



# CycleReading

WORKING FOR A CYCLE FRIENDLY READING

[www.readingcyclecampaign.org.uk](http://www.readingcyclecampaign.org.uk)

December 2016 No 133

## Unwatched & Unprotected



*The scene of the crime the next morning - a sadly empty bike park*

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Campaign Diary

We all know about the severe lack of bike parking space around Reading Station, particularly on the south side.

So when a new bike parking space was created down from the taxi-rank and the southside pickup area, it was obviously going to readily used.

However, on Friday 18 November I was shocked on arriving home from London to find not only my bike stolen, but it seemed to me all the other quality bikes too (with only three extremely old bikes remaining untouched).

I had used a D-lock, as supposedly had the majority of the other bikes. But it seems that even this form of protection was useless against the exploits of a metal bar, and such an implement was found close to the scene the following day that could have done the deed.



Before issuing a crime number, the police asked if there was any CCTV in the area. I got GWR to confirm that there wasn't. However, since the Council installed this bike park, surely it is their responsibility to provide surveillance cameras to protect our bikes and act as a suitable deterrent?

The park was also outside a building site, making it easy for a group of bike thieves posing as workers to pull up with a van and just help themselves.

*Alice Elliott (Editor)*

# Campaign News



## Reading Borough Council (RBC)

### Winter Report

Meetings come and go, but actions are currently at a low.

The Cycle Forum on 19 October was attended by a group of Councillors, Council Officers and cycling activists representing RCC, Cycle UK and GREN (Sustrans not present this time). The agenda was updating of Council progress and the campaigners' comments, questions, criticisms and thanks are the order of the day.

The NCN Route 422 from Horncastle to Berkeley Avenue along the A4 was considered in some detail, which showed a number of useful improvements mainly for off-carriageway cycling. Following this I sent a number of suggested improvements to RBC to improve some of the junctions, which were agreed by the officers and at the TM Committee, mentioned later. The route through the town centre has still to be agreed and after the Forum I passed on the route options

to the RCC open meeting. There was some concern about the night-time use of some of the riverside sections. I forwarded these concerns to RBC and suggested that there could be a 'braided route', as some NCN routes are, with the through route being via Berkeley Avenue and London Road, but with direct links into the town centre via Castle Hill, Katesgrove Lane and other routes, as well as alongside the Kennet.

A number of other issues were discussed:

- Improvements to cycle route signing, including the mandatory as well as direction signing, are to be carried out this financial year (by April 2017).
- Town centre route improvements are still being looked at.
- Cycle parking in Broad Street in the town centre was in short supply. RBC will consider parking in Cross Street and elsewhere.
- Napier Road link is still awaiting completion of the path link.
- Cow Lane bridge works are unlikely to start until the new year.
- A policy on the removal of abandoned bicycles was agreed.

The Traffic Management Committee on 3 November approved the Cycle

Forum minutes (*viewable via <http://www.reading.gov.uk/article/9623/Traffic-Management-Sub-Committee-03-NOV-2016>*) and agreed the NCN Route 422 proposals, including the RCC comments to improve the junctions at New Lane Hill and Honey End Lane. Additional shared-use paths on the south side of the Bath Road will be added and crossings upgraded to Toucans. The RCC request to increase the shared-use width, to more than the proposed 2.5m, had not been accepted by the officers. This could be a longer term campaigning issue for when the path usage increases.

A wider path would probably help with encouraging use, but we are probably partly in a 'chicken and egg' situation with cycling levels, funding and approvals for cycling. Works on the Phase 1 section should begin this December, so some quick action here.

Changes to the road layout and taxi ranking to the south of the station, by Garrard Street and the Queen Victoria statue, should not affect cyclists (but see page 9). The shutting-off of this Station Approach area is a long-term cyclists' complaint.

**John Lee**  
RBC Campaigner

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## Wokingham Borough Council (WoBC)

### Shared Use - a Necessary Evil or Frankenstructure?

Shared use paths, where people walking and people cycling use the same area with no segregation, polarises opinion in the pro-cycling community. Even Mikael Colville-Andersen ([www.copenhagenize.com](http://www.copenhagenize.com)), who takes the view that people cycling are best kept away from cars, describes them as 'frankenstructure' - not-quite infrastructure which ignore the lessons from around the world about what really is needed by people who cycle. The opposing view is that people perceive cycling on the road as dangerous and shared-use is the only politically acceptable option for traffic-free cycle routes in many places. If more people cycle because of them, we'll be safer and have more chance of getting decent cycle facilities in the longer term.

