



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

Winter 2013 No 119

Cycle-Unfriendly Junctions Workshop



Caversham Road roundabout by TGI Friday

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It has been reported that two thirds of cycle accidents happen at junctions. Often it seems that major road junctions have been designed exclusively for motor vehicles, with multiple lanes shoe-horned into inadequate highway space with no thought as to how these junctions will be navigated by cyclists.

Reading has its legacy of such cycle-unfriendly junctions, and a start was made on improving these at a junction workshop held with Reading Borough Council just before Christmas. The workshop was opened up to anyone from RCC who wanted to contribute and eight members of the Campaign joined five Council officers to go through our list of problem junctions.

These included:

1. Berkeley Avenue /Coley Avenue
2. Cemetery Junction
3. Bridge Street / NCN4 cycle track (along Kennet)
4. Caversham Road roundabout by Caversham Bridge
5. Caversham Road roundabout by TGI Friday
6. Church Road / Church Street (Caversham)
7. Oxford Road / Bedford Road

For a number of these junctions to be made really cycle-friendly it would need more radical solutions than current thinking is ready for - namely

Campaign News



Reading Borough Council (RBC)

...continued from page 1

reducing the number of traffic lanes. However, suggestions for improvement included the use of advanced stop lines with lead-in lanes, raised tables, toucan crossings and improved linkages which, if implemented will make some differences. A follow up workshop was held in February to look at the subsequent schemes that had been worked up by RBC as a result of the earlier workshop. These included prospects for the Berkeley Avenue, Oxford Road and Church Road junctions that will be implemented using the Local Sustainable Transport (LSTF) grant.

HGV Driver Training

Transport for London and some of the London boroughs have developed a Safe Urban Driving (SUD) course designed to cut the number of lorry accidents in urban areas, particularly those involving cyclists and pedestrians. Part of the course involves the lorry drivers getting on bicycles and going on-road to understand how cyclists position themselves on the road and how to drive in the presence of cyclists.

The SUD course has been accredited as counting towards the 35 hours of training required by all lorry drivers by 2014, and a number of the London Boroughs, including Hammersmith & Fulham, Lambeth and Hackney offer the SUD course to HGV drivers. Hackney has additionally trained all its own HGV drivers and is encouraging its contractors do the same.

Fortunately Reading does not suffer from anything like the number of HGV related accidents that London does. Nevertheless, inconsiderate or possibly just unaware driving behaviour can be a source of intimidation for many cyclists; and the bigger the vehicle, the greater the perceived threat.

Last year we met with Reading Buses to discuss how bus driver training could be improved to include an appreciation of cyclists. We have now brought the SUD course to the attention of RBC to see if the HGV drivers who operate around Berkshire can be encouraged to undertake this training.

Reading South-East Area Improvements

RBC has undertaken a transport study for the University Area which, combined with suggestions from the LSTF workshops with Reading Cycle Campaign,



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Specialising in a wide range of injury work for both adults and children, the firm has membership of all the relevant specialist panels including those of the Law Society, Headway and the Spinal Injuries Association and is closely involved with the Bicycle Helmet Initiative Trust (BHIT) based in Reading.

Once again my sincere thanks for your kind assistance and courtesy in dealing with this claim and bringing it to a successful conclusion.

Jean Cronin, Kent



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Campaign News



has led to a number of proposals for minor LSTF-funded improvement works to benefit cyclists and pedestrians.

The proposals have now gone public at: www.reading.gov.uk/residents/parking-road-and-travel/TransportStrategy

Although shared use footpaths are not the ideal cycle facility, the proposed improvements will see welcome resurfacing of the shared use path on London Road as well as raised crossings where this route traverses side roads. Other notable works include on-carriageway cycle lanes on Southampton Street, Silver Street, Kendrick Road, Redlands Road, Erleigh Road and Alexandra Road and advance stop lines at Cemetery Junction.

Think Cyclist!

Last September the Department of Transport undertook a 4 week "Think! Cyclist" campaign. The idea behind the campaign was to work with influencers and campaigners to help build a culture of mutual respect and shared responsibility on the road. The aim of the campaign was to reach cyclists and drivers through national, local and specialist media.

Whilst the aim of the "Think! Cyclist" campaign is one that we can all agree with, you can be forgiven if you missed any of the national publicity - it was underwhelming. RBC - to their credit - have been including the "Think! Cyclist" message in their Variable Message Signs.

However, there is no reason why the campaign should be time-expired, and the organisers have stated that the

September campaign was just a start. The "Think! Cyclist" campaign posters can be downloaded and displayed at work or in public buildings. My own employers duly obliged with little encouragement needed, placing them strategically by the exits to the car park.

