

## Car Door Danger Unresolved

### AGM

Wednesday 17 June,  
7.30pm at RISC,  
see page 5.

### WANTED

Cycle Census Volunteers  
for Tuesday 16 June,  
see page 5.



*Dangerous Cycle Lane on Wokingham Road in Reading*

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Campaign Diary



### Reading Borough Council (RBC)

The cycle lanes positioned in the car door danger zone on Wokingham Road came under scrutiny at Reading Borough Council's Traffic Management Sub-Committee in March.

When these lanes appeared in January they caused a considerable amount of consternation since they encourage cyclists to take up an unsafe position on the road (in the car door zone) in contradiction to what is taught in Bikeability cycle training.

Council officers duly prepared a report to present to Councillors on the Traffic Management Sub-Committee, which requested:

*"The Sub-Committee is asked to note the process followed by officers in relation to the Lower Henley Road and Wokingham Road advisory cycle schemes and to retain the schemes in their current form."*

The Reading Cycle Campaign spoke at the Traffic management Sub-Committee meeting to explain that the Wokingham Road 'danger lanes' ran counter to all cycle design guidance and policy. Councillor Richard Davies (Caversham) also stated that he had had numerous

*continued on page 2...*

# Campaign News

(continued from page 1)

expressions of concern regarding the similar cycle lanes painted in Lower Henley Road.

Back in 2014 we advised the Council to include a car door buffer zone when the scheme was discussed with officers and Councillors at the Cycle Liaison Group and in a minor victory for democracy the Traffic Management Sub-Committee resolved:

*"That no further advisory cycle schemes be introduced at present and that a report assessing the existing schemes on Lower Henley Road and Wokingham Road (including the cost implications of removing them) be presented to a future meeting of the Sub-Committee."*

**Keith Elliott**  
Secretary

## RBC Progress Report

A number of emails have been sent to RBC to follow up on the Town Centre signing and improvements, Cycling Strategy and other matters.

You could view these as political issues, and we expect to receive replies soon since the elections have finished.

Much construction activity is taking place in Christchurch Meadows with the new shared-use bridge. By the time of going to print it should look like a bridge with opening in a few weeks time.

It will be interesting to see how many users it attracts and whether cycling on Caversham and Reading bridges is significantly reduced.

**John Lee**  
RBC Campaigner

## New Reading Cycle Lanes - Local Government Ombudsman Decides

Many RCC members will have experienced RBC's advisory cycle lanes on Lower Henley Road and Wokingham Road. These pass directly alongside parking bays, so any person on a bike using them runs the risk of being hit by a car door if someone opens one without checking for a bike first.

Because these lanes are potentially so dangerous, one of RCC's members took the case to the Local Government Ombudsman.

The role of the Ombudsman is to check that decisions by Councils are made in the correct way; the Ombudsman does not check whether the decision was right or wrong.



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on-road

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For more information and list of forthcoming rides visit: [www.readingctc.co.uk/rides](http://www.readingctc.co.uk/rides)

Or contact: Sean Hayden, Secretary Reading CTC [secretary@readingctc.co.uk](mailto:secretary@readingctc.co.uk) Phone or Text 07801 410707

# Campaign News

RBC defended its decision on the following grounds: 1) the need for a buffer zone ('door zone') by parked cars is only recommended by Government guidance and RBC's own Cycling Strategy; it is not compulsory. 2) Parking in the roads being considered tends to be long term. 3) The markings are advisory, so people on bikes can choose not to use them if they think it is safer not to (tell that to irate people in cars).

RBC also states that the layout was discussed with local cycling groups at a Parking Forum, which is a generous interpretation of the discussion about it that occurred, actually at the Cycle Forum.

For these reasons, the Ombudsman broadly supported RBC's decision. However, he also recommended that parts of the cycle lanes that are narrower than 1.2m should be removed because RBC's own Cycling Strategy states lanes must be at least 1.2m wide. If you know other on-road cycle lanes that are narrower than this, and that are making cycling less safe, please let us know so we can ask RBC about them.

## The Case of Michael Mason

At just after 6.15pm on 25 February last year, Mr Michael Mason was cycling north on Regent Street to the north of Oxford Circus in London. Mr Mason was

hit from behind by a car, which was also travelling northbound along Regent Street, and was knocked off. He sustained serious injuries and died in hospital less than 3 weeks later. He was 69 years old and had cycled all his life.

There were no witnesses to the collision, but CCTV footage showed Mr Mason was cycling 1-2m from the kerb, and that the car involved was travelling at a suitable speed. Mr Mason had a bright flashing rear red light (and a front light) and a reflector and was wearing normal clothing. Forensic examination of the car showed that it had hit Mr Mason's bike when it was directly in front of the driver's seat. The driver of the car stated at the inquest that she should have seen a cyclist in front of her; for reasons which we will never know, she did not.

