



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

Autumn 2009 No. 106

One-Way System Change for Bikes



Friar Street will become two way for cyclists

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Campaign Diary

One of the consequences of the upgrading of Reading Station will be a wholesale change to the one-way system that operates around the station. The Campaign held a meeting with Reading Borough Council in September to discuss the implications of the scheme for cyclists.

From a cycling point of view the net effect of the changes appears to be positive:

- Station Hill will be closed to motor vehicles but open for cyclists
- Friar Street will have a westbound contra-flow bus and cycle lane
- West Street (think Primark) will have a southbound contra-flow bus and cycle lane

The main disadvantage will be that Station Road will become one-way

northbound (ie towards the station), which will limit options for cyclists leaving the station. To compensate for this we urged the Council to make Greyfriars Road (think Sainsbury's) two-way for cyclists so that we had a viable route from the station to the west side of town.

We are happy to report that the Council has taken up this suggestion, which is testament to the importance of early dialogue to ensure cyclists' needs are considered at an early stage of highway schemes.

Cycle parking will be reviewed as part of the scheme - so if you have suggestions where cycle parking needs to be installed in this part of the town centre then contact us on rbc@readingcyclecampaign.org.uk

Keith Elliott

Council News



Reading Borough Council (RBC)

London Street/Duke Street/IDR Junctions

Works to remodel the junction of London Street/Duke Street and the IDR are now well underway. Despite our protests the toucan crossing on Duke Street has been removed and there are no plans to cater for cyclists at this crossing - despite it being part of National Cycle Route No 4.

RBC has offered to put in additional directional signing for cyclists, however the plans we have seen to date fall short of providing a coherent and safe crossing.

The Cycle Lane returns...

The cycle lane in Bridge Street has returned! It mysteriously disappeared earlier this year at the point where it passes the entrance to Forbury Street. Having logged a 'missing cycle lane' report with RBC, the errant bit of green tarmac resurfaced in November.

Keith Elliott
RBC Campaigner



Wokingham Borough Council (WoBC)

Plan Supersedes Strategy

The WoBC Cycling Strategy relevant to Local Transport Plan 2 seems unlikely

to appear as attention is now moving on to Local Transport Plan 3.

I have been impressed that Woodley Community Partnership set up a transport group to advise the town council with a report 'Proposals for Improved Cycling Facilities in Woodley' by Peter Glass, a former designer of highways.

By referring to Department for Transport literature, he stresses that the needs of the most vulnerable road users should be fully considered in all highway schemes, and he takes the view that many of the present 'facilities' should be removed where they do not meet today's accepted standards. He points out that tomorrow's standards are likely to be more cycle-friendly, so a bit of foresight would be appreciated in years to come.

Dougal Munro
WoBC Campaigner



We have been helping accident victims for well over 30 years and have developed a National reputation for our work in this field.

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.

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Jean Crown, Kent

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Other Cycling News

Royal Mail Strike Could be Great for Couriers

As Royal Mail staff prepare to strike enquiries to cycle courier companies have rocketed, according to the BBC. Small scale couriers from Plymouth to Coventry are now delivering ordinary letters as well as parcels and documents for local businesses providing an eco-friendly, cheaper and, in some areas, more reliable service for local deliveries. Hopefully people will think a bit more about cyclists when there's one delivering their post!

(<http://news.bbc.co.uk/1/hi/business/8318191.stm> 22/10/09)

On Two Wheels? One Way is Two Way

The Department for Transport will allow cyclists to be exempt from the 'No Entry' signs at the end of one way streets in Kensington and Chelsea. This is the first time the DfT has allowed an exception to 'No Entry' signs and means that separate openings to contra-flowing cycle lanes (and the silly little traffic islands that go with them) will no longer be necessary. The trial has been instigated as the DfT believe that long detours around one-way systems are a big deterrent to

people thinking of swapping to cycling in the capital (Really? What a surprise!).

(*The Times* 17 September 2009)

Season Ticket, Want a Bike With That?