I am still undecided about shared-use paths. They are usually slower than cycling on the road and they encourage people driving to adopt a 'get off the road' attitude - I'm sure many of you have been directed (sometimes politely, sometimes less so) to a shared-use path by passing drivers. The impact on people walking must also be emphasised; cycling on pavements is one of the biggest complaints because people walking are upset when someone unexpectedly cycles past them too close and it usually has to be too close because paths are too narrow. Which leads to the biggest issue with shared use - implementation. The government guidelines are far too lax ([www.gov.uk/government/publications/cycle-infrastructure-design-ltn-208](http://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-208) and [www.gov.uk/government/publications/shared-use](http://www.gov.uk/government/publications/shared-use)) yet even those are usually ignored as only guidelines.



*Molly Millars Lane. Yes, it tells you to cycle on the right. Yes, it is too narrow. Yes, the visibility is that bad. Yes, you have to give way at a layby.*

Molly Millars Lane provides a prototype for bad shared-use. The signs are terrible; no indication of where it starts or ends with white lines suggesting you should cycle on the right. It is far too narrow, so that one person cycling can't pass a single person walking. It has an uneven tarmac surface, much worse than the neighbouring road. It is frequently interrupted by side-roads where people cycling have to give way to turning traffic and drop to the carriageway level. It features a range of obstacles including bollards, bus stops and road signs, thoughtfully painted black or grey to increase the chance of you cycling into them. And, finally, it is only on one side of the road. The only thing to be said for it is that few pedestrians use it - probably for exactly the same reasons.

In contrast, the shared-use paths along Smith's Walk, and between Glebelands Road and Cantley Park, work relatively well. Because they are away from roads, both have only one interruption by a side road and no parked cars. They are wide, with clear space either side and no interrupting lamp posts, bollards or other street furniture. Their surfaces are good quality, and the road crossings are raised.

I'm raising the issue of shared-use again because it came up during a discussion of possible improvements to cycling within Woosehill. Most were fairly simple, such as allowing cycling between Chestnut Avenue and Northway, but we also discussed a number of paths which could be made shared use - for example, the one between Falcon Way and Smith's Walk and the one between Morrison's and Brookside. A more contentious example would be Woosehill Spine Road itself between Morrison's and Heron Way.

Both pavements are wide, and could be widened further, with few road crossings, excellent visibility, no driveways and no adjacent parked cars. The road is flat, so most people will be cycling at 12-15mph.

Should we encourage Wokingham Borough to convert them to shared-use? I'd welcome your thoughts about this and about other examples of good quality shared-use within Wokingham.

Please get in touch by emailing [wokingham@readingcyclecampaign.org.uk](mailto:wokingham@readingcyclecampaign.org.uk) or through our Facebook group.

**Peter Howe**  
WoBC Campaigner

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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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# Letters Page

*I would like to restart the Letters Page again after too long a gap. As well as the Facebook Page, this can be somewhere to voice your concerns to RCC members about cycling issues. I look forward to your contributions, and start off with a letter of my own. - Editor*

## Tarred With The Same Brush

Dear Letters Page

Walking to town the other day (I had to, as my bike had been nicked) I found myself constantly dodging cyclists on the pavement, going in both directions. They were all young and wide-eyed as they weaved around the pedestrians.

This got me thinking. How did they actually know that it is illegal to ride on the pavement? Who is responsible for telling them? And where would they find the correct rules about riding a bike in public?

But then there more questions: why do they ride on the pavement? Is it because they feel safer there?

Each morning at 8.30 I watch a mother, followed by her son, ride past my house every morning on the pavement on the way to school. He is entitled to, but she isn't. Obviously she's encouraging him to use a bicycle as a method of transportation, but does she feel riding on the roads is too dangerous for her?

Now that I've started to ride my bike more (exasperated now since its recent disappearance) I have been subjected to the kind of abuse cyclists get on the road. This comes in many forms: white van drivers who like to creep up behind me and hilariously beep their horn to make me jump, progressing onto young whipper-snappers in shiny new cars annoyed by being slowed down by me struggling up a hill on a wet and windy evening, beeping their horns until there was finally a space to over take.

One such upstart even swerved in front of me to park and vehemently tell me how much he had been inconvenienced through his car window, only to find himself in a similar situation again once I had passed him during his tirade.

Pedestrians expects cyclists to ride on the road, and road-users want cyclists to ride on the pavement. So actually cyclists just can't win.