A range of offences should have been considered, including causing death by dangerous driving, causing death by careless driving and driving without due care and attention. However, the policeman responsible for the decision to prosecute stated "given the available information, his opinion is there is no evidence available to show [the driver] did nothing more than act as a careful and competent driver and that this

incident was nothing more than a tragic accident". The case was not referred to the Crown Prosecution Service and no action was taken against the driver. Nothing.

It is worth restating this. A person driving a car is "careful and competent" even if they run into and kill a person on a bike who has correct lights, on a busy and well-lit street, in a city where cyclists are more common than in most places in the UK.

If you are as horrified by this case as I am, please take action. You can donate to The Cyclists Defence Fund to raise money for a private prosecution of the driver by going to this website: [www.justgiving.com/justiceformichael](http://www.justgiving.com/justiceformichael).

You can also join Roadpeace, which campaigns for better road safety. Or you can write to your MP asking for victims of road traffic accidents and their families to be treated better by the criminal justice system - currently they are excluded from the help available to other victims of crime such as police liaison and the Victim's Commissioner.

**Peter Howe**  
WoBC Campaigner

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# Membership Changes

## Moving the Membership Online

RCC's high membership gives the Campaign credibility, but makes managing it a problem. Peter Swallow, our volunteer membership secretary, has to send out reminders, check subscriptions payments, plan newsletter distribution and administer the different classes of membership.

All this is done using Excel spreadsheets kept on PCs and backed up to Google Drive.

The RCC committee would like to make this simpler! At the AGM there'll be a motion proposing to move our membership administration online. There are many online membership management services, and we currently propose to use [paysubsonline.com](http://paysubsonline.com). This automatically maintains the membership list

including sending out reminders and taking electronic payments, and it complies with EU data protection requirements. The membership secretary will still need to plan newsletter distribution, but overall it will make the role much simpler. Because we have such a large membership, we will have to pay for the online system, but only £70 per year plus less than 40p per renewal.

## Subscription Increase

RCC's annual subscription has stayed at £3 for over ten years so, at this year's AGM, the RCC committee will propose to increase it. We need a level which is affordable to almost everyone, so that all Reading cyclists who wish to join can do so, and we need to consider people in true hardship.

Please come to the AGM and join in the discussion!

# Bike Week

## Bike Week Rides

### Sunday 14 June and Wednesday 17 June

The annual celebration of all things bicycle occurs 13-21 June. We will be organising two gentle rides, each about an hour long, and hope as many members and non-members as possible can join us:

**Sunday 14 June:** Meet 12 noon at Prospect Park (car park by football pitches). We will take a scenic route to Palmer Park where we will join in the fun at the East Reading Festival.

**Wednesday 17 June:** Meet 6pm at Jackson's Corner (aka Bicycle Kitchen corner). A social ride ending at RISC where there will be refreshments followed by our AGM.

For details of all events across the country visit [www.bikeweek.org.uk](http://www.bikeweek.org.uk).



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*John Cronin, Kent*



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# Annual General Meeting

## Annual General Meeting Wednesday 17 June

Our Annual General Meeting will be on Wednesday 17 June at 7:30pm. The AGM will be held in the main hall in RISC on London Street (upstairs from the Global Café).

Since this is right in the middle of National Bike Week (13 - 21 June) we are planning a short social ride beforehand, followed by a few refreshments before getting down to AGM business. We'd love to see as many RCC members as possible come along for either the ride or the AGM, but hopefully both. Details of the ride will be circulated in June.

As always we need people to help the Campaign in its efforts to make the Reading area cycle-friendly. If you think you might like to get involved or help shape our campaigning plans for the next year then come along on 17 June.

### Positions for Election

If you've got ideas or skills that could help the campaign why not get more involved? The positions stated here will be up for election at the AGM on the 17 June; however you

don't have to stand for a specific position. If you want to get more involved you can still join the committee or volunteer for a non-committee position. If there's a position you feel we should have, but don't have currently, please get in touch or come along to the AGM.

### Newsletter Editor

This involves seeking new contributors, setting the deadlines and getting the newsletter together in text format before our designer lays it out for print. Traditionally the editor has also been on the committee, but this is not a requirement.

Good organisation and a good eye for detail will definitely be helpful,

but no specific experience is needed. For more information email [newsletter@readingcyclecampagin.org.uk](mailto:newsletter@readingcyclecampagin.org.uk)

This is an exciting time for this role as we shift the newsletter towards an online format so there is plenty of room for new ideas.

### Events Co-ordinator

This role has been vacant for some time and one that you can really make your own. The position involves booking stalls and RCC presence at local events, organising rides and events for members and anything else the Events Co-ordinator can think of!

For more information email [secretary@readingcyclecampaign.org.uk](mailto:secretary@readingcyclecampaign.org.uk)

## Could you help with the Cycle Census?

Each year the census produces more evidence of the growing popularity and importance of cycling in the area.