Details of the "Think! Cyclist" campaign, including posters and links, are on: <http://think.direct.gov.uk/cycling.html>

Keith Elliott
RBC Campaigner



Wokingham Borough Council (WoBC)

One Step Forward, One Step Back?

Good news! Sustrans and Reading Cycle Campaign met with representatives from WoBC to discuss how the Government LSTF grant will be spent to encourage cycling to Winnersh and Winnersh Triangle stations. I suggested that emphasis needs to be put on north-south routes, such as Robin Hood Lane, supplemented with off-road cycle routes. The WoBC representatives were considering improved cycle parking, perhaps covered secure compounds with card access, and also a cycle route from Woodley to Winnersh Triangle station. Although Earley station makes

this route a little redundant, it would improve cyclists' access to IQ Winnersh.

Less encouraging was WoBC's decision to spend part of the LSTF money on a cycle path from the Pond Head Lane A329(M) underpass, along Fairwater Drive to Bulmershe. The first that RCC heard about this was an article in the local paper, so we had no opportunity to comment or suggest improvements. It appears to be a shared pedestrian/cyclist path for its whole length with no on-road sections.

Looking further into the future, planning of major developments around Wokingham has started. The 'reserved matters' application for Buckhurst Park in East Wokingham is about to be made (www.buckhurstpark.com). The developer proposes a single shared-pedestrian/cyclist path on one side of the main access road ("Buckhurst Boulevard"), with few crossing-points. I've written to them pointing out this isn't suitable for regular cyclists and doesn't comply with guidance. This road could become the Southern Relief Road for Wokingham, so better cycle facilities are important. It is a similar story in the Kentwood Farm development, which will include the first stage of a northern road around Wokingham (www.wokinghamnorth.co.uk). These developments will set the tone for a major expansion of Wokingham so we need to persuade the developers to include high-quality cycle provision. I hope that the developers will be more supportive of cycling than the Council so, if you are willing to work with me on this, please get in touch.

Our last newsletter mentioned the poor cycle provision in the WoBC plans for a new road at Wokingham station. Some WoBC councillors and the Wokingham Society raised the issue of the narrow shared pedestrian/cycle path, but the plans were still passed. Wokingham station rebuilding has now started, causing a temporary reduction of cycle parking spaces from 32 to 15 Sheffield stands during the building work. There is space for more stands, so if any members know whom I should raise this with, please let me know.

Peter Howe
WoBC Campaigner

Other Cycling News

Oxfordshire's Shocking 0.2% Spend on Cycling

BikeSafe, a campaign group in West Oxfordshire, has slammed Oxford County Council for spending a minute 0.2% of its transport budget in cycling over the last three years.

BikeSafe had previously been told that there were insufficient funds to add cycle lanes to some of the most dangerous routes on the outskirts of Oxford, even going as far as to raise funds for a feasibility study themselves.

It was only after a freedom of information request that the group discovered the council had spent a feeble £500,000 on provision for cycling out of its £230m budget.

<http://www.ctc.org.uk/oxfordshire-spends-just-02-of-transport-budget-on-cycling> 9/2/13

Get Britain Cycling Inquiry

The All Party Parliamentary Cycling Group has held the first session of a six part inquiry on the question "How can we get Britain Cycling?"

The first session sought evidence from campaign groups as well as cycling

experts and journalists. CTC, British Cycling, Cyclenation and Sustrans are supporting the APPCG in their call for cabinet-level leadership to get Britain Cycling.

Key topics at the first session were the need for long term 'continental level' funding and positive promotion through schools, employers and local authorities.

The main topic however was the need for consistent infrastructure including lower speed limits, better cycle parking, dedicated space to cycle in and continuity and priority at junctions. There should be two sessions left by the time this newsletter reaches our members. To find out more visit the website www.allpartycycling.org/news

<http://www.ctc.org.uk/get-britain-cycling-inquiry-examines-cycling-strategy> 9/2/13

Volunteer to Get Kids Cycling in Reading

Sustrans' Ben Knowles - or "Bike It Ben" as the kids like to call him - needs local volunteers to help with the Bike It project. This currently involves six primary schools in the Reading area and covers everything from route planning and cycle skills to basic maintenance classroom based lessons.

The scheme has been very successful in the past, increasing the number of children riding daily by 10% and the number riding regularly by 25%.

On one occasion in Caversham 120 children cycled in for the session so Ben really does need volunteers to go to local schools with him and get children interested in cycling.

Volunteers will need to be CRB checked, which will be arranged by Sustrans. Ben will be able to train and support on the job and there's no need to be involved in every aspect if you wish to specialise in one area such as cycle skills or maintenance.

If you're interested please contact ben.knowles@sustrans.org.uk

Subsidised Local Cycle Maintenance Classes

There has been a recent survey to see if there is a demand for a bike maintenance class in Reading.