Passengers buying a season ticket on South West Trains will now be offered the hire of a South West Trains branded Brompton for part or all of the duration of the ticket. For less than £2 a week season tickets holders can hire the bikes on weekly, monthly or annual tariffs. The bikes are provided with lights and panniers and all riders will be offered helmets. Members of the public can also hire the bikes from the scheme, which is based at the lost property office of Waterloo station, with a deposit of £100. This may go some way to making up for the fact that South West Trains no longer allow full-sized bikes on any trains at certain times of day and have recently cut down the number of cycle spaces on many services. Folding bikes may be carried at any time provided they can be 'stowed as luggage'. Maybe one day you could rent a cycle at your destination simply by buying the appropriate ticket as you can with bus services.

http://www.southwesttrains.co.uk/SWTrains/News/_bromptonbikes.htm

Bike Lanes in Big Apple

A new film has been released by the New York Department of Transport to explain the different types of cycle lane cropping up over the city. New York has three grades of cycle lane depending on the volume and type of traffic as well as the width of the road. The different lanes are colour coded and in some cases protected from other traffic by a crosshatched zone between the car and cycle lanes. Many lanes offer cyclists up to five feet of their very own green tarmac and three feet of 'buffer zone' between them and the cars, leaving ample room for overtaking or stopping without getting in the way of either motorists or other cyclists. The shared 'class 3' lanes are shared with motorists, not pedestrians, as they frequently are in the UK and interestingly include road markings to encourage the cyclist to use the middle, rather than the edge of the road lane to avoid parked cars opening doors into them. Rather than giving cyclists a token strip these routes are designed to make motorists expect to see cyclists and respect their right to the road. If you'd like to know more you can watch the film here: <http://www.bikeradar.com/news/article/video-new-york-city-bike-lanes-explained-23737>



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Chairman's Letter

Hello RCC members,

Did you get to the Cycle Show this year?

I managed a few hours there on the Saturday, and I was a bit overwhelmed by the size of it. Every time I stopped at a stand I lost my bearings and set off in the wrong direction. So for the first hour I kept going round in circles and revisiting the same stands.

Eventually I got to cover the whole show. There is a lot of glitz and glamour in cycling these days, and for as long as I can remember the Cycle Show has been dominated by bikes meant for racing, sports and leisure. There has been the occasional cobbled together town bike; in recent years there have been a few more of them, but this year there was a new category, the fashionable bike: stylish bikes with racks and mudguards and nice paint and quality parts.

Cycling has become trendy and the bike makers are making trendy bikes. They aren't cheap bikes though; good bikes cost good money so these are bikes for the better off.

Around the corner from the bike show is a smart London crescent, with large town houses now mostly expensive flats. On the ornate railings all along the street were bicycles chained up. These were cheap or old bikes; you could buy ten from the classifieds in

the papers for the price of one good bike at the Cycle show.

Not everyone can afford a nice bike, but a bike can be basic transport for not much more than the price of a tank of fuel for a car. A nice bike though is a joy to ride: powerful brakes, an easy to use wide range of gears, some luggage carrying, sweet handling, lightweight and good looking; all this adds up to a bike you will like riding. A rusty, squeaky, heavy bike is something you will grow to resent and you won't look forward to riding it, but at least it will still be there in the morning. In this posh crescent in London I bet for every heap of junk in the street there was a nice bike stashed in the flat; a folder, a racer, a fixie perhaps.

I cannot begin to count the number of people who think a hundred pounds is a lot for a bike, yet spend that in a month on fuel, 4 months on car tax, and several times over in insurance, maintenance, tyres, parking. Fortunately you can save all the tax on buying a bike if you have a switched on employer. Even Reading Borough Council has a scheme in place for its staff to save almost half the price of a new bike.

So if you are riding around on a bike that you don't really enjoy check out something nice, invest in quality and your cycling will be so much more enjoyable. Then you will cycle more

often... until somebody nicks your nice new bike. You won't want to let your nice bike out of sight for too long, and you will need to carry quality locks even if you are only going to leave it for a moment. And you will want to invest in decent insurance too, but that will be worth it.

