the same with shared use paths: most people get along OK, there is surprisingly little conflict, and there are almost never any accidents, and when there are they are rarely serious. The problem with them is that they don't make a journey by bike particularly efficient, and for a regular journey on a bike to work well a bit of speed is needed. If you know you can do a journey in a given time you (well at least I) leave at the very last minute. So I tend to take routes where I know I am not going to get held up, and that usually means the road, because a road full of cars is easy to ride on. During the recent congestion my journey times were no different on a bike, but many people complained that their three mile journeys were taking 2 hours.

One of our MPs complained about his journey from the station by car took 90 minutes to Tilehurst, instead of 10. He was asked why he didn't cycle and retorted that he wouldn't until there were decent segregated facilities. The irony of his view was not lost on me.

The Council has in its own small way tried to make some segregated cycle lanes, but they are piecemeal, and almost always make matters worse for



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Chairman's Letter

cyclists (and everyone else) through hopelessly inadequate design. They have a cycle liaison group, which meets to discuss - among other things - cycle infrastructure, and I was looking forward to the October one, as there is a lot to discuss.

Top of my list was the dreadful design of the cycle lane on Lower Henley Road. It wasn't top of their list. Even though I asked for it to be on the agenda it wasn't, and even though I had written to the Councillors and asked for an explanation for the design, I hadn't got a response before the meeting. I had received an assurance that it would be discussed, but it wasn't. Cllr Page, who now chairs the forum, told me he had written to me, but sadly I haven't seen his response. He promised to send it to me after the meeting, but he hasn't yet, so I can't explain why the Council chose to paint such stupid cycle lanes.

Worse though is that now the local residents (who dislike them as much as I do, but probably for different reasons) find them convenient places to park their cars. So since the lanes were painted they have got progressively worse since.

The London Road schemes are nearing completion now, and we can see what the biggest single cycle infrastructure project that the Council have built in years is going to actually look like. I regularly cycle this way, and it will make a big difference to be able to cycle from Pell Street to Cemetery Junction in a straight line; currently I head into the town centre and use Kings Road and London Road, but that is nowhere near as direct as the new facility.

As I write it isn't quite finished, so there might be some improvements planned that I don't know about. The problems it creates seem greater than any they solve. To follow the routes you have a multitude of crossings, they paths are too narrow, full of obstacles, and busy already with pedestrians. The problems that will arise are conflict with pedestrians, cyclists' journey times will be inordinately long, they won't be popular, and all that money will do nothing at all to get more people onto bikes. The Councillors think this is perfectly OK, cyclists will



Adrian Lawson

just have to slow down, and therefore the whole virtue of using a bike to make simple journeys will be lost.

Where a bike wins over everything in terms of urban transit is speed and convenience, both points entirely lost in the new scheme.

What is niggling though is that we had a much vaunted workshop with campaign members, local cyclists, and the designers and planners to get the design of this right. Much (if not all) of what was suggested has been ignored. It seems as if that was a waste of a good evening. The "good" news is that the Council wants to have another workshop. This one is to look at the signing for cyclists around the town centre. We were promised a radical sign project in the town centre a few years ago, and I noticed a few weeks back that new signs had indeed been installed. However once I went and had a look, following some prompting from some local cyclists, I realised that the signing is at best incomplete. Having been cycling around the town centre for many years I don't pay any real attention to the route signing. However lots of people have not been here so long, and actually do depend on signs, especially with the new hire bikes. Ironically the people who have just built their new bikes, and just taken to the streets on them for the first time, have no such problems, they are just simply enjoying the freedom a bike has given them.

Adrian Lawson
Chairman

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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, the Cyclists' Touring Club (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.



Sykes' Standpoint

I am a great believer in just having a go at something you've never done before. Unless that 'something' happens to be brain surgery or sending a satellite into space, the power of human ingenuity is somewhat underestimated and more often than not we find that we are actually able to write, paint, dance, mend, design (or whatever else takes your fancy) very successfully. Cycling long distances is something that many of you reading this will have accomplished in style, as have I in recent years. Some of you might have considered it but then decided it wasn't for you. Well, I make no claim to be a knowledgeable cyclist, but here are my top ten tips for preparing to head off on a cycling adventure. They may just encourage you to have a go...