Unfortunately the news did not reach the committee in time for us to publicise the survey to the membership.

However, if you would be interested in maintenance classes please contact Ron Knowles via membership@readingcyclecampagin.org.uk

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Chairman's Letter

Dear RCC members,

You may have heard that Reading is the lucky beneficiary of lots of money (£26 million!) under the Local Sustainable Transport Fund, which could bring about real change in the town to the benefit of people who want to use a bike to get around. In addition there is yet more money being offered by the government, £62 million for infrastructure improvements for cycling. This is, according to the Minister, the biggest investment in cycling ever.

So there is a huge amount of money available to improve things, or is there?

How far will that money go?

Well not very far at all really. Put things into perspective: the M4 Junction 11 improvements cost £80 million. One motorway junction!

The cost of changes to the highways is dramatic; the total amount of money available in Reading would build 1 mile of motorway.

The new bridge over the Thames is going to cost several millions. There will be loads of parts of town that don't see any changes at all with the funds that are available.

Not only do we need more investment we need more commitment.

Do you remember the joy when the council announced cycle lanes over Reading bridge? A year on and they still haven't decided whether they are going to put them in or not. I am not betting any money they ever will.

There is still debate apparently somewhere deep in the Council offices about continuing cycle lanes through the road narrowings (like Peppard Road and Meadway, for example). Where they don't they are worse than useless, potentially dangerous, and completely against the advice of the Department for Transport.

The Council recently announced a huge investment in East Reading with a network of new cycle lanes. Mostly these are pavements that have been



Adrian Lawson

converted; there are too few on road cycle lanes, and one of them is in the door zone, adjacent to parked cars and again in contravention of the advice from the government, so I wouldn't advise a cyclist to use it in case some careless driver swings a door into the rider's path.

Most of these lanes are designed to not interfere with motor traffic. They will do this at the expense of pedestrian traffic though. A pavement with cyclists on it is not a pleasant solution. It should be the absolute last resort, yet it is almost the default option. This is paid for by the Local Sustainable Transport Fund.

In the executive summary it says:-

- Two-thirds of all journeys are under five miles - many of these trips could be easily cycled, walked or undertaken by public transport. We want to make travelling on foot, by bike or on public transport more attractive. Our work indicates that a substantial proportion of drivers would be willing to drive less,

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

How did you hear about the Campaign?

- ☐ Individual membership (annual) £3
- ☐ Joint membership (annual) £5
(Two or more living at the same address)
No. of people under joint membership.....
- ☐ Unwaged/unior membership (annual) £1
- ☐ Life membership £35
- ☐ I would like to make future payments by standing order. Please send me details.

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, 26 Barrington Way, Reading RG1 6EG

Data Protection Act: Reading Cycle Campaign keeps membership records on computer. This information is not disclosed to third parties.

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.

Chairman's Letter

particularly for shorter trips, if practical alternatives were available (British Social Attitudes Survey, 2009). That is what this White Paper is about - offering people choices that will deliver that shift in behaviour, in many more local journeys, particularly drawing on what has been tried and tested.

Well by making walking less attractive but doing absolutely nothing to curb car use this simply isn't going to happen. Why can't some space be taken away from cars instead of pedestrians? Or better still just slow cars down to a safer speed.

One of the things that unnerves people about riding on the road is fear. There are many ways to reduce that fear. Proper enforcement of the law when it comes to bad driving is one. Did you know that the new police commissioner does not even mention roads and driving in his draft plan? It isn't even on his agenda to make roads safer!

In fact if you do kill a cyclist or pedestrian whilst driving not only will the matter not be very well investigated the consequences of your action will not be taken into account. So the fine for killing someone by careless

driving could be minimal, but failing to stop after knocking off a wing mirror could be substantial. A taxi driver who killed a cyclist in Solihull, and drove 90 metres with him on the bonnet of his car, was almost exonerated, (he got a £35 fine and points on his licence). But 90 metres is more than three times the stopping distance at 30 mph.

I wrote to my MP, Alok Sharma, about the poor quality of sentencing in relation to people who kill whilst driving. He refused to sign the Early Day Motion to change the law to protect vulnerable road users, but then has a debate in parliament about kids being compelled to wear helmets without giving more than a passing thought to all that such a measure would entail.

He wrote back to reassure me the government takes road safety very seriously, and there was no need to review the law, then the accident I mentioned above happened and I wrote to him again. Yet again he confused the justice system with road safety.

Recently one of my cycling club mates was abused by the driver of a van. The driver drove close behind on a narrow road where there was no

room to overtake. He revved his engine, then overtook too close, and forced him into the curb. The police would not take any action in a case like that, and the owner of the company who employed the van driver blamed the cyclist!