We need volunteers to do counts on  
**Tuesday 16 June 7-30am - 9am.**

If you can help us, please email  
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# Chairman's Letter

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Dear RCC members,

I have been quite seriously considering whether continuing to campaign for better cycle facilities is worthwhile. I have been doing it for nine years now, and it hasn't been the most productive thing I have ever done. In fact it has probably been one of the most unsuccessful things I have ever been involved in.

I could list on several sheets of foolscap the things the Campaign has taken on since I was elected to the Chair's position. I could write in big letters on one side of a Post-It note the number of things we have successfully changed.

In the past Councillors have commented that the Campaign seemed to object to every single thing the Council has ever produced for cyclists. While I'm not sure that's entirely true, it is pretty close. There have been far more bad things than good, and the good is often pretty mediocre by the standards I have seen elsewhere.

Sometimes I feel that the Councillors in charge of transport in Reading have no real desire to encourage cycling. The people employed by the Council to design cycle facilities have to do so with the restriction of not taking away any space from drivers. That is a matter of politics; they seem scared of the driving majority whipping up more criticism than the cycling minority. This seems a little stupid when we consider that more people cycle than drive, far more people own bikes than cars and that there are far more bikes sold every year than cars. It is just that our highways are totally car-centric, and of course bus-centric. The Council owns the bus company, and every passenger who gets on a bike is a lost customer. Inevitably this puts us, whose purpose is to campaign for a cycle-friendly Reading, at loggerheads and I can't see a way of getting away from that.

When I started doing this the Campaign had been vocally critical of everything the Council had done. I said we should try a different approach and treat

them like we would if we wanted to train a dog. I have had dogs for years and I often choose unruly dogs from the kennels and spend hours training them. I am quite good at it now. I have been doing it almost as long as I have been cycling.

The idea was to praise anything they (the Council, not my dogs) did that was good and ignore anything that was poor. After two years we had been silent and our big bag of dog treats was going mouldy. The campaign membership wanted to see that we were doing something, and it looked like we were doing nothing, except eating the biscuits ourselves.

We did still give the Council a robust time in meetings, and we got some very positive noises from the Councillors, indeed we still do. They still tell us how they really would like to deliver decent cycle facilities, but they aren't like a dog in that respect. A dog is a simple thing, whereas a Councillor is very much more complex. They of course have to be seen to do something for cycling, hence the new bridge (despite its disappointing design) and the bike hire. I was expecting the bike hire scheme to pick up now the weather has improved, but I haven't seen many bikes in use, so I wonder if the novelty has maybe worn off already. Was that really the best way to spend £1.2million?

There is a bit of a problem that the Council can't get around and that is the funding rules. There are only certain things the Council can bid for and this is how the government can exert control over local authorities. By the time the funding was released there was apparently little the Council could do with the money.

The Council has to demonstrate it is doing something to encourage cycling (or be seen to encourage cycling) and to address the problems of car dependency, (air quality issues, climate change and health issues) but in reality there are many reasons for the government to get us all to drive; the revenue from fuel duty, the tax on car sales, the employment in the

car industry, even the employment and economic prosperity created by building roads. For all the benefit to society that cycling brings (less congestion, better air quality, health improvements, and so on) none of them offer a short term win for politicians. Sooner or later those problems will need fixing, and fixing them will generate revenue, tax, economic vitality and something for politicians to be seen to be doing. So from the view of the powers that be, getting people on bikes could actually be counterproductive and the whole organisation that runs this country end up being anti-cycling, even if it says it wants to see more people on bikes.

Cycling is seen as a fringe activity and one that will always remain as a minority activity, so there aren't any votes in it compared to how many votes there are in driving.

A minority of cyclists are contemptuous. A very small minority, but a very conspicuous one. Years ago cycling was even more of a fringe activity. When I commuted to work in London in the 1970s there were very very few of us. I recently rode my old route to work, at the time of day I did back then. What a difference. There were cyclists back then; hardened leathery old folk riding lightweight racing bikes in cycling kit. But there were no hybrids or mountain bikes and all the old roadsters of the 1950s had been long since abandoned.

It was a natural progression to go from commuting to racing, and to commute to get fit enough to race. There were no bike parking stands anywhere, no cycle lanes, no signed quiet routes. We just rode in the traffic and learnt to go fast, anticipate gaps and drivers' actions, and we didn't pay much heed to the rules. We would head down the outside of keep left signs, overtake, slipstream motorbikes, but we stopped at the lights and we never rode on the pavement.

Nowadays there are lots of cyclists, on shoppers, folders, mountain bikes,

# Chairman's Letter



Adrian Lawson

hybrids, racing bikes, fixies and tourers. There are crowds of them at the traffic lights, the cycle lanes are often crowded and the police stand at some junctions and pick them off if they jump the lights. Many of today's cyclists break the rules though. I watch them with a degree of interest.

My neighbour religiously rides on the pavement. My friends routinely ride against the flow on one way roads. I see huge numbers riding on the pavement, through red lights, and the wrong way up one way streets. Few of these folk are actually being contemptuous; they are just looking after themselves. Neither are they thinking about the good they are doing for the air or congestion by simply being on a bike.