1. Choose a great destination

We cyclists might like to 'upgrade' ourselves from 'normal' tourists, but fundamentally (brace yourself!) we are still tourists. Few of us would choose to head off without our bicycles to a place that wasn't interesting or beautiful or inspiring, so there's no reason for not doing so on a bike. At the same time, consider doing something a little different. I heard someone on the TV this week say that "it's only when you move outside your comfort zone that the magic happens". How true. Don't go crazy; circumnavigating the earth is clearly not for everyone, but at the same time

don't be afraid of moving your adventure up a notch or two. Once complete, you'll be proud of the achievement.

2. Buy an overview map

When I've decided where to go, I buy a map. Modern mapping technology is great (see below) but nothing on a screen can replace the joy of crouching on the ground next to a map that shows your route in its entirety. My next cycle - at some point next year from Spain to the northern tip of Scandinavia - is still many, many months away, but I already have a map of Europe (it's the EuroVelo overview map) pinned to my wall and every few days I will stand in front of it and examine a small part of the route in detail for a few minutes, dreaming. It keeps me motivated!

3. Don't over-plan your route

So, you know where you are going and you roughly know your route. You might even have bought some more maps that give you more detail than the large-scale map on your wall at home. Stop! Do you really need to know more than that? If you have decided to follow a signed cycle route the work has been done for you already. If you are simply joining the dots by cycling from place to place over an extended period of time, are you really going to get out a piece of paper every few minutes to check that you are cycling along the 'correct' route? Forget that for the moment.

Detailed route planning is a job best done when you are actually on the ground the evening before or even the morning of the cycle itself.

4. Get yourself a bike that's fit for purpose

You probably already have a bike that you are using regularly. The first thing to do is consider using it. It may need a few modifications - some new tyres, a pannier rack, a better saddle - but it might suit your needs just fine. That said, we all love a new bike and there are many on the market, from specialised touring bikes to hybrid commuting bikes to mountain bikes that will do the job of long-distance cycling justice.

5. Prepare your bike

You have your bike, old or new. Think about where you are going and the terrain that you will be cycling over. Good quality roads? Most tyres will be fine. Rough tracks? Your racing tyres might be an issue. My own technical skills are rudimentary to say the least so this is where the specialised bike shop comes into its own and they will be more than willing to help you get your bike into shape. It will be money well spent. While you are there, invest in a few spares; inner tubes, spokes, cables, chain links and brake pads. You may not know how to change them yourself but you will probably be able to find someone en route who does (but who doesn't

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Sykes' Standpoint

necessarily have the bits that will fit your bike).

And if you've not got the budget for a specialised bike shop, try Reading Bicycle Kitchen (www.readingbicyclekitchen.org), they can help you through any tune ups and have a great range of spare parts.

6. Prepare yourself

You do not need to be Bradley Wiggins in order to cycle surprisingly long distances. But you do need to have a certain level of fitness. Most regular cyclists will have this already. In 2006 I sold my car and started commuting by bike. It is a round trip of 13 miles and it keeps me fit! You might not want to sell your car, but make a commitment to regular, moderate exercise in the months leading up to departure. You are 'training' for a slow cycle across hopefully beautiful countryside and up a few hills (and if you are lucky, the occasional mountain at very slow speed), not an Ironman triathlon.

7. Shed some weight

This can be done in two ways. Getting a little bit fitter before you set off is, as mentioned above, a good idea. Losing body weight (if you have an excess of it) is highly recommended. I speak from experience when I say that cycling thin is so much easier than cycling fat. Fortunately, what better way is there to lose weight than regular exercise, which is what you are already doing! The other

way to reduce the overall weight of you and your bike is, of course, to carry only the essentials. Pack your panniers, lift them up, realise how heavy they are and then repack, ruthlessly eliminating all but the essentials! Three cycling shirts? Really? Surely two will suffice or, dare I say one? Socks? Yeah?

8. Embrace technology

I love my technology and at risk of contradicting what I have just written about minimising weight, there are certain bits of kit that I wouldn't leave home without. A smartphone; it is a PC in your pocket (as well as a GPS tracking device) and increasingly affordable to use abroad if that's where you are heading. A spare battery pack (such as a Power Monkey - worth the investment), a digital camera and perhaps a small tablet computer to help you record your thoughts and post your pictures online. Like all bits of kit, get used to using them in the weeks and months before you leave, not the day before!

