



# CycleReading

WORKING FOR A CYCLE FRIENDLY READING

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

September 2019 No 144

## Reading Station Bike Rack Warning



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Campaign Diary

#### *Double decker bike racks at north entrance of Reading Station*

We have had a report of bike thefts from the two-tier cycle racks on the north side of Reading Station.

It seems that thieves are able to remove the whole sliding rail from the upper tier, including the bike and the lock.

Reading Borough Council own and maintain the racks and we have made the Council aware of the issue.

As it happens, the Council has won some money to make improvements to the station northern interchange.

They say they are planning to install CCTV which specifically covers the bike racks.

In the meantime, if you have an expensive bike, we would advise you to think twice about using the upper tier of these racks.

# Campaign News



## Reading Borough Council (RBC)

### Autumn Report 2019

No meetings with the Council have taken place since the last Cycle Forum on 19 March, the Traffic Management Sub-Committee that RCC attended and the workshop meeting for the Local Cycling; and Walking Infrastructure Plan held on 16 May.

The Local Cycle and Walking Infrastructure Plan (LCWIP) is a comprehensive plan being developed by RBC with input by interested groups. It is intended that this plan will attract government funding that will be spent on long overdue improvements to facilitate cycling and walking.

RCC's input on the first stage on 16 May will be followed by any constructive comments that we can make in the coming weeks and months.

New cycle routes are being proposed on key routes into Reading from a

number of directions, but what standard and type the routes are has yet to be stated by RBC.

At present RBC are consulting on both the LCWIP and an updated Local Transport Plan (LTP): <https://www.pclconsult.co.uk/transport2036/>.

A new Cleaner Air and Safer Transport Forum is being set up by RBC. This may assist in green and cycling policies, but could reduce the limited effect of the Cycle Forum.

### Cycle Forum - Future and Lack of Action

The Cycle Forum meetings are intended to continue but the twice-yearly meetings over the last few years have achieved very little. At meetings we have been able to comment on the few RBC cycling proposals, and to air our concerns and requests.

In practice RBC has taken little notice of our comments, with major issues such as lack of signing and routes for cyclists in the town centre apparently being ignored, despite RBC apparently agreeing to the signing required.

Unless the Forum manages to resolve some of the easy and cheap problems, let alone the more difficult ones, it is difficult to see the Forum's purpose except as a short-term safety valve for cyclists' genuine frustrations.

### Vastern Road Roundabout

New spiral markings laid in July may have improved conditions slightly. Many drivers appear to be wrongly switching lanes to enter Vastern Road, so extra markings and signs are still needed. The spiral markings were suggested by RCC five years ago along with other comments when the roundabout was being constructed. How much longer and how many injured cyclists and others will it take before adequate improvements are made?

### NCN422

Progress on the new National Cycle Network route from Bath Road to Wokingham Road remains slow. The on-carriageway cycle lanes in Berkeley Avenue were still awaited at my last visit in late July. The Wokingham Road changes by Crescent Road are supposed to start in late August. Maybe a trial New Year's ride?

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# Campaign News

## Station Subway

Following the request by RCC, RBC is still considering the shared use of the subway by cyclists. A report should be available by the next meeting of the Traffic Management Sub-Committee.

## Cow Lane

The segregated cycle route is open but suffers from the lack of continuity that RCC had complained about. There are inadequate crossings to Salisbury Road in the west and of Cardiff Road and Richfield Avenue to the east, with the need to cross Cow Lane twice to avoid cycling on the road under the bridges. RBC had stated that these could be considered at a later date as possible improvements, so complain to them via the Council Leader or Councillor Page if you are unhappy with the route.

**John Lee**

*RBC Campaigner for RCC*

## Funding Local Cycle Infrastructure Plans

Cycling UK recently ran a campaign to ask the new Transport Secretary to commit funding to Local Authorities' Local Cycling and Walking Infrastructure Plans (LCWIPs).