This distinct lack of knowledge about cyclists means we are all tarred with the same brush, regardless of whether any of us abide by the rules of the road or not. Apparently all cyclists ride on pavements and jump red lights.

And this is highlighted by letter writers in the local newspapers who constantly complain about the bad behaviour of cyclists, drowning out any attempt by decent cyclists to address the situation.

What does anyone else think about this?

Alice Elliott

## RCC Christmas Social

Friday 16 December 2016

Seasonal refreshments from 7pm at the

## Reading Bike Kitchen

(at Jackson's Corner)

## Everyone is welcome!

**AWCycles** would like to announce they offer RCC members a permanent discount in the shop of 5% off bikes and frames as well as 10% off everything else, but you will need to show your membership card to receive your discount.

**Would you like to advertise in this newsletter?**

Check out our advertising rates on the back page, with half price for RCC members.

# Chairman's Letter

Dear RCC members,

It's funny how people view cycling. You and me, we know it is the mode of transport of the future. Clean, quiet cheap, great exercise and great fun. The ultimate solution to urban congestion, air pollution, and on and on I could go.

I still ask why it is so hard to get it accepted. Is it because the government is dependent on the money from fuel duty?

Is it because so many people are employed in the motor business?

I can see reasons, but the sheer hostility shown to anyone who rides a bike is bizarre. Three times lately I have had young men in their cars pull alongside me, hurl abuse and swerve at me.

I was invited to discuss cycling in the town centre by the Old People's Working Group, (OPWG) a forum to discuss matters that concern old folk. Despite being old myself I was treated to extraordinary hostility, and not a little ignorance. I, an old person, was responsible for the behaviour of youths careering through Broad Street. My desire to see this as a direct link across town for people to make a journey quickly and safely was not appreciated. Actually I was met with derision when I tried to explain that a direct link east-west was a very important part in the currently disconnected network.

What mattered was them having to leap aside when a youth rode through at speed. Let's expand their logic to the tragic case of Irene Caballero. Irene was sitting on a wall when a car driven by a young man at great speed struck her and killed her. He was racing another driver at the time. I haven't heard anyone say that cars shouldn't be permitted to use this road based on the action of these two hot headed youths. But the members of the OPWG thought this was an entirely reasonable and logical approach to Broad Street.

These folk trotted out all the usual chestnuts:

"Do you support cycling in Broad Street?"

Yes I do.

"What about the dangers to pedestrians?"

What dangers? it isn't busy for 18 hours of the day, makes a perfect direct link and any alternative route is either more dangerous or also has extensive shared use areas.

"You don't use perfectly good cycle paths, there is one along the Henley Road and I see cyclists in all their lycra riding on the road."

I explained that if it was perfectly good they would use it, but it isn't, certainly not if they want to ride at 25 mph.

"There you go, you just admitted they do 25 miles an hour!"

Yes, they get fit riding downhill on racing bikes. That isn't the same as people riding through Broad Street is it? That's why they are on the road, not on the pavement.

"Yes, cyclists are always riding on the pavement."

Yes, because the Council keeps putting cycle facilities on the pavement.

And then: "I wish you would pay road tax."

I tried to patiently explain how taxation works, but the lady sneered at me as if she had won her point. She wasn't listening any more.

In advance of the meeting I looked at Crashmap, a site that records and plots all road collisions that involve an injury.

There were almost 10,000 injuries in the last 17 years in Reading. 1,800 of them cyclists. In Broad Street there has been one, in 1999, and it was a 'slight' injury according to the stats. A pedestrian and a cyclist were involved, and it was at the junction of Queen Victoria Street and Broad Street. You are allowed to cycle there. Despite the problem being so insignificant the Council pandered to the demands of a few moaners to debate a complete non issue for half an hour. What I had hoped was that the Council would invite me in to sell the virtues of cycling, especially to older people.

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# Chairman's Letter

The recent report about the Cycleboom project, which discovered that older cyclists don't feel safe, was reported in the local newspaper. The comments section had 51 comments last time I looked. When Tomasz Croker was convicted of killing four people with his lorry while looking at his phone, an article appeared in the same newspaper with the video showing the driver at the moment of collision. There were just nine comments on possibly the most traumatic report I have ever seen.

Why is it that a study about the dangers of cycling should arouse such passion, much of it venomously anti-cyclist, yet all the comment on the article about the killer driver was criticising the judge and the sentence?

Why are we so set against people who choose to use their own muscles to power themselves across town at no risk to anyone?