9. Register with WarmShowers.org

If you have deep pockets, you can reach for your smartphone and easily reserve a hotel room within minutes. But do you really want to spend every night in the isolation of a soulless hotel room? Occasionally, perhaps, but even if you only use warm showers from time to time, the reciprocal accommodation sharing website for travelling cyclists is

well worth considering. You need to be prepared to welcome visitors to your own local area from time to time (and yes, people do cycle through Reading for pleasure!), but there are few better ways to spend a night on the road than in a cycling-friendly home being fed and accommodated for free (or for the price of a bottle of wine!)

For more information see www.warmshowers.org

10. Prepare to camp

Even if you do have deep pockets, camping can be so much nicer than a hotel. You have chosen to spend your days in the open air so why not spend the evenings there too? It's cheap, good for meeting other like-minded travellers and fun. You'll need to carry your tent with you, of course (instead of those extra kilos that you have now lost through regular pre-trip exercise) and a camping mat, but if you are going somewhere hot, you probably don't need a sleeping bag; a folded sheet will suffice. If you haven't camped for a while, go away for a weekend prior to your trip to make sure you know how to put up your tent! If you can't find a campsite, you could even enter the world of wild camping...

As they say in the advert, "simples". Now it's over to you to have a go.

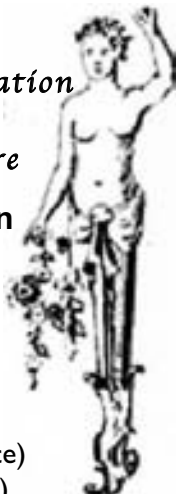
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CTC Bike Rides Listings

The quarterly CTC rides leaflet has been discontinued, but the rides are listed in this newsletter and are updated online. Please ALWAYS check the CTC website at <http://www.readingctc.co.uk/rides> for additions and changes.