Their actions as a group lead to us all being labelled as lawless, but are they actually a problem? It could easily be argued that the greater crime is to fail to provide for them (us, I suppose). The lack of decent routes, the appalling design of the facilities we do have, and the fear of riding among motor vehicles are all

good excuses to ride on the pavement. I don't use cycle lanes, and am actually happy riding on the road - it is my daily buzz. I don't consider it a high risk activity, but it isn't for the faint hearted.

I have taken to going out over the river and back in the traffic to watch the impact of the closure of Reading Bridge. I am genuinely puzzled at the morose look on the faces of most of the drivers sat in traffic, momentarily imprisoned on the IDR.

Not all of them are morose though; many of them take the moment of downtime to catch up on Facebook, and are probably complaining about red light jumping cyclists. Of course the consequences of inattentive driving are bound to be more serious than any of the pavement riding cyclists. Lots of us are at it, all trying to get away with doing something we know we shouldn't do. It is a pretty common trait, not just something cyclists do.

I was told something about getting around town - do you get about like a Rhino or a Hummingbird? And I like the hummingbird analogy; flitting from shop to shop or bar to café or work to play, with minimal impact. Much as a Hummingbird flits from flower to flower, from its mate to its nest and from its winter home to its summer one.

I prefer it to being the Rhino, slow, ponderous, restricted and due to go extinct no matter how hard we go to protect them.

To preserve the habitat of the hummingbird and to get them to prosper is a neat analogy to one my other passions, birds.

Most days I go out with my superbly trained dogs and enjoy the birds that live in the countryside around here. So I will stick with this job if I am lucky enough to get the chance for another year. I quite like sticking up for the hummingbird while throwing treats for the dogs.

**Adrian Lawson**  
Chairman

## YES, I WANT TO JOIN RCC!

Name: Mr/Mrs/Miss/Ms (please delete)

Address

Postcode

Telephone

Email

- ☐ I would like details of how I can help with Campaign activities
- ☐ I am a member of the Cyclists' Touring Club

Signed

Date

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I enclose a cheque for £..... covering my membership and a donation\* of £.....  
\*An additional donation to help fund our activities would be very much appreciated

Please make cheques payable to **Reading Cycle Campaign** and send together with the completed form to:  
**Membership Secretary, Reading Cycle Campaign, 29 Ashburton Road, Reading RG2 7PD**  
*Data Protection Act: Reading Cycle Campaign keeps membership records on computer. This information is not disclosed*

## 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.



# Cycling Infrastructure Design

## The Law, Guidance and Standards

The provision of facilities and conditions on roads may seem simple to most active cyclists, but we often have different views of our needs depending partly on our confidence, cycling speed and self-preservation instincts.

From a road planner and designer's perspective, there are a range of design related documents that are valid and need to be considered. Most of these are accessible for fervent cycle campaigners. They can be classified broadly into five categories, with most main documents listed below:

- o Legislation, such as the Highways Act and the Traffic Signs Regulations and General Directions (due for update this year), which contains regulations, directions and guidance including signing. The latest draft: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/307152/draft-tsrgd-schedules.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/307152/draft-tsrgd-schedules.pdf).
- o National roads guidance such as the Design Manual for Roads and

Bridges, which is a conglomerate of numerous sections covering most aspects of highway design, but this is really for trunk road and main road design, with much being inappropriate for routes being used by cyclists, found at [www.standardsforhighways.co.uk/ha/standards/dmrb/index.htm](http://www.standardsforhighways.co.uk/ha/standards/dmrb/index.htm). There are Local Transport Notes and Transport Advisory Leaflets on a wide range of subjects including cycling LTN 2/08 Cycling Infrastructure Design and LTN 1/12 Shared Use Routes for Pedestrians and Cyclists; you can see LTNs at <https://www.gov.uk/government/collections/local-transport-notes>. Scotland also has its own cycling design guidance, as have Ireland and other countries, the Dutch CROW being the best known and copied.

- o Cycling design guidance from organisations such as the Institution of Highways and Transportation, with central government backing. Documents include Cycle Audit and Review, Cycle Friendly Infrastructure (now largely superseded by LTN 2/08). Cycling England, sponsored by the government

about 4-10 years ago, produced numerous guidance documents.

- o Local Authority cycling design guidance, the most comprehensive being the London Cycling Design Standards, revised in late 2014; visit the TfL website [https://consultations.tfl.gov.uk/cycling/draft-london-cycling-design-standards/user\\_uploads/draft-lcds---all-chapters.pdf](https://consultations.tfl.gov.uk/cycling/draft-london-cycling-design-standards/user_uploads/draft-lcds---all-chapters.pdf). Numerous other authorities produce guidance notes and strategies which normally contain some design guidance.
- o Voluntary organisations such as Sustrans, CTC and London Cycling Campaign all produce documents on various subjects, Sustrans probably best known for general planning considerations and off-road cycling, LCC for cycle parking.