We emailed the Transport Secretary as well as Alok Sharma (Conservative MP for Reading West).

Alok Sharma duly responded stating: "I am pleased with the progress we have made since 2010 to encourage more cycling and walking. Spending per head on cycling and walking has more than trebled since 2010, and about £2 billion is now being invested in cycling and walking over the current Parliament."

With regard to the LCWIP, the MP continued: "It is ultimately for local authorities to identify and prioritise investment for cycling and walking schemes from local funds and relevant national funding streams. Further funding opportunities are available through a range of recently-launched place based funds, including the Transforming Cities Fund, Future High Streets Fund, Housing Infrastructure Fund and the Clean Air Fund."

## Mini-Holland and the AGM

We held our AGM in June and, apart from confirming the committee for another year, welcomed Simon Munk from the London Cycle Campaign as our guest speaker.



*Example of mini-Holland cycle paths by Waltham Forest Council*

Simon gave a passionate account of efforts made by local cycle campaigners in Walthamstow to persuade Waltham Forest Council to adopt an ambitious 'mini-Holland' scheme where streets are prioritised for cycling and walking.

## Reading Transport Strategy to 2036

RBC is consulting on its Transport Strategy to 2036.

The proposed strategy will focus on the following themes:



Given that RBC has now declared a Climate Emergency we would hope that any future transport strategy will not be a 'business as usual' rehash of previous strategies that have led to minimal growth in cycling and continued chronic problems of congestion, pollution and emissions.

The consultation closes on Friday 20 September; so if you have not already responded by the time you read this, you will need to get your skates on!

**Keith Elliott**  
*RCC Secretary*

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*for cycle repairs at a very reasonable price.*

# Chairman's Letter

Dear RCC members,

I have been coerced into doing a challenging bike ride in September, so in preparation I have to do the time honoured thing, and get some miles in.

I have to admit that in recent years I all but gave up long rides out into the surrounding countryside. So it is with mixed feelings that I have dragged out my touring bike and blown off the layer of dust that had settled on it.

I started with a gentle spin of 40 miles or so, and quite enjoyed it. I of course had to stop midway and chose Velolife for a coffee and a bite to eat.

For those of you who don't know about Velolife, let me introduce it. It is on Warren Row Road, which runs between the A4130 at the top of Remenham Hill and the A4 at Knowl Hill. I have ridden this road many, many times; it is a delightful route, and part of a regular circuit many riders will know.

For as long as I recall the pub halfway along was a derelict or run down building, but I never stopped there, so it was never really something I paid any attention to. Then it became a cycling café, and I rode out there specifically to try it out. It was fine, nice to see, and thriving, but until I got back on the touring bike I had little desire to ride 20 miles for a coffee.

But there is another attraction now. The local Council has told the café management and local cycling clubs they must not organise rides that start or stop or visit there. Apparently the number of cyclists was causing 'problems' for the residents of the sleepy little village, which the café is at the heart of.

Instead of the car park being filled with 20 or so cars, it is occasionally filled with numerous cyclists setting off on a ride, stopping there for a break, or ending up there after a ride.

So the Council took out an injunction to stop it!

This outrageous action of course spurred me to choose that lovely bit of road, and that lovely café as my training mojo. I can easily add in 10 more miles and do 30 miles to get there, and another 30 home. I can work up to more if I feel like it, and keep it short if I don't. Perfect training for my long ride in September.

But I also need to go there to defy the nonsense decision of the Council. Bizarrely the Council, the Royal Borough of Windsor and Maidenhead, has recently declared a climate emergency, and I wonder if they would have taken the same action if a number of cars arrived there at all the times of day and night (remember, this was once a pub!). Which of course they could do all over their patch to reduce carbon emissions, a far bigger threat than a bunch of people in brightly coloured clothing

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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.

Jedn Cronin, Kent



# Chairman's Letter

out for a bike ride.