Date	Destination	Start	Leader	Lunch	Miles	Information
Tue 2 Dec	Aston (NE) - MEET FOR LUNCH FROM 12 NOON - Flower Pot 175/784843					
Wed 3 Dec	Reading (S)	19:30 Fountain	Al Neal 967 9666	The Butler 175/708735	15	Off road
Wed 3 Dec	Reading (S)	19:30 Fountain	Charles Redfern 07932 042 324	The Butler 175/709735	22	Moderate/ brisk
Wed 3 Dec	North	11:00	Morris Dowding 989 0326	Meet: Henley Rowing Museum 175/7678	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sat 6 Dec	Reading	10:00 Town Hall	Simon Bird 07846 219114		5	"Quirky Reading Ride", leisurely
Sun 7 Dec	Rotherwick (S)	09:15 Earley	Lesley Adams 988 3044	Coach & Horses 175/7156	50	Moderate. 11s Elm Park Garden Centre
Sun 7 Dec	Shalden Green (S)	09:15 Fountain	Sean Hayden 07801 414707	Avenue Nurseries 186/693438	60	Brisk. One stop
Sun 7 Dec	Riseley (S)	10:00 Earley	David Roberts 986 2763	Bull 175/721632	25	Leisurely
Sun 7 Dec	TBC	10:00 Fountain	Angus Mitchell 07794301935	Pub en route	30	Off road
Tue 9 Dec	Little London (SW) - MEET FOR LUNCH FROM 12 NOON - Plough 175/621597					
Wed 10 Dec	Reading (S)	19:30 Fountain	Sel Dixon 954 6306	Foresters Arms 175/703728	15	Off road
Wed 10 Dec	Reading (S)	19:30 Fountain	Naomi Umeda 07900 263563	Foresters Arms 175/703728	22	Moderate/ brisk
Wed 10 Dec	South	11:00	Morris Dowding 989 0326	Meet: Beech Hill Church Café 175/698644	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 14 Dec	Kidmore End (N)	09:15 Fountain	Mike Hardiman 9793147	New Inn 175/699793	40	Moderate/ brisk 11's Ewelme
Sun 14 Dec	Kidmore End (N)	10:00 Earley	John Lomas 01344 420031	New Inn 175/699793	25	Leisurely/ moderate
Sun 14 Dec	Kidmore End (N)	10:00 Fountain	Michael Lemihaan 07526 127000	New Inn 175/699793	20	Off road - short
Sun 14 Dec	Kidmore End (N)	10:00 Fountain	Paul Roberts 07702 006105	New Inn 175/699793	25	Off road - long
Tue 16 Dec	MEET AT NOON - XMAS LUNCH AT READING COLLEGE KITCHEN - pre-booking only					
Wed 17 Dec	Reading (S)	19:30 Fountain	Jason Pyke 07932 652368	Rose & Thistle 175/703732	15	Off road
Wed 17 Dec	Reading (S)	19:30 Fountain	Simon Bird 07846 219114	Rose & Thistle 175/703732	23	Moderate - Seasonal bike decoration required
Wed 17 Dec	Northwest	11:00	Morris Dowding 989 0326	Meet: Herb Farm Cafe 175/711797	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 21 Dec	Watlington (N)	10:00 Dinton	Darren Tipton	Carriers Arms 175/692945	40	Moderate/ brisk. One stop
Sun 21 Dec	Checkendon (N)	10:30 Fountain	Joe Edwards	Black Horse 175/667841	30	Leisurely, post ride sherry and mince pies
Sun 21 Dec	Exlade Street (N)	10:00 Fountain	Cat.h Meek	Highwayman 175/660819	30	Off road
Tue 23 Dec	Checkendon (N) - MEET FOR LUNCH FROM 12 NOON - Black Horse 175/667841					
Fri 26 Dec	Little London (SW)	10:00 Fountain	Lesley Adams 988 3044	Plough 175/621597	30	Moderate boxing day ride
Sun 28 Dec	Newbury (W)	10:00 Theale	Nora & Clive Gordon 942 5371	Lock Stock & Barrel 174/471671	30	Leisurely
Sun 28 Dec	London	09:30 Dinton	Simon Bird 07846 219114		55	Moderate. Train return
Sun 28 Dec	Windsor	10:00 Dinton	Chris Rutter 961 9781	Cinnamon cafe	45	Brisk
Tue 30 Dec	Winnersh (E) - MEET FOR LUNCH FROM 12 NOON - Wheelwrights Arms 175/787717					
Tue 30 Dec	Reading (E)	19:30 Fountain	Nick Clark 07866 033 638	Back of Beyond 175/720734	24	Moderate/ brisk
Thr 1 Jan	Silchester (SW)	10:00 Earley	Nick Clark 07866 033 638	Calleva Arms 175/628621	35	Leisurely
Sun 4 Jan	Dinton Pastures (E)	10:00 Earley	Nick Clark 07866 033 638	Dragonfly Cafe 175/785718	12	Very leisurely. Coffee stop at Dinton and then back to start for early pm.
Sun 4 Jan	Boxford (W)	09:15 Fountain	Allan Adams 988 3044	Bell 174/4271	55	Moderate. 11s Thatcham Garden Centre
Sun 4 Jan	Little London (SW)	10am Earley	John Lomas 01344 420031	Plough 175/621597	40	Leis/mod
Sun 4 Jan	tbc	10:00 Fountain	TBC	pub en route	30	Off road
Tue 6 Jan	Burghfield Bridge (SW) - MEET FOR LUNCH FROM 12 NOON - Cunning Man 175/680707					
Wed 7 Jan	Reading (S)	19:30 Fountain	JD 07917 063231	Lyndhurst Arms 175/723733	15	Off road
Wed 7 Jan	Reading (S)	19:30 Fountain	Paul Irving 07909 528 722	Lyndhurst Arms 175/723733	20	Moderate/ brisk
Wed 7 Jan	Southwest	11:00	Morris Dowding 989 0326	Meet: Mortimer Bakery Café 175/651647 35	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 11 Jan	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch	25	Off road
Sun 11 Jan	Bramley (S)	09:30 Earley	Lesley Adams 988 3044	Bramley Bakery Cafe 175/656594	45	Moderate one stop ride
Sun 11 Jan	tbc	10:00 Fountain	tbc	pub en route	30	Off road
Sun 11 Jan	Henley (N)	10:00 Fountain	Sean Hayden 07801 414707	Catherine Wheel 175/762827	25	Leisurely
Sun 11 Jan	Henley	09:00 Dinton	Ian Moore 07773 300 665		35	Moderate/ brisk
Tue 13 Jan	Wargrave (E) - MEET FOR LUNCH FROM 12 NOON - The Bull 175/785786					
Wed 14 Jan	Reading (W)	19:30 Fountain	Martin Pearce 07919 448 148	Allied Arms 175/714733	15	Off road
Wed 14 Jan	Reading (W)	19:30 Fountain	Naomi Umeda 07900 263563	Allied Arms 175/714733	22	Moderate/ brisk
Wed 14 Jan	Southeast	11:00	Morris Dowding 989 0326	Meet: Sheeplands GC 175/800778	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 18 Jan	Henley, Oxon (N)	09:15 Fountain	Terry Davis 941 2282	Henley Rowing Museum 175/7678	40	Moderate/ brisk. One stop
Sun 18 Jan	Thatcham (W)	10:00 Fountain	Joe Edwards	Garden Centre 174/500677	40	Leisurely/ moderate
Sun 18 Jan	Ash Ranges	North Camp stn	Dave Keeble 07816 679453	Pub en route	30	Train assist: 10:03 from Reading to North Camp
Tue 20 Jan	Hazeley Heath (S) - MEET FOR LUNCH FROM 12 NOON - Shoulder of Mutton 175/743592					
Wed 21 Jan	Earley (SE)	19:30 Fountain	Malcolm Fleming 986 4166	Roebuck 175/743726	15	Off road