Well if you think the list is long try reading it! Then distinguish what is relevant and which of the sometimes conflicting information is valid or appropriate.

Other information such as crash and casualty statistics is also invaluable for designers. The police STATS19



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# Cycling Infrastructure Design

data is used and this can be seen on the website [www.crashmap.co.uk](http://www.crashmap.co.uk). The three previous years' figures are normally used. Locations that are perceived as dangerous may not be so in practice; that is partly because the perception of danger often induces a more careful approach.

The Highway Code is not really a design document but does relate to design guidance. The greatly revised 2007 version includes issues such as advanced stop lines at traffic signals. Much of the Code is not supported by law, so distinguish between the compulsory 'must' and 'should'. At only £2.50 everyone should have a well-thumbed copy! Download it here: <http://www.highwaycodeuk.co.uk/uploads/3/2/9/2/3292309/the-official-highway-code-with-annexes-uk-en-12-04.pdf>.

Much is talked about 'standards' but in highway and traffic design most of the figures are guidance, whether this is carriageway, cycle-lane or footway width, or many other matters. It is interesting that in the recent Ombudsman case at Reading the only design aspect that was significant was the deviation in cycle lane width from the 1.2m minimum agreed in the

Reading Cycling Strategy by RBC as it was Council policy.

Legislation and design practices are different in the UK from many EU and other countries. One of the main differences being that cyclists and pedestrians do not have legal priority at side-road junctions in the UK, making cycle tracks or shared

paths discontinuous. This makes designing good cycle tracks in the UK almost impossible where there are numerous side-roads, such as in urban areas.

So the current law, the building blocks of good design, needs to be changed in the UK if we are to have Dutch standard cycling provision.

## 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](http://www.ctc.org.uk)
- weekly CTC email newsletter

*Please note that these benefits apply only as long as you remain a fully paid-up member of RCC.*

The cost of the CTC affiliated membership is £18 for a full year.

**More details from Membership Secretary on 0118 986 0230**

## Updating Our Records

Please let us know if any of your details have changed, such as when you get a new e-mail address.

Our newsletters are delivered to the street address we were last told about. Please advise us of any changes to your details, such as your name, address and email.

Please send these details to the Membership Secretary at 29 Ashburton Road, Reading RG2 7PD or email [membership@readingcyclingcampaign.org.uk](mailto:membership@readingcyclingcampaign.org.uk)