It's not half baked changes to the infrastructure we really need, we need a dramatic change in culture. We need laws to protect vulnerable road users, we need to give priority to cyclists in road design, and we need to get other road users to drive more slowly and patiently.

A blanket 20 mph speed limit would do it, a measure that is becoming popular in many towns. That would make a huge difference, at relatively little cost. If everybody supported it it would happen overnight, but there are those that don't.

Our lead member for transport doesn't think it is a good idea. He wants to let people vote on it. I can't see why, when did anyone ever vote for a speed limit? And can you see our car dominated town voting in favour? It would be like turkeys voting for Christmas!

Adrian Lawson
Chairman

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Point Of View

Shared Pavements in Wokingham Borough

As council budgets are squeezed ever tighter, it shouldn't surprise cyclists that some highway authorities, like WoBC, focus completely on their primary function - to keep motor traffic moving.

In the last issue of Cycle Reading, Keith Elliott noted that it can be reassuring to cycle on the pavement if you have young children in tow. This statement is music in WoBC's ears - drivers with young children occasionally like to ride slowly with their children on the pavement. That's why they consider there's no need for the Council to consult regular cyclists, as Peter Howe noted in the same issue.

Let's discuss some of the arguments the Council uses, if they have to write to someone like an MP.

"Inexperienced cyclists favour shared pavements." That's because they weren't asked whether they would prefer a connected network of roads with a 20 mph speed limit. However, since we agree the needs of the inexperienced are important, we should note that 20 mph roads help inexperienced drivers to be safer. They also help inattentive, incompetent and intoxicated drivers.

"20 mph speed limits are little use unless they are self-policing, and the emergency services object to measures like speed humps." If a pedestrian or cyclist is killed or seriously injured on a 20 mph road, the parties can soon establish if the cause was a speeding driver or a careless victim. In fact it's 30 mph speed limits that are little use unless self-policing measures are added. It's interesting that the roads on Wokingham's school sites have 5 mph limits, even though there will be a much lower risk of careless drivers than on narrow 30 mph approach roads.

"We put Give Way markings across shared pavements at junctions because we have to consider the needs of all road users." So does the

Highway Code, and these Give Way markings conflict with Rule 146 "Take extra care at junctions. You should watch out for cyclists (and) watch out for pedestrians crossing a road into which you are turning. If they have started to cross they have priority."

"We believe the police could resolve any conflict." Hang on Wokingham, didn't we agree a minute ago that everything has to be self-policing?

"The Council always undertake a Road Safety Audit of any new cycleway." Have any of these audits shown that a shared pavement has made cycling safer or easier?

In a culture of shrinking budgets and lack of will to create high quality cycling infrastructure, cyclists need to focus on low cost but effective solutions. It's my firm belief this means not forcing cyclists on to bone-shaking narrow pavements where they must endure the glare of elderly ladies and give way to every 4 x 4 backing out of its drive, but on the proven effective solution of a connected network of 20 mph roads.

Sustrans advise me their experience with 20 mph zones and the wider Free Range Kids campaign is that the most effective way to influence local councils is by residents themselves taking action through petitions, etc. Given the reluctance of Wokingham Highways to engage in constructive dialogue with cyclists, now may be the time to try a new approach.

From April 2013 councils will have a leading role in delivering local health services. I urge every reader of Cycle Reading who regularly uses Wokingham's roads to write to Councillor Julian McGhee-Sumner, Executive Member for Health and Wellbeing at Wokingham Borough Council, Shute End, Wokingham, RG40 1BN. Please email wdc@readingcyclecampaign.org.uk if you do write.

I suggest we politely advise him that a connected network of 20 mph roads would give a great boost to healthy transport options. It would also reduce the Health Budget by transforming the lives of many children, people with

CTC Affiliated Membership

As a member of RCC, did you know you can apply for CTC affiliated membership? Listed below are the benefits:

- 3rd party insurance cover of £5,000,000 anywhere in the world except USA and Canada
- a CTC membership card and the CTC Member benefits giving access to a wide range of discounts and benefits; details available from the website www.ctc.org.uk
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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 £17 for a full year.

For more details contact the Membership Secretary on 0118 939 4044

Updating Our Records

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deafness, blindness, mobility impairments and elderly people who use pavements: they would no longer have to fear the approach from behind at 30 mph of the next Sir Bradley Wiggins!

Peter Glass

Don't Forget Our Facebook Page!

Visit <http://www.facebook.com/ReadingCycleCampaign> where we continue our cycling discussions on a daily basis!

Reading Cycle Campaign
24 February

CTC has some funding to set up Cycle Maintenance Hubs in Reading. Tools and training can be provided and it's already been done in Swindon, so it must be our turn. If you know of any individuals or groups who may be interested and want some more information then contact Anna: anna.cipullo@CTC.ORG.UK

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Promote

Reading Cycle Campaign
19 February

Four of us did a cycle training session on busy roads on Saturday, here is a video of part of it. We are happy to run similar sessions at weekends if anyone else wants to take part. Absolutely free of charge!