I called the Council for clarification, because I wanted them to define what an organised ride is. Is it me and a few friends? Is it me on



Adrian Lawson

my own organising all my tools, spares, food and drink and my route? Is it me advertising my training ride on Facebook and inviting people that way? I don't know at the moment; the Managing Director has yet to return my call.

I was there on the first weekend after the Council acted, and of course the place was packed with cyclists. The furore has been the best bit of free advertising the café could ever have got.

While I queued at the counter for my cake, I overheard a snippet of conversation, which I later learnt was the Leader of the Council actually cycling out to chat to the business owner, so it looks like there might be some sense being drummed into the Planning Department at the Council, but we shall have to wait and see.

It also transpired that the neighbour who is believed to be the source of the complaints is a local Councillor himself and it is widely suggested that he might be acting in his own interests and not that of his constituents. That is putting it politely!

He seems though to have caused a lot more cyclists to visit the café and I suspect he is fuming at the crowds gathering there without any organisation at all!

It says something though. People have an innate dislike of people on bikes, and I wonder why it is so. I've wondered this for years of course and I'm not about to go into them all right now, but it does really matter.

In Reading the Council launched "the biggest consultation ever" into transport

in the town. Now we know that we have 2% of journeys made by bike\*, and apparently 6% of the population of the town rides a bike 3 times a week. So everybody else doesn't and they are being asked to say what the Council should do.

So does the phrase "Turkeys voting for Christmas" spring to mind? Do you really think drivers are going to ask for congestion charging? Workplace parking levies? Blanket 20mph zones? Segregated cycle lanes? Swapping parking spaces for cycle lockers? A reduction in road space for private cars? Of course they aren't.

It is really only going to be a minority asking for such things.

How many people responding will suggest that the town's economic vitality is dependent on people being able to drive their cars right into the heart of the town?

If Reading wants to tackle three of its major problems: poor air quality, congestion and an inactive population, it needs lots more people cycling, as that is the cheapest and most effective way of addressing them.

It really needs to take some dramatic and likely unpopular actions.

It has even set up a new body, the Clean Air and Safer Travel Forum, which although it appears to almost completely replace the Cycle Forum, it has yet to meet, so I'll have to hope for the best at the moment.

I doubt very much RBC Councillors have the courage to do potentially unpopular things though, but those of you who recall the consultation on the new bridge over Reading will know that the Council is capable of flying in the face of popularity.

Let's hope it can do so with the drivers who are only thinking of their own journeys and not the obvious solution which is to build proper segregated cycle routes.

*\*The annual cordon count in May 2017 conducted by RBC.*

**Adrian Lawson**  
RCC 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 Cycling UK

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 .....

☐ Lifetime membership £35

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:  
**RCC Membership Secretary, Reading Cycle Campaign, 27 Rochester Avenue, Woodley, Reading RG5 4NA**

Alternatively you could join online via [www.readingcyclecampaign.org.uk/join-us/](http://www.readingcyclecampaign.org.uk/join-us/)

**Data Protection Act:** Reading Cycle Campaign keeps membership records online. Please be reassured 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.



# How To Design Cycle Lanes Correctly

It is not possible to argue in favour of safe, segregated cycle lanes without detailing how they should be installed correctly.

Because only when lanes are installed correctly will they be used by ordinary citizens. Only then will a cycling culture develop.

You will use the same amount of space whether you design a street with or without a cycle lane.

Installing bike lanes correctly is a simple task and it does not take any extra space away from cars.

British city planners should work to the specifications for standardised design from the Netherlands for Dutch Junctions. The design for the lane on the street leading up to the junction can be applied to any street.

You can see what is meant by this more clearly in the video <https://www.youtube.com/watch?v=FLApbxLz6pA&t=19s> (viewable from the RCC website).

I will transcribe a summary of what is detailed in the video, because this is the best way I have found to describe how the Dutch Junction design works.

The video says protected cycle lanes should always be installed alongside the pavement to the left (in Britain we drive on the left, so I will refer to the left-hand side of the road) of traffic.