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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 9 Jun	Greywell (S) - MEET FOR LUNCH FROM 12 NOON - Fox & Goose 186/7151					
Wed 10 Jun	Aldworth (NW)	19:30 Fountain	Karen Blofield 07771 800883	Bell 174/556797	25	Offroad - short
Wed 10 Jun	Aldworth (NW)	19:30 Fountain	Ian Doyle 07974 409607	Bell 174/556797	30	Offroad - long
Wed 10 Jun	Preston Candover (SW)	10:30	Steve Albon 07801 287 616	Purefoy Arms 185/6041	50	Meet 10:00 - 10:30 Beech Hill (S) Beech Hill Church Café 175/698644
Wed 10 Jun	Aldworth (NW)	19:30 Theale	Simon Bird 07846 219114	Bell 174/556797	25	Moderate
Sat 13 Jun	Bristol Bike Fest	09:00 Ashton Court	Ian Doyle 07974 409607	Energy gel en route	40	www.bike-fest.com
Sun 14 Jun	Runnymede (E)	10:00 Dinton	John Lomas 01344 420031	Picnic	40	Leisurely /moderate. Magna Carta water procession
Sun 14 Jun	Shoreham-by-Sea (S)	08:00 Earley	Graeme Hoyle 07879 838 424		120	Mod/brisk. All day ride with 11's, lunch and tea return early evening.
Sun 14 Jun	tbc	10:00 Fountain	Paul Roberts 07702 006105	pub en route	40	Offroad
Sun 14 Jun	Stanford Dingley	09:00 Earley	Ryan Rampton 0778 614 8641	Leukaemia fundraiser lunch stop	60	Moderate/ brisk. Lunch stop has filled baguettes, cakes, tea etc and pub next door
Tue 16 Jun	Littlewick Green (E) - MEET FOR LUNCH FROM 12 NOON - Cricketers 175/838800					
Wed 17 Jun	Henley (N)	19:30 Fountain	Al Neal 967 9666	Bird in Hand 175/759824	20	Offroad - short
Wed 17 Jun	Henley (N)	19:30 Fountain	tba	Bird in Hand 175/759824	25	Offroad - long
Wed 17 Jun	Henley (N)	19:30 Earley	Ian Swan 07766 244 816	Bird in Hand 175/759824	30	Brisk
Wed 17 Jun	RCC AGM in RISC	18:30 Cycle Kitchen, Jackson's Corner	Reading Cycle Campaign/ Cycle Kitchen		0	Leisurely urban ride
Sat 20 Jun	Stonehenge (W)	20:00 Fountain	Sean Hayden 07801 414707		130	Alternative start/finish Hungerford Stn midnight
Sat 20 Jun	Caversham ("Beat the Streets" ride)	13:00 Fountain	Jeanette Jeans 07897 512 491		0	2 hour Family ride to "Beat the Streets" & collect points
Sun 21 Jun	Middle summer madness	TBC	Peter Nightingale 932 0297	pub en route	40	Offroad
Sun 21 Jun	Towersey (N)	09:15 Fountain	Lesley Adams 988 3044	Three Horseshoes 165/735050	50	Moderate. Roadside 11s
Sun 21 Jun	Hungerford (W)	09:15 Earley	Darren Tipton	Tutti Pole Cafe 174/338687	70	Brisk
Sun 21 Jun	West Berkshire	14:00 Mortimer - Opposite Horse & Groom	Zoe Charlesworth 0775 781 2864		0	2 hour leisurely ladies only ride
Sun 21 Jun	Little London (SW)	10:00 Earley	Nick Clark 07866 033 638	Plough 175/621597	30	Leisurely
Tue 23 Jun	Leckhampstead (W) - MEET FOR LUNCH FROM 12 NOON - Stag 174/4375					
Wed 24 Jun	Holme Green (SE)	19:30 Look Out car park	Paul Mattingly 07976 796 217	White Horse 175/825675	25	Train assist: 18.52 Rdn - Martins Heron
Wed 24 Jun	Holme Green (SE)	19:00 Look Out car park	Angus Mitchell 07794301935	White Horse 175/825675	25	Offroad: Swinley Forest
Wed 24 Jun	Bighton (S)	10:30 Bramley	Allan Adams 988 3044	Midsummer ride - Three Horseshoes 185/6134	85	Meet 10:00 - 10:30 Bramley Bakery (by level crossing)
Wed 24 Jun	Little London (SW)	19:30 Earley	Tom Walton-Evans	Plough 175/621597	32	Moderate/ brisk
Sat 27 Jun	Choice of 100km, 200km & 300km adudax rides starting from Beech Hill		<a href="https://sites.google.com/site/thamesvalleyaudax/home">https://sites.google.com/site/thamesvalleyaudax/home</a>			
Sun 28 Jun	tbc	10:00 Fountain	tbc	tbc	40	Offroad
Sun 28 Jun	Tokers Green (Barbecue)	10:00 Fountain	Sean Hayden 07801 414707		20	Leisurely via Pangbourne
Sun 28 Jun	Tokers Green (Barbecue) via Wallingford	09:15 Fountain	Jackie Leslie 926 3620		35	Moderate, 11's stop in riverside park
Tue 30 Jun	South Stoke (NW) - MEET FOR LUNCH FROM 12 NOON - Perch & Pike 174/596837					
Wed 1 Jul	Checkendon (N)	19:30 Fountain	Malcolm Fleming 986 4166	Black Horse 175/667841	20	Offroad - short
Wed 1 Jul	Checkendon (N)	19:30 Fountain	Martin Soanes 948 4057	Black Horse 175/667841	25	Offroad - Long
Wed 1 Jul	Cookham (E)	11:00 Hare Hatch	Morris Dowding 989 0326	Crown on the Green 175/894853	30	Meet 10:30 - 11:00 Sheeplands GC
Wed 1 Jul	Checkendon (N)	19:30 Fountain	Simon Bird 07846 219114	Black Horse 175/667841	25	Moderate
Sun 5 Jul	Hungerford (W)	09:00 Fountain	Graeme Hoyle 07879 838 424	Tutti Pole Cafe 174/338687	75	Brisk
Sun 5 Jul	Offroad tour: Mendips	10:00 Cheddar	Elliot Dean 07879 647681	Pub en route	40	Offroad Camping weekend 3rd - 5th July
Sun 5 Jul	Bentworth (S)	09:15 Earley	Lesley Adams 988 3044	Sun 185/671403	50	Moderate. 11s Odiham
Sun 5 Jul	Swallowfield (S)	10:00 Earley	Richard Underwood 986 2444	Crown 175/725649	20	Very Leisurely
Sun 5 Jul	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch 175/784843	25	Off road
Tue 7 Jul	Old Basing (S) - MEET FOR LUNCH FROM 12 NOON - Bolton Arms 186/667534					
Wed 8 Jul	Barkham (SE)	19:30 Fountain	JD 07917 063231	Bull 175/780669	20	Offroad - short
Wed 8 Jul	Barkham (SE)	19:30 Fountain	Paul Roberts 07702 006105	Bull 175/780669	25	Offroad - long
Wed 8 Jul	Woolton Hill (SW)	10:30	Chris Davey 942 2358	Rampant Cat 174/435625 6	50	Meet 10:10:30 La Baguetterie (Theale High St)
Wed 8 Jul	Barkham (SE)	19:30 Earley	Richard Underwood 986 2444	Bull 175/780669	15	Leisurely