A few weeks ago in a freak accident I came off my bike. My pump has sat underneath the top tube of the frame for a few years, but whilst riding home it came loose and somehow fell into my front wheel. I went over the bars and cut my forehead. It looked pretty bad, so after I got home I decided I had better get to A&E



to have it checked out. They cleaned the wound and checked I wasn't concussed and within an hour I was on my way home.

Nobody mentioned the helmet. But I didn't say I was on a bike. However, high blood pressure was diagnosed so I had to go to the doctor a week later about it. I did mention then that I had fallen off my bike and the nurse immediately asked about the helmet. I said I hadn't been wearing one. She admonished me for not wearing one, even though it would have made no difference in this accident.

Now this doctor's surgery, which serves a small and compact part of Reading,

has a huge car parking problem. There is an old bike shed which never has a bike in it until I go there. So we had a discussion about cycling. The nurse said she was getting a bike and that everyone had told her she had to get a helmet. I asked her if she had thought about getting any cycle training. She hadn't, of course, and nobody had suggested it. She also said that all the staff drove to work, even though many of them live within a mile.

Now I am rarely ever in contact with the medical profession, freak accidents notwithstanding. My tests were all fine and I am fit and healthy. I do walk and cycle a lot, but it seems that the virtues of a bit of healthy exercise are not being actively encouraged by the doctor, in fact by telling me I should have worn a helmet she was actually reprimanding me for riding a bike without one, without any encouragement to keep cycling, as that was clearly far more important. Not just for my health, but also for the health of all the staff and patients.

In fact I wouldn't mind betting that if I had worn a helmet it would have been smashed, I would probably have got a similar cut, and the nurses would be telling me it had saved my life.

As the major causes of head injury admission to hospital are accidents to vehicle

occupants and people falling, why aren't more people wearing helmets?

It seems we are culturally set against cycling, and I can't explain why this is. It seems sporting heroes as cyclists are the best way of getting people to accept cycling. I gather the government spent £60 million on cyclists for the Rio Olympics. That might seem like money that could be better spent on cycling infrastructure, but if it slowly turns the tide currently flowing against people who ride, it might actually be the best investment we could have made.

**Adrian Lawson**  
Chairman

## YES, I WANT TO JOIN RCC!

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

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
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(Two or more living at the same address)  
No. of people under joint membership.....
- ☐ Unwaged/junior membership (annual) £1
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- ☐ 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, 29 Ashburton Road, Reading RG2 7PD**

*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, Cycling UK (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.



# Events

## Big Town Meal

Back in October RCC had a stand jointly with Reading Bicycle Kitchen (RBK) at the really excellent Big Town Meal event held in Forbury Gardens.

There was a large turnout for the delicious, home cooked meal made from fresh local ingredients and given free for all attendees!

The weather was a typically autumnal; with heavy rain showers, blustery wind and then glorious sunshine for most of the afternoon. However, this didn't put off people cycling and walking to the event, which made it a great success for the Campaign. Alice's cakes helped draw lots of visitors to our stall and RCC managed to sign up over 20 new members (including a number of families and lapsed members).

Members joining on the day were offered a free hour of workstand hire



at Reading Bike Kitchen, which was a great incentive and encouraged many to find out more about what they do.

If there are other events you would like RCC to run, please contact us on [events@readingcyclecampaign.org.uk](mailto:events@readingcyclecampaign.org.uk).



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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



# Change At Reading Station



*Entrance to the southern forecourt outside Reading Station from Station Road*

## Taxis Replaced With Buses

Those who cycle to the south forecourt of Reading railway station will have experienced the maelstrom of taxis, buses and pedestrians through which we have to negotiate a path to reach the insufficient quantity of cycle stands.

The current situation was produced by the reconfiguration of Station Approach in 2014/15. We now have an idling queue of taxis that lurk in Garrard Street before taking turns at blocking the entrance to the forecourt in what is termed the 'horseshoe taxi rank', all under the stony gaze of the statue of King Edward VII.

Reading Borough Council has stated that the Garrard Street feeder to this taxi rank is temporary, due to the plans for wholesale redevelopment of the Station Hill area. At the Traffic Management Sub Committee in November, RBC transport officers recommended the permanent closure of the horseshoe taxi rank.

Whilst this is not being done to improve access to the station for pedestrians and cyclists, such an

improvement could potentially be a welcome effect of the closure.

However, transport officers propose to utilise the road space previously used as the horseshoe rank as a bus stop to ensure drop off/private hire vehicles do not use the area.

This still leaves a dangerous situation whereby cyclists will need to cycle in front of waiting buses to access the station.