In most cases it is best practice to have one

cycle lane on each side of a road, rather than a bi-directional track.

This way there is less chance of collision from cyclists getting too close to other cyclists at a high speed. It's also much easier to cycle



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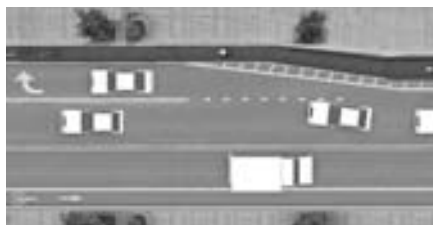
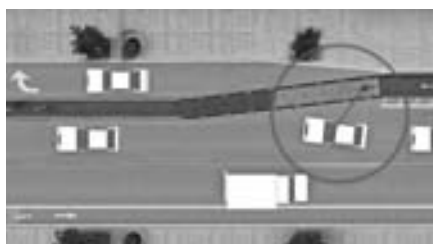
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Or contact: Sel Dixon, Secretary Reading CTC by emailing [secretary@readingctc.co.uk](mailto:secretary@readingctc.co.uk)  
or by phone or text on 07867 442046

# How To Design Cycle Lanes Correctly

on the side of the road where you eventually want to end your journey.

The video details a kurb at the left-hand side of each lane to keep bike traffic away from the cars. That kurb should extend along the lane, edging the corner of the junction and continue along connected lanes.



The radius of this kurb will be exactly the same radius as the existing kurb and therefore the amount of space allocated to vehicles on the road will not change.

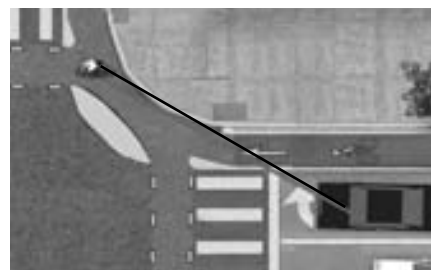
Vehicles should be turning around the cycle path in order to keep away from bikes. At present the painted lines designated for cyclists alongside pavements are sometimes referred to as optional cycle lanes, with the mentality that cars may enter them as necessary.

This design does not foster a cycling culture or keep cyclists safe. Cycle lanes should always be lined with a kurb to protect cyclists within them.



The video also shows that a traffic island should be placed where the cycle lane curves to protect cyclists. Either side of the kurb there can be a gap wide enough to allow cyclists to turn left or to continue in a straight direction.

Cyclists who need to go straight can stop ahead of traffic where drivers



have a very clear view of them and it will be possible for them to make eye contact with each other.

The cyclist will have crossed the road by the time the car arrives, especially if traffic lights are timed to allow cyclists and pedestrians a head start.



Extra time for pedestrians to cross the road is also good thing for them.

The ideal width for a one-way cycle lane is 2.5 metres and the absolute minimum should be 1.5 metres.

Where a road is narrower, other measures can be implemented, such as a one-way system for cars or cycle streets.

It is also essential that bikes are universally accepted across every mode of public transport so that if a cyclist cannot cycle home for any reason, they are not left stranded.

Louisa Guise

## Events



As usual, RCC will be holding a stall at the Reading Town Meal on Saturday 28 September, 11am to 3pm at Forbury Gardens.

This community based event, held since 2011, celebrates the produce growing power of Reading through a

huge meal of fruit and vegetables, all donated by Reading's allotment growers.

You are welcome to visit the RCC stall to find out more about what's going on. We will be very glad for the chance to meet you.

# Getting Reading On Two Wheels

I open with a confession: I am not a cyclist, or at least I don't think I am. In Dutch terms I am definitely a *fietster*, not a *wielrenner*. I cycle for transport, not sport. In fact, until about four years ago, I hadn't been on a bicycle for nearly two decades.

It's clear that we need to change the way we travel. 70% of air pollution comes from motor vehicles. Cars dominate and choke our streets, making them dangerous, unpleasant places to be.