 **Cycling Instruction 16 2 13**
www.youtube.com
Reading Cycle Campaign, Level 3
Bikeability instruction with Adrian Lawson.

Reading Cycle Campaign
21 February via Mobile

How cycle friendly is your workplace? Do they provide showers? Secure and convenient bicycle racks?


Like · Comment · Share

View 6 more comments

 **Nicolas Doye Ericsson** / 3 on the Vastern Road roundabout. 6 showers. Lots (367) of "Sheffield stands", and a third of those are covered.

Johnson Controls, who look after the building, really listened to us when we asked for better cycle racks.

Just don't try cycling round the roundabout!
21 February at 23:08 via mobile · Unlike · 1

 **John Seto** Where I'm working right now, we have a secured covered bicycle store with spaces for up to 32 bicycles at the back of the building in the car park. Cyclists are made to walk around to the front of the building, whereas car users have special access through the back door. The route is

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Touring By Bike

What has touring got to do with a campaign group?

Several things really. Quite a few of our members go on cycle tours. When touring you see cycle facilities elsewhere - good and bad. You need to consider safety and roadcraft in many different contexts. And you also need to consider bike maintenance - at least the basics like dealing with a puncture or a broken spoke.

Although we are a campaign group we are also well-rounded individuals and normal cyclists, not extremists (we are often car-drivers and pedestrians as well), and the people we come up against us should remember that.

I have read quite a number of cycling books - but none on racing or racers, they don't motivate me at all, although the Olympic (and *Tour de France*) successes of our cyclists were a joy.

Firstly safety and roadcraft: there has been debate through the RCC Facebook pages about the wearing of cycle helmets and also about the cyclist's location on the road. The Highway Code has four pages for cyclists and six pages for pedestrians (as well as pages for/about animals and motorcycles). Although a breach of the Highway Code is not in itself a criminal offence - unless there is a separate law or Regulation about it - the Code can be quoted against a person in court and insurance companies and lawyers will refer to it. To avoid breaches it is best to be trained. The old training used to be called 'cycling proficiency' and was usually taught at school. This has been superseded by the Government-endorsed "Bikeability"; the national cycle training standard. I personally

did cycle proficiency training many years ago so when I had a taster of the new training with RCC Chair, Adrian (a qualified trainer) there was new stuff to learn (I am a poor learner, alas). A course is best, but failing that the book "*Cyclecraft*" by John Franklin is excellent and it covers more than just Bikeability. Unfortunately there are differences between Bikeability and the Highway Code - as an example just look up the sections on cycle lanes or cycle helmets!

Often The Netherlands is quoted as having cycle facilities the UK should emulate. But we tourists see good examples elsewhere as well - parts of France, Germany, Switzerland and all Scandinavian countries, even Spain (eg Barcelona). If it can be done there, it can be done here. Obviously we don't expect the Authorities to demolish buildings to create cycle lanes - the other good countries don't do that either - but we do expect good practice to be used, followed and invested in. The Authorities should either employ people who are cyclists or take and act upon advice from cyclists. Too often they do neither and a non-cyclist view of cycle facilities is often faulty. For example what is the point of a cycle lane demarcated by a dotted (broken) line which drivers can cross and not backed by parking restrictions such as yellow lines? And what is the point of Bikeability saying we should cycle in the 'primary' position (roughly centre of the lane of traffic) whenever possible yet cycle lanes painted on the road force us near the gutter? Where is the joined-up thinking (also, where are the joined-up cycle lanes)?

There are plenty of cyclists who don't go on tours - for very good reasons. But I do recommend tours so long as they are fun. They needn't be abroad, take many days or cover many miles. Some people cycle 100 miles a day laden, others do 35 miles a day and have their stuff carried to the next stop. Some self-organise, others go on organised trips (you can find plenty of these online). Some go solo, others go with friends.

There are many books or websites giving advice about tours - cost, equipment, places etc. It is just a pity so many are from the perspective of people up to the age of 40 who have done months of touring. It needn't be like that. There are also plenty of books to learn from recounting the experiences of people who have done trips - round Wales, Land's End to John O'Groats, across Europe or round the world. Closer to home, along the Kennet and Avon Canal from Reading to Bristol (or on to Slimbridge Wildfowl and Wetlands Trust on the Severn) is a good and short ride plus there are trains along the way!

I've read tour books by Dew, Mustoe, Enfield and many of others but one of the best written is "*Good Vibrations - Across Europe on a Bike Called Reggie*" by Andrew Sykes. It is the highlights (and lowlights) of a trip from Reading, along Eurovelo 5 across Europe to Rome and then Brindisi in the far south of Italy. I enjoyed it so much I read it twice. Although it has inspired people to do a trip it is a good read for armchair cyclists because it recounts stories of both the people and places along the way, not just the turning of the wheels.