The RCC would welcome the opportunity to discuss these plans with RBC to ensure that the full benefit of the taxi rank closure can be realised to create a safe and legible access route to the station for bikes.

## Removal Of Unclaimed Bikes

Reading Borough Council has adopted a policy of removing abandoned bikes from public spaces, which may free up a few cycle stands in the town centre.

An abandoned bike is defined as being secured to a Council bicycle rack or in an inappropriate place and is either in un-roadworthy condition or has not moved for a reasonable period of time (several weeks).

An un-roadworthy bicycle is defined as having one or more of the following:

- Flat front and rear tyres
- Missing wheel
- Missing seat
- Buckled wheels
- Bent forks
- Seized/damaged brakes
- Rusted chain/gears
- Missing chain

It is unlikely that members of the Reading Cycle Campaign will have un-roadworthy bikes left in public places - but you have been warned!

**Keith Elliott** (*Secretary*)

# Reading CTC Bike Rides Listings

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

Date	Destination	Start	Leader	Lunch	Miles	Information
Sun 4 Dec	Benson Marina (NW)	09:15 Fountain	Mick Simmons 954 3537	Riverside Café 175/613917	45	Moderate
Sun 4 Dec	Shinfield Green (S)	10:00 Earley	Richard Underwood 986 2444	Bell & Bottle 175/734677	20	Very Leisurely
Sun 4 Dec	tbc	10:00 Fountain	Elliot Dean 07879 647681	tbc	25	Off road
Tue 6 Dec	Little London (SW) - MEET	FOR LUNCH FROM 12 NOON – Plough	175/621597			
Wed 7 Dec	Goring (NW)	10:30 Sonning Cmn	Morris Dowding 989 0326	John Barleycorn 174/598806	30	Meet 10:30-11:00 Herb Farm, Sonning Common
Wed 7 Dec	Reading (E)	19:30 Fountain	Paul Roberts 07702 006105	Eldon Arms 175/725732	15	Off road
Wed 7 Dec	Reading (E)	19:30 Fountain	Paul Irving 07909 528 722	Eldon Arms 175/725732	20	Moderate
Sun 11 Dec	Kidmore End (N) XMAS LUNCH at The New Inn					
Sun 11 Dec	Kidmore End (N)	10:00 Fountain	Joe Edwards 986 7855	New Inn 175/699793	30	Meet 10:30-11:00 Bakery, Mortimer
Sun 11 Dec	Kidmore End (N)	10:00 Earley	John Lomas 01344 420031	New Inn 175/699793	20	Leisurely
Sun 11 Dec	Kidmore End (N)	10:00 Fountain	tbc	New Inn 175/699793	20	Offroad: short
Sun 11 Dec	Kidmore End (N)	10:00 Fountain	Al Neal 926 9531	New Inn 175/699793	25	Offroad: long
Tue 13 Dec	Caversham (N) - Xmas Lunch at The Griffin	- Pre booked only				
Wed 14 Dec	Heckfield (S)	10:30 Mortimer	Morris Dowding 989 0326	New Inn 186/725603	30	Meet 10:30-11:00 Bakery, Mortimer
Wed 14 Dec	Caversham (N)	19:30 Fountain	Martin Soanes 948 4057	Fox & Hounds 175/716747	15	Off road
Wed 14 Dec	Caversham (N)	19:30 Fountain	Rob Williams 0797 959 5604	Fox & Hounds 175/716747	25	Brisk
Sat 17 Dec	Offroad Christmas party & awards - 19.00 - Ian Doyle 07974 409607 - (Fancy dress - theme TBA)					
Sun 18 Dec	Bramley (S)	09:15 Earley	Lesley Adams 988 3044	Bramley Bakery Café 175/656594	40	Moderate, 1 stop
Sun 18 Dec	Bagnor (W)	09:15 Fountain	Mike Hardiman 9793147	Blackbird 174/454693	50	11's Rain Forest. Mod/brisk
Sun 18 Dec	Gallowstree Common (N)	11:00 Fountain	Phil Allen 948 3454	Reformation 175/689802	20	Off road. Post party hangover ride
Tue 20 Dec	Checkendon (N) - MEET FOR LUNCH FROM 12 NOON – Black Horse	175/667841				
Wed 21 Dec	Fifield (E)	10:30 Hare Hatch	Morris Dowding 989 0326	Fifield Inn 175/908764	30	Meet 10:30-11:00 Sheeplands Garden Centre
Wed 21 Dec	Reading (S)	19:30 Fountain	Sel Dixon 954 6306	Lyndhurst Arms 175/723733	15	Off road
Wed 21 Dec	Reading (S)	19:30 Fountain	Charles Redfern 07932 042 324	Lyndhurst Arms 175/723733	20	Moderate - Xmas Lights Ride
Mon 26 Dec	Greywell (S)	10:00 Earley	Lesley Adams 988 3044	Fox & Goose 186/7151	40	Mod One stop. Boxing Day ride