CTC Bike Rides Listings

Date	Destination	Start	Leader	Lunch	Miles	Information
Wed 21 Jan	Earley (SE)	19:30 Earley	Simon Bird 07846 219114	Roebuck 175/743726	21	Moderate
Wed 21 Jan	West	11:00	Morris Dowding 989 0326	Meet: La Baguetterie (Theale) 175/644713	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 25 Jan	Binfield (E)	10:00 Fountain	John Singleton 07813 818719	Jack O'Newbury 175/845718	30	Off road
Sun 25 Jan	Henley (N)	10:00 Dinton	Darren Tipton	Catherine Wheel 175/762827	30	Brisk. One stop
Sun 25 Jan	Sonning Eye (E)	09:15 Fountain	Jeanette Jeans 07897 512 491	Flowing Spring 175/747767	35	Moderate
Sun 25 Jan	Old Basing (S)	10:00 Earley	Graeme Hoyle 07879 838 424	Conkers Garden Centre cafe 186/677523	45	Leisurely
Tue 27 Jan	Hurst (E) - MEET FOR LUNCH FROM 12 NOON - Green Man 175/800740					
Wed 28 Jan	Reading 'Caversham' (N)	19:30 Fountain	Martin Soanes 948 4057	Gardeners Arms 175/716761	15	Off road
Wed 28 Jan	Reading 'Caversham' (N)	19:30 Fountain	Nick Clark 07866 033 638	Gardeners Arms 175/716761	25	Brisk
Wed 28 Jan	North	11:00	Morris Dowding 989 0326	Henley Rowing Museum 175/7678	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 1 Feb	Shalden Green (S)	09:15 Earley	Erica Johnson 966 6913	Avenue Nurseries 186/693438	50	Moderate
Sun 1 Feb	Arborfield Cross (SE)	10:00 Earley	David Roberts 986 2763	Henry Street Garden Centre 175/758668	18	Leisurely. Back by lunchtime
Sun 1 Feb	TBC	10:00 Fountain	TBC	Pub en route	30	Off road
Tue 3 Feb	Stanford Dingley (W) - MEET FOR LUNCH FROM 12 NOON - Old Boot 174/577713					
Wed 4 Feb	Reading (E)	19:30 Fountain	Paul Mattingly 07976 796 217	Fishermans Cottage 175/727735	15	Off road
Wed 4 Feb	Reading (E)	19:30 Fountain	Naomi Umeda 07900 263563	Fishermans Cottage 175/727735	22	Moderate/ brisk
Wed 4 Feb	South	11:00	Morris Dowding 989 0326	Meet: Beech Hill Church Café 175/698644	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 8 Feb	South Wamborough (S)	09:30 Earley	Allan Adams 988 3044	Poacher 186/724475	50	Moderate. 11s at Bramley
Sun 8 Feb	offroad tour	TBC	tbc	pub en route	35	Off road tour
Sun 8 Feb	Bourne End (NE)	10:00 Dinton	John Lomas 01344 420031	Flowerland Garden Centre 175/899865	40	Leisurely/ moderate. One stop
Tue 10 Feb	Woodcote (NW) - MEET FOR LUNCH FROM 12 NOON - Red Lion 175/644820					
Wed 11 Feb	Reading 'Caversham' (N)	19:30 Fountain	Peter Nightingale 932 0297	Crown 175/712746	15	Off road
Wed 11 Feb	Reading 'Caversham' (N)	19:30 Fountain	Steve Albon 07801 287 616	Crown 175/712746	24	Brisk
Wed 11 Feb	Northwest	11:00	Morris Dowding 989 0326	Meet: Herb Farm Cafe 175/711797	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 15 Feb	Lasham (S)	09:15 Earley	Mike Hardiman 9793147	Royal Oak 186/6742	60	Moderate/ brisk. 11s Conkers
Sun 15 Feb	Frieth (N)	09:30 Fountain	Joe Edwards	Prince Albert 175/798907	50	Moderate
Sun 15 Feb	TBC	10:00 Fountain	Paul Roberts 07702 006105	Pub en route	30	Off road
Sun 15 Feb	Watlington (N)	10:00 Fountain	Brian Maunder 01491 573722	Carriers Arms 175/692945	35	Leisurely/ moderaate
Tue 17 Feb	Mortimer (SW) - MEET FOR LUNCH FROM 12 NOON - Turners Arms 175/645644					
Wed 18 Feb	Tilehurst (W)	19:30 Fountain	John Singleton 07813 818719	Butchers Arms 175/669743	15	Off road
Wed 18 Feb	Tilehurst (W)	19:30 Fountain	Richard Pearson 07930 548379	Butchers Arms 175/669743	20	Leisurely/ moderate
Wed 18 Feb	Southwest	11:00	Morris Dowding 989 0326	Meet: Mortimer Bakery Café 175/651647 35	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 22 Feb	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch 175/784843	25	Off road
Sun 22 Feb	Reading	09:15 Fountain	Lesley Adams 988 3044	Standard Tandoori	30	Moderate - annual curry ride. 11s Ewelme
Sun 22 Feb	TBC	10:00 Fountain	TBC	Pub en route	30	Off road
Sun 22 Feb	Ipsden	08:30 Dinton	Ian Moore 07773 300 665		50	Brisk morning ride, pick up Theale 09:30
Tue 24 Feb	Waltham St Lawrence (E) - MEET FOR LUNCH FROM 12 NOON - Bell 175/8377					
Wed 25 Feb	Woodley (E)	19:30 Fountain	Angus Mitchell 07794301935	Thatchers Tavern 175/759722	15	Off road
Wed 25 Feb	Woodley (E)	19:30 Dinton	Simon Bird 07846 219114	Thatchers Tavern 175/759722	24	Moderate
Wed 25 Feb	Southeast	11:00	Morris Dowding 989 0326	Meet: Sheeplands GC 175/800778	35	Meet 10:30-11:00 for onward ride/ lunch