Ron Knowles

Bikes 'n' Bits

Due to data protection issues Bikes 'n' Bits adverts are not included in archived newsletters.

CTC Bike Rides Listings

The CTC Bike Rides leaflet is being discontinued, so instead the listings will now be printed in this newsletter. You can still check the CTC website on <http://www.readingctc.co.uk/rides> to confirm details prior to attending a ride.

Date	Destination	Start	Leader	Lunch	Miles	Information
Sun 10/03	West Wycombe (NE)	009:15 Fountain	Martin Lindupp 986 3583	Garden Centre Cafe 175/827947	55	One-stop ride
Sun 10/03	Little London (SW)	10:00 Earley	Nick Clark 07866 033 638	Plough 175/621597	30	Leisurely
Sun 10/03	Frieth (N)	10:00 Fountain	Brian Maunder 01491-573722	Prince Albert 175/798907	40	Moderate
Sun 10/03	Little London (SW)	10:00 Fountain	Paul Roberts 986 8470	Plough 175/621597	30	Off road
Tue 12/03	Winnersh (E) - MEET FOR LUNCH FROM 12 NOON - Wheelwrights Arms 175/787717					
Wed 13/03	Hannington (SW)	11:00	Morris Dowding 989 0326	Vine 174/540552	50	Meet 10:30-11:00 Cafe Active, Spencers Wood, 175/ 715668
Wed 13/03	Tilehurst (W)	19:30 Fountain	Richard Pearson 07930-548379	Fox & Hounds 175/657730	20	Moderate
Wed 13/03	Tilehurst (W)	19:30 Fountain	Karen Blofield 07771-800883	Fox & Hounds 175/657730	15	Off road
Sun 17/03	Waterperry Gardens (N)	09:15 Fountain	Mike Hardiman 9793147	Cafe 164/628064	65	Brisk
Sun 17/03	Hermitage (W)	10:00 Theale	Nora & Clive Gordon 942 5371	White Horse 174/503729	35	Leisurely/ moderate
Sun 17/03	Woodcote (NW)	10:00 Fountain	Angus Mitchell 07794301935	Red Lion 175/644820	25	Off road
Tue 19/03	Aldworth (NW) - MEET FOR LUNCH FROM 12 NOON - Bell 174/556797					
Wed 20/03	Curry ride	19:30 Earley	Nick Clark 07866 033 638		17	Leisurely curry ride. Details to be confirmed
Wed 20/03	Curry ride	19:30 Earley	Karen Robertson 07801 917 172		24	Brisk curry ride
Wed 20/03	Curry ride	19:30 Fountain	Sel Dixon 954 6306		15	Off road curry ride
Sun 24/03	Andover (SW)	09:15 Earley	Chris Rutter	Blue Onion Cafe	70	Brisk
Sun 24/03	Aston (NE)	10:00 Fountain	Steve Conway 375 9932	Flower Pot 175/784843	35	Leisurely/ moderate
Sun 24/03	Watlington (N)	09:15 Fountain	Lesley Adams 988 3044	Carriers Arms 175/692945	55	Moderate 11s Ewelme
Sun 24/03	Whitchurch Hill (NW)	10:00 Fountain	Phil Allen 948 3454	Sun 175/643793	20	Off road - long
Sun 24/03	Whitchurch Hill (NW)	10:00 Fountain	Carol Sunderland 07961109068	Sun 175/643793	15	Off road - short
Tue 26/03	Ewelme (N) - MEET FOR LUNCH FROM 12 NOON - Shepherds Hut 175/639919					
Wed 27/03	Well (S)	11:00	Morris Dowding 989 0326	Chequers 186/7646	68	Meet 10:30-11:00 Petite Café, Hartley Wintney, 175/77157
Wed 27/03	Reading (E)	19:30 Fountain	Sean Hayden 07801-414707	Fishermans Cottage 175/727735	24	Brisk
Wed 27/03	Reading (E)	19:30 Fountain	Malcolm Fleming 986 4166	Fishermans Cottage 175/727735	15	Off road
Thu 28/03	Tour - Lake District. Off road tour to Little Langdale 28th March - 1st April. Ian Doyle 07974-409607					
Sun 31/03	Littleworth Common (NE)	10:00 Dinton	John Lomas 01344-420031	Jolly Woodman 175/934865	45	Moderate
Sun 31/03	Burghfield (SW)	10:00 Earley	Richard Underwood 986 2444	Six Bells 175/667685	25	Leisurely
Tue 02/04	Little London (SW) - MEET FOR LUNCH FROM 12 NOON - Plough 175/621597					
Wed 03/04	Chazey Heath (N)	19:30 Fountain	Ian Swan 07766 244 816	Pack Saddle 175/695772	28	Brisk+
Wed 03/04	Chazey Heath (N)	19:30 Fountain	Martin Pearce 07919 448 148	Pack Saddle 175/695772	15	Off road
Sun 07/04	Bagnor (W)	10:00 Theale	Nora & Clive Gordon 942 5371	Blackbird 174/454693	40	Leisurely/ moderate
Sun 07/04	Hannington (SW)	09:15 Earley	Erica Johnson 966 6913	Vine 174/540552	50	Moderate. 11's Elm Park GC
Sun 07/04	Sulhamstead (W)	10:00 Fountain	Ian Doyle 07974-409607	Springs Inn 175/623697	25	Off road
Tue 09/04	Waltham St Lawrence (E) - MEET FOR LUNCH FROM 12 NOON - Bell 175/8377					