Tue 27 Dec	Winnersh (E) - MEET FOR LUNCH FROM 12 NOON – Wheelwrights Arms	175/787717				
Wed 28 Dec	Upper Bucklebury (W)	10:30 Theale	Morris Dowding 989 0326	Cottage Inn 174/542686	30	Meet 10:30-11:00 La Baguetterie
Wed 28 Dec	Reading (E)	19:30 Fountain	Naomi Umeda 07900 263563	Fishermans Cottage 175/727735	20	Leisurely
Wed 28 Dec	Off road tour - TBC - Sel Dixon 954 6306 - (Offroad tour - bunkhouse accommodation)					
Tue 3 Jan	Burghfield Bridge (SW) - MEET FOR LUNCH FROM 12 NOON – Cunning Man	175/680707				
Wed 4 Jan	Hailey (N)	10:30 Henley	Morris Dowding 989 0326	King William IV 175/643858	30	Meet 10:30-11:00 Catherine Wheel, Henley
Wed 4 Jan	Reading (S)	19:30 Fountain	Ian Doyle 07974 409607	Ale House 175/716734	15	Off road
Wed 4 Jan	Reading (S)	19:30 Fountain	Tom	Ale House 175/716734	20	Moderate - some rough stuff
Sun 8 Jan	Hampstead Norreys	09:15 Earley	James Blagden 0750 490 767 6	Rain ForestCafé	50	Moderate
Sun 8 Jan	Sonning Common (N)	10:00 Fountain	John Singleton 07813 818719	Unicorn 175/701818	25	Off road
Sun 8 Jan	Watlington (N)	10:00 Fountain	Brian Maunder 01491 573722	Carriers Arms 175/692945	35	Leis/mod
Sun 8 Jan	Bucklebury (W)	10:00 Theale	Duncan Edwards 0794 440 3661	Bucklebury Farm Park Café 175/552701	25	Leisurely
Tue 10 Jan	Chazey Heath (N) - MEET FOR LUNCH FROM 12 NOON – Pack Saddle	175/695772				
Wed 11 Jan	Greywell (S)	10:30 Beech Hill	Morris Dowding 989 0326	Fox & Goose 186/7151	30	Meet 10:30-11:00 Church Café, Beech Hill
Wed 11 Jan	Caversham (N)	19:30 Fountain	Gavin Sutton 07786 268187	Gardeners Arms 175/716761	15	Off road
Wed 11 Jan	Caversham (N)	19:30 Fountain	Ralph Marlow 07788 197190	Gardeners Arms 175/716761	20	Moderate
Sun 15 Jan	Hermitage (NW)	09:15 Fountain	Mark Irons 07910 347785	Hilliers Garden Centre 174/501730	50	Brisk, one stop
Sun 15 Jan	Exlade Street (N)	09:30 Fountain	Joe Edwards 986 7855	Highwayman 175/660819	30	Leis/mod. Explore Checkendon Woods
Sun 15 Jan	Little London (SW)	10:00 Earley	Richard Underwood 986 2444	Plough 175/621597	35	Leis/mod
Sun 15 Jan	Crowthorne (SE)	Train Assist	Angus Mitchell 7794301935	Golden Retriever 175/853661	20	Offroad. Meet Look Out Car Park?
Tue 17 Jan	Swallowfield (S) - MEET FOR LUNCH FROM 12 NOON – Crown	175/725649				
Wed 18 Jan	Chalgrove (N)	10:30 Sonning Cmn	Morris Dowding 989 0326	Lamb 165/631972	30	Meet 10:30-11:00 Herb Farm, Sonning Common
Wed 18 Jan	Reading (S)	19:30 Fountain	Richard Turner 945 3260	Castle Tap 175/710730	15	Off road
Wed 18 Jan	Reading (S)	19:30 Fountain	Ian Swan 07766 244 816	Castle Tap 175/710730	27	Brisk
Sat 21 Jan	Saturday pm meander	1 pm Dinton	Ian Moore 07773 300 665		40	Robust tyres recommended. Mod, back by 5pm
Sun 22 Jan	Windsor (E)	09:15 Dinton	Sean Hayden 07801 414707		50	One stop brisk
Sun 22 Jan	Henley (N)	10:00 Fountain	Steve Conway 375 9932	Catherine Wheel 175/762827	25	Leis/mod
Sun 22 Jan	Mortimer (SW)	10:00 Fountain	Karen Blofield 07771 800883	Cinnamon Tree 175/671642	20	Offroad. Curry buffet lunch
Tue 24 Jan	Hurst (E) - MEET FOR LUNCH FROM 12 NOON – Green Man	175/800740				
Wed 25 Jan	Sherfield on Loddon (S)	10:30 Mortimer	Morris Dowding 989 0326	White Hart 175/681581	30	Meet 10:30-11:00 Bakery Café, Mortimer
Wed 25 Jan	Woodley (E)	19:30 Fountain	JD 07917 063231	Good Companions 175/766726	20	Off road
Wed 25 Jan	Woodley (E)	19:30 Fountain	Sue Perryman 7849696357	Good Companions 175/766726	20	Moderate
Sun 29 Jan	Rotherwick (S)	09:15 Earley	Lesley Adams 988 3044	Coach and Horses 175/714564	45	Mod, 11's Pamber End
Sun 29 Jan	Rotherwick (S)	10:00 Earley	John Lomas 01344 420031	Coach and Horses 175/714564	30	Leis/mod - meeting the moderate ride