Research into low, medium and high car-traffic neighbourhoods shows that areas with fewer car journeys have stronger communities, as well as improved air quality.

As a Labour politician I also see this as a social justice issue: in the UK the most affluent 20% drive three and a

half times more than the least well off 20%, but it is deprived communities that have the poorest air quality.

It's not even just about income: people with disabilities are five times more likely to be injured by a car per kilometre walked than the able-bodied.

I am a member of the Labour Cycles Campaign Group. We believe that reducing car use and enabling active travel is vital if we are to avert climate disaster and build neighbourhoods designed for people, not vehicles.

We see cycling as a crucial means to an end, not an end in itself. Our aim is active travel for the many, not just the brave.

But how do we achieve that? How do we get people to switch from driving to walking and cycling?

I ask this question a lot, particularly of women, who are currently less likely to cycle than men, and the same concern comes up again and again: safety.

They feel safe in their cars: their 'carcoons' as Dr Rachel Aldred, Reader in Transport at the University of Westminster, describes them.

Over and over again, women tell me that sharing space with cars is too dangerous, that even when cycle lanes exist, a painted line on the road is no guarantee of safety.

I was one of those women. Even now, I am extremely risk-averse on two wheels and plan new routes based around the safest options, not the fastest.

This is why I am so passionate about good infrastructure.



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# Getting Reading On Two Wheels

I never even contemplated cycling from Caversham into Reading before Christchurch Bridge was built. I didn't even own a bicycle before that route became available.

Good infrastructure costs money of course, and historically there has been precious little of that for active travel.

The House of Commons Transport Committee's recent report on increasing levels of walking and cycling in England might change that if the

government can focus on anything other than Brexit for a while.

I am working with Council officers on our Local Cycling and Walking Infrastructure Plan, and the Transport Strategy Consultation takes it as read that we cannot continue as we are and motor vehicle use in Reading must be reduced. So if and when central funding pots become available, I believe we will be in a strong position to bid for them.

In the meantime I shall continue to call for active travel to be prioritised in Reading, challenge developers to prioritise active travel modes and argue for developers' contributions to be spent on cycling and walking schemes.

Every new crossing, improved junction, and section of physically segregated infrastructure will contribute to safer cycling routes and get more people out of four wheels and on to two.

**Adele Barnett-Ward (Councillor)**

## Stopping And Starting Cycling

After recently acquiring an electric bicycle (which I've sort of fallen in love with), I've started cycling frequently on my own in Reading.

My previous cycling experience is either rather more previous (in Cambridge as a student more years ago than seems reasonable) or rather less on my own (on the back of a tandem where I don't have to worry about navigation).

Compared to cycling in Cambridge, I've found that in Reading there are a lot more cycle routes which are shared with pedestrians. As a result I'm often going through traffic lights as if I am a fast sort of pedestrian rather than as if I am a slow sort of vehicle - and on my route from Caversham to Green Park there are a number of places where I feel there could be some quick wins in terms of smoothing progress along the way.

I believe a reasonable amount of thought goes into traffic light programming to ensure cars don't hit a line of red traffic lights.

However, at shared pedestrian/cyclist crossings, users often press the button, then wait and cross halfway - and then have to press another button to confirm they'd like to continue (and wait again for the light to change).

I can confirm nobody is getting to the traffic island in the middle of Forbury



*The crossing at Forbury Road*

Road and going "Aha! This is the picturesque view of the Forbury Lion that I was looking for, shall I stop and stay here?"

We ALL want to cross the other side of the road pretty much immediately. So why doesn't the other side of the crossing prepare for that eventuality?

Speaking of that crossing on Forbury Road, why is there no push button reachable from the bicycle side? Shuffling sideways to reach a button is definitely more awkward on a bike than on foot.

Perhaps the one used by the pedestrians could be swivelled around to be more accessible, or maybe a second box could be added facing the cyclist section of the route.