# CTC Bike Rides Listings

Date	Destination	Start	Leader	Lunch	Miles	Information
Wed 8 Jul	Barkham (SE)	19:30 Earley	Adam Cook 07904 348879	Bull 175/780669	25	Brisk
Sat 11 Jul	Lymington (SW)	08:00 Earley	Simon Bird 07846 219114	TBA	75	Moderate. Train return. Optional swim
Sun 12 Jul	Emsworth (S)	08:00 Beech Hill	Chris Rutter 961 9781		100	Moderate/ brisk
Sun 12 Jul	Skirmett (N)	10:00 Fountain	Phil Allen 948 3454	Frog 175/775903 3	35	Offroad
Sun 12 Jul	Thatcham (W)	09:30 Theale	Joe Edwards 986 7855	Garden Centre 174/500677	50	Moderate, Roadside 11's
Sun 12 Jul	Little London (SW)	10:00 Earley	Richard Underwood 986 2444	Plough 175/621597	30	Leisurely/mod
Tue 14 Jul	Holport (E) - MEET FOR LUNCH FROM 12 NOON - George 175/893777					
Wed 15 Jul	Knowl Hill (E)	19:30 Fountain	tba	Royal Oak 175/825796	25	Offroad - short
Wed 15 Jul	Knowl Hill (E)	19:30 Fountain	Jim Thompson 07906 164 486	Royal Oak 175/825796	25	Offroad - long
Wed 15 Jul	Ewelme (N)	11:00 Henley	Morris Dowding 989 0326	Shepherds Hut 175/639919	30	Meet 10:30 - 11:00 Catherine Wheel (Hart St)
Wed 15 Jul	Knowl Hill (E)	19:30 Earley	Charles Redfern 07932 042 324	Royal Oak 175/825796	26	Moderate 'beret & baguette' ride!
Sun 19 Jul	Hampshire Downs	Train assist: Rdg - Basinstoke	Ian Doyle 07974 409607	Pub en route	40	Off road
Sun 19 Jul	Hailey (N)	10:00 Fountain	Sean Hayden 07801 414707	King William IV 175/643858	25	Leisurely. Some 'rough stuff' Hybrids ideal
Sun 19 Jul	Ipsden	08:30 Dinton	Ian Moore 07773 300 665		0	Brisk morning ride return by 1300. Roadside stop plenty of hills
Tue 21 Jul	Cold Ash (W) - MEET FOR LUNCH FROM 12 NOON - The Castle 174/513697					
Wed 22 Jul	Theale (SW)	19:30 Fountain	tba	Crown 175/6471	20	Offroad - short
Wed 22 Jul	Theale (SW)	19:30 Fountain	Paul Mattingly 07976 796 217	Crown 175/6471	25	Offroad - long
Wed 22 Jul	North Waltham (SW)	11:00 Hartley Wintney	Lesley Adams 988 3044	Fox 185/563458	40	Meet 10:30 - 11:00 Cornishware Café (High St)
Wed 22 Jul	Theale (SW)	19:30 Fountain	Richard Pearson 07930 548379	Crown 175/6471	20	Leisurely/ moderate wwith towpath possibility
Sat 25 Jul	Around Mortimer	Mortimer 2 pm - Opposite Horse & Groom	Zoe Charlesworth 0775 781 2864		0	2 hour beginners and family ride
Sun 26 Jul	Peasmore (W)	09:30 Theale	Nora & Clive Gordon 942 5371	Fox & Hounds 174/4577	40	Leisurely/ moderate
Sun 26 Jul	Smannel (SW)	09:00 Earley	Mike Hardiman 9793147	The Oak	90	Mod/brisk, 11's Conkers GC
Sun 26 Jul	Fingest (NE)	09:00 Fountain	Peter Nightingale 932 0297	Chequers 175/777911	50	Offroad
Sun 26 Jul	Sherborne St John (S)	10:00 Fountain	Mike Lingham 947 5480	Swan 175/626553	35	Leisurely
Tue 28 Jul	Frieth (N) - MEET FOR LUNCH FROM 12 NOON - Prince Albert 175/798907					
Wed 29 Jul	Rotherfield Greys (N)	19:30 Fountain	James Hilling 07787 535656	Maltsters Arms 175/726824	20	Offroad - short
Wed 29 Jul	Rotherfield Greys (N)	19:30 Fountain	Martin Soanes 948 4057	Maltsters Arms 175/726824	25	Offroad - long
Wed 29 Jul	Rotherfield Greys (N)	19:30 Earley	Nick Clark 07866 033 638	Maltsters Arms 175/726824	30	Moderate/ brisk
Sun 2 Aug	Offroad tour - Hampshire	10:00 Famb'r'ugh	Dave Keeble 07816 679453	pub en route	40	Offroad camping weekend
Sun 2 Aug	Mortimer (S)	10:00 Earley	Richard Underwood 986 2444	Horse and Groom 175/655645	25	Leisurely
Sun 2 Aug	Oakley (SW)	09:15 Earley	Erica Johnson 966 6913		60	Moderate 11's Bramley
Tue 4 Aug	Odiham (S) - MEET FOR LUNCH FROM 12 NOON - Bell 186/743509					
Wed 5 Aug	Beech Hill (S)	Mortimer station	Karen Blofield 07771 800883	Elm Tree 175/695641	20	Train assist: 19.25 Rdn - Mortimer