Your letters

Got any comments, feedback, points of view or experiences to share with RCC readers?

Then write a letter to the Editor, and it will be printed in the next issue.

Remember, this is your newsletter, so why not use it to express your point of view!

We look forward to receiving them!

newsletter@readingcyclecampaign.org.uk

CTC Affiliated Membership

Members of RCC can apply for CTC affiliated membership:

- 3rd party insurance cover of £5,000,000 worldwide except USA and Canada
- CTC membership giving access to a wide range of discounts and benefits, see www.ctc.org.uk
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Contact the Membership Secretary on 0118 978 6623

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Next newsletter copy date: 3 October 2014

The newsletter is now available electronically, so if you'd prefer to go paperless contact the newsletter editor at newsletter@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; www.reading-travelinfo.co.uk

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

Check out our website:

readingcyclecampaign.org.uk

And don't forget to keep up to date with what's happening on the Facebook Page and Twitter too.

Campaign Diary

Monthly Meetings

Monthly meetings are held at 7.30pm on the third Wednesday of each month:

Wednesday 17 December 2014
- open meeting

Wednesday 21 January 2015
- committee meeting

Wednesday 18 February 2015
- open meeting

Meetings are held in Room 1 of RISC, which is up the stairs that are located beyond the bar. Keep an eye on the RCC Facebook Page for any updates on meeting details. We hope to see you there.

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