# Reading CTC Bike Rides Listings

Date	Destination	Start	Leader	Lunch	Miles	Information
Sun 29 Jan	TBC	10:00 Fountain	Paul Roberts 07702 006105	TBC	30	Off road
Sun 29 Jan	Wallingford (N)	10:00 Fountain	Sean Hayden 07801 414707	TBC	30	Leisurely
Tue 31 Jan	Mortimer (S) - MEET FOR LUNCH FROM 12 NOON – Horse and Groom 175/655645					
Wed 1 Feb	Winnersh (E)	10:30 Hare Hatch	Morris Dowding 989 0326	Wheelwrights Arms 175/787717	30	Meet 10:30-11:00 Sheeplands Garden Centre
Wed 1 Feb	Reading (S)	19:30 Fountain	Martin Pearce 07919 448 148	The Butler 175/709735	15	Off road
Wed 1 Feb	Reading (S)	19:30 Prospect Park	Tony Rodriguez 0778833 9692	The Butler 175/709735	22	Moderate/Brisk
Sun 5 Feb	Turville Heath (N)	09:15 Fountain	James Blagden 0750 490 767 6	The Barn Café 175/745913	50	Moderate
Sun 5 Feb	Marlow (NE)	10:00 Dinton	Sean Hayden 07801 414707	TBC	45	Brisk
Sun 5 Feb	Riseley (S)	10:00 Earley	Richard Underwood 986 2444	Bull 175/721632	20	Very Leisurely
Sun 5 Feb	Tour - TBC - Sel Dixon 954 6306 - (Off road tour. Bunkhouse (or more lux!) accommodation)					
Tue 7 Feb	Kidmore End (N) - MEET FOR LUNCH FROM 12 NOON – New Inn 175/699793					
Wed 8 Feb	Mortimer (S)	10:30 Theale	Morris Dowding 989 0326	Horse and Groom 175/655645	30	Meet 10:30-11:00 La Baguetterie, Theale
Wed 8 Feb	Tilehurst (W)	19:30 Fountain	John Singleton 07813 818719	Butchers Arms 175/669743	15	Off road
Wed 8 Feb	Tilehurst (W)	19:30 Fountain	Richard Pearson 07930 548379	Butchers Arms 175/669743	20	Moderate
Sun 12 Feb	Thatcham (W)	09:45 Theale	Joe Edwards 986 7855	Nature reserve café 174/506670	40	Moderate
Sun 12 Feb	Silchester (SW)	10:00 Earley	Richard Underwood 986 2444	Calleva Arms 175/628621	30	Leisurely
Sun 12 Feb	Rotherfield Peppard (N)	10:00 Fountain	Phil Allen 948 3454	Red Lion 175/709819	25	Off road
Tue 14 Feb	Heckfield (S) - MEET FOR LUNCH FROM 12 NOON – New Inn 186/725603					
Wed 15 Feb	Hermitage (W)	10:30 Pangbourne	Morris Dowding 989 0326	White Horse 174/504729	30	Meet 10:30-11:00 Food Kick Café, Pangbourne
Wed 15 Feb	Earley (E)	19:30 Fountain	Al Neal 926 9531	Seven Red Roses 175/756705	20	Off road
Wed 15 Feb	Earley (E)	19:30 Fountain	LEADER REQUIRED	Seven Red Roses 175/756705	20	On road
Sun 19 Feb	Brightwalton (W)	09:15 Fountain	Mick Simmons 954 3537	Saddleback Farm Shop 174/436809	60	Mod/brisk, hilly. 11's Hermitage
Sun 19 Feb	Odiham (S)	09:30 Earley	John Lomas 01344 420031	Bell 186/743509	40	Leis/mod. 11's Bramley
Sun 19 Feb	Knowl Hill (E)	10:00 Earley	Richard Underwood 986 2444	Bird in Hand 175/818789	30	Leis/mod some rough stuff
Sun 19 Feb	Kidmore End (N)	10:00 Fountain	Darren Lumbroso 07709 086189	New Inn 175/699793	25	Off road
Tue 21 Feb	Waltham St Lawrence (E) - MEET FOR LUNCH FROM 12 NOON – Bell 175/830770					
Wed 22 Feb	Wolverton Townsend (SW)	10:30 Beech Hill	Morris Dowding 989 0326	George & Dragon 174/563587	30	Meet 10:30-11:00 Church Cafe, Beech Hill
Wed 22 Feb	Reading (S)	19:30 Fountain	Sel Dixon 954 6306	Foresters Arms 175/703728	15	Off road
Wed 22 Feb	Reading (S)	19:30 Fountain	David Rees 07971 289 909	Foresters Arms 175/703728	25	Moderate
Sun 26 Feb	Ipsden	09:00 Dinton	Ian Moore 07773 300 665	Roadside 11's	50	Brisk. return by 1 pm
Sun 26 Feb	Reading	09:30 Fountain	Lesley Adams 988 3044	Standard Tandoori 175/712742	30	Mod curry ride. 11's Ewelme
Sun 26 Feb	Checkendon (N)	10:30 Fountain	Jeanette Jeans 07897 512 491	Black Horse 175/667841	20	Leisurely
Sun 26 Feb	Ash/Minley/Tunnel Hill	Train Assist	Dave Keeble 07816 679453	tbc	30	Off road: train assist - 10.18 RDN - North Camp
Tue 28 Feb	Upper Bucklebury (W) - MEET FOR LUNCH FROM 12 NOON – Cottage Inn 174/542686					