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CTC Bike Rides Listings

Date	Destination	Start	Leader	Lunch	Miles	Information
Wed 10/04	East Ilsley (NW)	11:00	Morris Dowding 989 0326	Crown & Horns 174/493813	68	Meet 10:30-11:00 Pangbourne Café, 175/635765
Wed 10/04	Three Mile Cross (S)	19:30 Earley	Simon Bird 07846 219114	Swan 175/715679	23	Brisk
Wed 10/04	Three Mile Cross (S)	19:30 Earley	David Roberts 986 2763	Swan 175/715679	16	Leisurely
Wed 10/04	Three Mile Cross (S)	19:30 Fountain	Al Neal 967 9666	Swan 175/715679	15	Off road
Fri 12/04	Night ride to Brighton. Midnight Fountain start. Roadside 3s. 70 miles. Train back. Simon Bird 07846 219114					
Sun 14/04	Chaddleworth (W)	09:15 Fountain	Martin Lindupp 986 3583	Ibex 174/416772	60	Moderate/ brisk, 11's Hampstead Norreys shop
Sun 14/04	Inkpen 'Lower Green' (W)	10:25 Station	Richard Underwood 986 2444	Swan 174/359643	25	Leisurely. Meet in good time at Reading Station foyer for the 10:44 train to Newbury, arriving at 11:15
Sun 14/04	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch 175/784843	20	Off road
Sun 14/04	North Chilterns/Prices Risborough	Car Assist	Al Neal 967 9666	Pub en route	25	Off road
Sun 14/04	Rotherfield Greys (N) - MEET FOR LUNCH FROM 12 NOON – Maltsters Arms 175/823726					
Tue 16/04	EVENT: Riverside to Riverside 110km Audax. Start 10:00 Jenners Café, Maidenhead. www.aukweb.net					
Wed 24/04	Whitchurch Hill (NW)	19:30 Fountain	James Hancock 07769-277114	Sun 175/643793	29	Brisk
Wed 24/04	Whitchurch Hill (NW)	19:30 Fountain	Angus Mitchell 07794301935	Sun 175/643793	15	Off road
Sun 28/04	Bishops Sutton (SW)	09:15 Earley	Mike Hardiman 9793147	The Ship 186/611318	75	Moderate/brisk
Sun 28/04	Little London (SW)	10:00 Earley	Richard Underwood 986 2444	Plough 175/621597	30	Leisurely
Sun 28/04	Chapel Row (W)	10:00 Fountain	Sel Dixon 954 6306	Blade Bone Inn 174/571697	25	Off road
Tue 30/04	Old Basing (S) - MEET FOR LUNCH FROM 12 NOON – Bolton Arms 186/667534					
Wed 01/05	Sonning Eye (E)	19:30 Fountain	Steve Albon	Flowing Spring 175/747767	18	Moderate
Wed 01/05	Sonning Eye (E)	19:30 Fountain	Jim Thompson 07906 164 486	Flowing Spring 175/747767	15	Off road
Sat 04/05	RIDE/ SOCIAL - Sweeneys (Reading). 17:00 Fountain for a moderate 25m ride to Sweeneys Pie Shop or straight there for 19:30. Contact Jeanette Jeans 0789 751 2491 before Noon on 3rd May if eating. Numbers needed.					
Sat 04/05	Off-road tour - destination TBC. 4th - 6th May. Camping. Elliot Dean 07879-647681					
Sun 05/05	Long Crendon (N)	09:15 Fountain	Martin Lindupp 986 3583	Eight Bells 165/6908	70	Moderate/ brisk. 11's Ewelme
Sun 05/05	Hare Hatch (E)	10:00 Earley	Nick Clark 07866 033 638	Sheeplands GC 175/8007	15	Very Leisurely
Sun 05/05	Hare Hatch (E)	09:30 Fountain	Jeanette Jeans 07897 512 491	Sheeplands GC 175/8007	30	Leisurely/ moderate
Sun 05/05	Cholsey (NW)	10:00 Fountain	Denis Boltwood 947 2290	Red Lion 174/586868	30	Off road
Tue 07/05	Hawthorn Hill 'Drift Rd' (E) - MEET FOR LUNCH FROM 12 NOON – Bird Hills Golf Centre 175/871749					
Wed 08/05	EVENT: Dinton 104km Audax starting 10:00 at Dinton (main car park). Mike Hardiman 9793147. www.aukweb.net/ (S) - MEET FOR LUNCH FROM 12 NOON - Coach & Horses 175/7156					