Wed 5 Aug	Beech Hill (S)	19:30 Fountain	Paul Roberts 07702 006105	Elm Tree 175/695641	25	Offroad - long
Wed 5 Aug	Kingsclere (SW)	11:00 Mortimer	Morris Dowding 989 0326	Crown 174/5258	30	Meet 10:30 - 11:00 Bakery Cafe (Victoria Rd)
Wed 5 Aug	Beech Hill (S)	19:30 Earley	Richard Underwood 986 2444	Elm Tree 175/695641	15	Leisurely
Wed 5 Aug	Beech Hill (S)	19:30 Earley	Steve Albon 07801 287 616	Elm Tree 175/695641	29	Moderate/ brisk
Sun 9 Aug	Lechlade (W)	08:30 Theale	Simon Bird 07846 219114	TBA	85	Moderate
Sun 9 Aug	East Hendred (NW)	09:00 Fountain	John Singleton 07813 818719	Eyston Arms 174/4588	50	Offroad
Sun 9 Aug	Little Milton (NW)	09:15 Fount	Lesley Adams 988 3044	Lamb 164/6100	60	Moderate. 11s Ewelme
Sun 9 Aug	Knowl Hill (E)	10:00 Earley	Richard Underwood 986 2444	Bird in Hand 175/8279	30	Leisurely/mod. Some rough stuff (weather permitting)
Sun 9 Aug	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch 175/784843	25	Off road
Tue 11 Aug	Dorney (E) - MEET FOR LUNCH FROM 12 NOON - Palmer Arms 175/929792					
Wed 12 Aug	Witheridge Hill (N)	19:30 Fountain	John Singleton 07813 818719	Rising Sun 175/696841	20	Offroad - short
Wed 12 Aug	Witheridge Hill (N)	19:30 Fountain	Jason Pyke 07932 652368	Rising Sun 175/696841	25	Offroad - long
Wed 12 Aug	Lewknor (N)	11:00 Hare Hatch	Steve Albon 07801 287 616	Olde Leathern Bottel 165/715975	50	Meet 10:30 - 11:00 Sheeplands Garden Centre
Wed 12 Aug	Witheridge Hill (N)	19:30 Fountain	Naomi Umeda 07900 263563	Rising Sun 175/696841	25	Moderate
Fri 14 Aug	The bivvi	19:30 Fountain	Sel Dixon 954 6306	pub en route	20	Off road
Sat 15 Aug	West Berkshire	Mortimer 2 pm - Opposite Horse & Groom	Zoe Charlesworth 0775 781 2864		30	Moderate ladies only ride
Sun 16 Aug	Enbourne (W)	09:30 Theale	Nora & Clive Gordon 942 5371	Craven Arms 174/4264	45	Leisurely/ moderate
Sun 16 Aug	Benson Marina (NW)	07:00 Fountain	Jeanette Jeans 07897 512 491	Riverside Café 175/613917	30	Breakfast ride (very early start)
Sun 16 Aug	Dinton Pastures (E)	11:00 Fountain	Jeanette Jeans 07897 512 491	Dragonfly Cafe 175/785718	18	Leisurely, some off-road
Sun 16 Aug	tbc	10:00 Fountain	tbc	tbc	40	Offroad
Sun 16 Aug	Reading	09:30 Earley	Joe Edwards 986 7855	Queens Head (barbecue) £12 per head	40	Mod. 10 persons minimum, book with Joe before 1 Aug

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Next newsletter copy date: 3 July 2015

The newsletter is now available electronically, so if you'd prefer to go paperless contact the newsletter editor at [newsletter@readingcyclecampaign.org.uk](mailto: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](http://www.reading-travelinfo.co.uk)

### Wokingham Borough Council

0118 974 6302 or [www.wokingham.gov.uk](http://www.wokingham.gov.uk)

### West Berkshire Council

01635 519080 or [www.westberks.org.uk](http://www.westberks.org.uk)

### Windsor and Maidenhead

[www.rbwm.gov.uk](http://www.rbwm.gov.uk)

### Oxfordshire County Council

Roads and Transport: 0845 310 1111

## Campaign Diary

### Monthly Meetings

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

**Wednesday 17 June 2015**

**- Annual General Meeting**

**Wednesday 15 July 2015**

**- open meeting**

**Wednesday 19 August 2015**

**- committee 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.

Come and visit our stall at the  
**Caversham Festival**  
Saturday 11 and Sunday 12 July

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Published by Reading Cycle Campaign, Tel: 0845 330 2543  
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