## Your letters

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

You have? 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! In the past this newsletter had a thriving Letters Page, so it would be good to revive it again.

We look forward to receiving your contributions! Email them to [newsletter@readingcyclecampaign.org.uk](mailto:newsletter@readingcyclecampaign.org.uk)

## Cycle UK Affiliated Membership

Members of RCC can apply for Cycling UK affiliated membership:

- 3rd party insurance cover of £5,000,000 worldwide except USA and Canada
- Cycling UK membership with access to a wide range of discounts and benefits, see [www.cyclinguk.org](http://www.cyclinguk.org)
- weekly Cycling UK 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 Cycling UK affiliated membership is £18 for a full year.

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

## Updating Our Records

It is important that you to let us know as soon as possible if any of your details have changed, **such as when you get a new email address.**

Our newsletters are now delivered via email, unless you have told us you prefer to have a paper copy, and then we deliver to the street address we were last told about.

Please advise us of these changes (name, email, address) by emailing the Membership Secretary on [membership@readingcyclecampaign.org.uk](mailto:membership@readingcyclecampaign.org.uk) or by writing to 29 Ashburton Road, Reading RG2 7PD.

**Data Protection Act:** RCC keeps membership records on computer. Please be reassured this information is not disclosed to third parties.

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Chairman	Adrian Lawson - 07716 348948 <a href="mailto:chair@readingcyclecampaign.org.uk">chair@readingcyclecampaign.org.uk</a>
Secretary	Keith Elliott <a href="mailto:secretary@readingcyclecampaign.org.uk">secretary@readingcyclecampaign.org.uk</a>
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Newsletter Editor	Alice Elliott <a href="mailto:newsletter@readingcyclecampaign.org.uk">newsletter@readingcyclecampaign.org.uk</a>
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### Next newsletter copy deadline: 3 February 2017

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

## Monthly Meetings

7.30pm on the 3rd Wednesday of each month:

**Wed 18 Jan 2017 - cttee mtg**

**Wed 15 Feb 2017 - open mtg**

**Wed 15 Mar 2017 - cttee mtg**

Held in Room 1 of RISC, up the stairs beyond the bar. See RCC Facebook Page for updates. We hope to see you there.

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