Frustratingly, there seems to be a number of crossings which follow the

logic "when the button is pressed, wait for a certain point in the cycle, then go green". I had far rather they followed the logic "when the button is pressed, if it is safe to cross, go green".

For example, on the A33 near Grosvenor casinos the traffic coming into Reading is stationary most of the time. But if, for example, the button is pressed when it has just stopped, it waits until until the next phase of the lights to go green. This means it cannot tell the difference between "the traffic will move in two seconds" and "the traffic will move in two minutes" - an important safety distinction!

Finally, I would love a safer route between Caversham and south of the station (one that I might eventually consider letting my (now) toddler travel on whilst he still qualifies as "not an adult").

I welcome the work that Reading Cycle Campaign have done to push for this, and I hope that warm words on the topic from Reading Borough Council bear fruit in due course.

But, all in all, it's been a joy to have the freedom of being on the bicycle. I'd love to see the routes improved so that more people feel able to discover this too.

**Hilary Smart**

# Extra, Extra, Extra!

## Vastern Road Roundabout

I have the deep joy of using this roundabout several times a week, so I was very interested to see the Council remarking the faded lines as a first step in improving the shocking accident figures on the worst blackspot for cyclists in the town.

However it simply does nothing for the problem of drivers coming on to the roundabout too fast and not taking enough time to check everything is clear.

I frequently have to brake for drivers who sail out in front of me while I am on the roundabout, and the recent works have made absolutely no difference to this.

Sadly it will be many aeons before RBC take any more steps to change the layout here; this continued delay will do nothing towards making this roundabout safer.

I've heard some comments that northbound drivers are now more likely to cause an accident than they were before, although I haven't fully understood why.

Whatever, treat this roundabout with extreme caution, whether you drive or ride around it.

## Critical Mass

After a long absence from Reading the spontaneous mass bike ride around the town has returned. The ride starts from the Forbury Lion shortly after 7pm on the first Friday of every month. The route is decided by all those present before setting off, and everyone rides in a large and sociable bunch for an hour or so, normally returning to the Forbury.

It is a short window of peace from motor traffic on one small section of the town's roads, and people on bikes get some chance to socialise and relax together.

Hopefully numbers will grow as time passes, as it is a wonderful if brief change in the way the roads are dominated. Of course some drivers don't appreciate it, as moving at 10 miles an hour behind cyclists is so unacceptable they have to sound their horns, but driving at the same speed behind other drivers doesn't prompt any such response.

If you fancy joining the ride you'll be very welcome. Just make sure you bring your friends too!

**Adrian Lawson**  
RCC Chairman

## Puttenham Camping Barn

Surrey offers some beautiful cycling routes on quiet lanes and tracks with great pubs and tea stops, and with a train network this means you don't need to take your car. The Surrey Hills are deservedly an Area of Outstanding Natural Beauty with the North Downs Way offering a long distance walking path, much of which can be cycled. For overnight trips there are good Youth Hostels at Tanners Hatch and Holmbury St Mary, but they are often busy so an alternative is the beautiful and simple camping barn at Puttenham.

Dating from the 18th century, Puttenham Camping Barn offers cheap and simple overnight accommodation in the pretty village of Puttenham. It has the North Downs Way running through it (to Swale and Farnham to the West and Guilford to the East).

Run by volunteers, it provides sleeping space in the barn for up to 11 guests, and a welcoming communal area to cook and eat. A strong environmental ethos includes solar power, compost heaps and recycled rain water. The sleeping platform is comfortable and sleeping bags, mats and towels can be provided. And with a spacious bike shed (that doubles up as a drying room) it is well set up for cyclists. There's a pub round the corner for those who would rather not cook or just like a pint at the end of day's cycling.

Contact Sukey Montford on 01273 542534 to find out more and how to book a stay.

## 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 newsletter@readingcyclecampaign.org.uk

## Members of RCC can apply for Cycle UK (CTC) 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 £25 for a full year.

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

## Updating Our Records

It is important you let us know as soon as possible if any of your details change, such as if you get a new email address.