Wed 08/05	Rotherfield Peppard (N)	19:30 Fountain	Paul Irving 967 7931	Red Lion 175/709819	30	Brisk
Wed 08/05	Rotherfield Peppard (N)	19:30 Fountain	Cath Mee.k 07879 647681	Red Lion 175/709819	20	Off road
Sat 11/05	The Cobblers ride into Northamptonshire. Meet Reading station (north side). Train to/ from Banbury. Pub/ cafe lunch. 60 miles. Simon Bird 07846 219114					
Sun 12/05	Leckhampstead (W)	10:00 Theale	Nora & Clive Gordon 942 5371	Stag 174/4375	45	Leisurely/ moderate
Sun 12/05	Binsted (S)	09:15 Earley	Allan Adams 988 3044	Cedars 186/772410	60	11's Odiham
Sun 12/05	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch 175/784843	20	Off road
Sun 12/05	Bucks Offroad 60m sportive from Maple Cross, Rickmansworth. Fodder en-route. http://www.bucksoffroadsportive.co.uk/ Maple Cross, Rickmansworth					
Tue 14/05	Whitchurch Hill (NW) - MEET FOR LUNCH FROM 12 NOON - Sun 175/643793					
Wed 15/05	Theale (SW)	19:30 Fountain	James Hancock 07769-277114	Crown 175/6471	28	Moderate
Wed 15/05	Theale (SW)	19:30 Fountain	Martin Pearce 07919 448 148	Crown 175/6471	20	Off road
Sun 19/05	Hermitage (NW)	09:15 Fountain	Keith Alexander 921 2871	Hilliers Garden Centre 174/500729	45	Moderate. Some hills
Sun 19/05	Aldworth (NW)	10:00 Fountain	Richard Underwood 986 2444	Bell 174/556797	30	Leisurely/ moderate with some rough stuff (weather permitting)
Sun 19/05	Dorchester (NW)	09:00 Fountain	Elliot Dean 07879-647681	Fleur de Lys Inn 164/577943	50	Off road - long
Sun 19/05	Dorchester (NW)	Train Assist: 09.44 Reading to Cholsey	Michael Lehnehan 947 6947	Fleur de Lys Inn 164/577943	20	Off road - short
Tue 21/05	Crazies Hill (NE) - MEET FOR LUNCH FROM 12 NOON – Horns 175/799809					
Wed 22/05	Ewelme (N)	11:00	Morris Dowding 989 0326	Shepherds Hut 175/639919	68	Meet 10:30-11:00 Herb Farm Café , Sonning Common, 175/714794
Wed 22/05	Binfield Heath (NE)	19:30 Fountain	Simon Bird 07846 219114	Bottle & Glass 175/743793	25	Moderate
Wed 22/05	Binfield Heath (NE)	19:30 Fountain	Martin Soanes 948 4057	Bottle & Glass 175/743793	15	Off road
Sat 25/05	Off-road tour to the Purbecks. 25th - 27th May. Camping. Paul Roberts 986 8470					
Sun 26/05	Jealot's Hill (E)	10:00 Dinton	Rob Butler 986 2008	New Leathern Bottle 175/868732	25	Leisurely
Sun 26/05	Jealot's Hill (E)	09:15 Earley	John Lomas 01344-420031	New Leathern Bottle 175/868732	40	Moderate. 11s TBC
Sun 26/05	Inkpen 'Lower Green' (W)	09:15 Fountain	Nick Clark 07866 033 638	Swan 174/359643	75	Brisk. 11's Thatcham GC
Tue 28/05	Mapledurwell (S) - MEET FOR LUNCH FROM 12 NOON – Gamekeepers 186/686513					
Wed 29/05	Waltham St Lawrence (E)	19:30 Fountain	Paul Irving 967 7931	Bell 175/8377	30	Brisk
Wed 29/05	Waltham St Lawrence (E)	19:30 Earley	Martin Paintin 921 2268	Bell 175/8377	18	Leisurely

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Next newsletter copy date: 29 April 2013

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

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Roads and Transport: 0845 310 1111

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