This newsletter is 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 email any changes (name, email, address) to the Membership Secretary on [membership@readingcyclecampaign.org.uk](mailto:membership@readingcyclecampaign.org.uk) or write to 27 Rochester Avenue, Woodley, Reading RG5 4NA.

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

# Cargo Bikes

There has, over the last few years, been a resurgence in using cargo bikes.

I have been using one for well over ten years, but it wasn't a new idea back then. In the mid 1950s (and probably earlier, I wasn't around before then) we had several people using cargo bikes of various types.

The window cleaner had his buckets, chammy leathers and ladders. The butcher had a delivery bike. An ice cream trike appeared in our local park one year. I recall the fish-monger proudly showing off his Morris Minor which he bought to replace his trike.

Nowadays though the market and potential is much different. Internet deliveries have caused millions of small parcels to be delivered in hurriedly driven vans.

Drivers sometimes have to make 100 or even 130 drops a day to make a living. My road has daily van drops by Royal Mail, Parcelforce, DPD, Hermes, UPS and DHL.

All of this is a massive drain on resources. The emissions, the congestion and the waste can all be reduced dramatically by cargo bike use.

Imagine if each of these companies pooled resources and all delivered their small parcels to a local hub, and from there a cargo bike, perhaps with some power assistance, took the deliveries down all the residential streets?

A nice little earner for someone...

In London Pedalme started using a specially designed bike with a load or seating area in the front.

You hail it with an app, and get a ride in the front. It's taken off. Where they had 4 bikes they now have 32. They also have dozens of staff.

In addition to competing with the black cabs, they've delivered flowers for florists and bread for bakers. They can do office moves, and they have trailers that when attached to the bike add 100s of kilos of capacity.



In Reading cargo bikes are still rare, but they are growing in number. I recently got a Christiania trike to ferry my dogs, and soon started moving all sorts of stuff.

I have moved our campaign stall first on my old long bike (a mountain bike with an Xtracycle conversion).

At the recent cycle festival all the displays bar the Reading Cycle Campaign's arrived by car. Ours arrived and departed by pedal power, as you would expect.

It can be done, but the biggest obstacle at the moment is the barriers on the cycle network. So almost all of the National Cycle Network is off limits.

But once we make Reading more accessible I'm sure they'll become much more common.

**Adrian Lawson**  
RCC Chairman



**Ever had a nasty incident  
on your bike?**

**Want to tell someone about it?**

Check out our Incidents Page on our website:  
[www.readingcyclecampaign.org.uk/incident-reporting](http://www.readingcyclecampaign.org.uk/incident-reporting)

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

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

### CycleReading Advertising

For 1/6 page display advert (87.5mm x 80mm)  
RCC members £6 • Non-members £12  
Bikes 'n' Bits (text only) free to RCC members  
Contact the Editor (details below)



## Contact Us

Tel: 0845 330 2543  
[www.readingcyclecampaign.org.uk](http://www.readingcyclecampaign.org.uk)  
[www.myspace.com/readingcyclecampaign](http://www.myspace.com/readingcyclecampaign)

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You can now find RCC on Facebook:  
<http://www.facebook.com/ReadingCycleCampaign>  
and Twitter: <http://twitter.com/ReadingCycle>

### Next newsletter copy deadline: 1 November 2019

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

### 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 16 Oct 2019 - open mtg**

**Wed 20 Nov 2019 - cttee mtg**

**Wed 18 Dec 2019 - open mtg**

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

## Advertising Rates:

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

RCC members £6 - Non-members £12

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

RCC members £10 - Non members £20

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

RCC members £14 - Non members £28

**Full page (180mm x 247mm):**

RCC members £25 - Non members £50

*Bikes 'n' Bits (text only) free to RCC members*

Contact the Editor by emailing  
[newsletter@readingcyclecampaign.org.uk](mailto:newsletter@readingcyclecampaign.org.uk)

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