The real issue here though is to provide cycle parking that is secure. Lockers are a start, but there are few in Reading, and those there are, are seen as dispensable. Instead of adding loads more (they are ten years old now, the last and only publicly available ones in the Oracle) the company wants them out of the way. There are no plans for any more in the town as far as I know.

Cycle parking needs to be right where you need it, especially if your bike is a good one, but to make cycling really convenient you need a place to securely park your bike at every destination you may want to visit. The location of cycle parking is poorly understood by planners, unless they use a bike all the time. Few of them seem to. Those that cycle to work don't get it. They leave the security of where they live, and cycle to the security of the workplace. Do they understand the need for a secure stand at the newsagent? At the playground? At the pub? Even the supermarket, how many places have reasonable let alone excellent cycle parking?

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Chairman's Letter



Then there is the way you are treated if your bike does get nicked. Anyone who has been to the police station to report it will know how little enthusiasm is given to hunting down your bike and it only takes the least excuse to be able to absolve themselves from the irksome task of recovering your bike. "No frame number guv? We can't even complete the crime report". Even if your bike is numbered and unique and worth a fortune they won't intervene if someone is caught riding the bike. I built a bike for a friend, from a frame and a collection of parts. It was special and unique, and possibly better known to me than it was to the owner. He only had it two weeks when somebody took it. Amazingly I found it a week later and called the police, and my friend. The police turned up, but my friend was on a train. "Sorry sir we can't intervene if it isn't your bike". Fortunately I was carrying two heavy duty locks so I locked the bike up and went home for a hacksaw.

I came back and waited for either the real owner or the wrongful one to turn up, and they both did within moments of one another, so the bike was recovered and the shall we call him the receiver of stolen goods escaped to steal again, hopefully a little chastened by the confrontation, but still free, and intact.

Apart from cycle racks and lockers, good urban design and a cooperative police force what else could a cyclist want, once they have a nice bike? We have been campaigning for routes and lanes and things for years, but you know there is a comprehensive cycle network out there just waiting to be used. It goes past every house and every business, every shop is on it and millions are spent on it every year. It is the good old road network. The thing

that stops it being a cycle facility now is that it is dominated by people in vehicles. What if it wasn't? Imagine if cyclists had priority on all the roads, like they do once in a while for example at the Skyrides? A huge number of people would ride their bikes. There would be a huge saving in emissions, there would be a vast saving in health costs, and we would all save a fortune even if we were riding expensive bikes.

Why are people still talking about electric cars as the solution? As if they are? Of course they are not; they are still made at a huge carbon cost, they are fuelled by batteries made from harmful chemicals, they will be shipped around the world from their place of origin in ships belching vast amounts of CO₂, and they will be powered by electricity mostly produced by coal fired or nuclear power stations. And they will still be driven just as dangerously, maybe even more so. They will be driven by celebrity cooks who think it funny to silently creep up behind groups of cyclists and frighten them with their horns.

As you know, more people are involved in enforcing laws broken by stationary cars than moving ones. Stop on a double yellow line and you will almost certainly get a ticket, but run through a red light, drive recklessly, intimidate cyclists, even kill them and you will almost certainly get let off. If the lovely road network was a safe place to ride, and the least transgression of the rules of the road likely to end in a court appearance, then we wouldn't need half-assed cycle lanes. We could give the shared space back to pedestrians and we could get lots of car users out on bikes, and when that happens and the roads become full of cyclists we won't be belching out tons of fumes, we won't be killing one another and we won't be dying prematurely of heart disease.

At a recent Wheels in Motion conference the messages about how cycling can solve all these problems were being discussed by wide eyed health practitioners and transport planners as if they had just discovered them. Better late than never I suppose.

Adrian Lawson
Chairman

YES, I WANT TO JOIN RCC!

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

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- ☐ I would like details of how I can help with Campaign activities
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Date

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Our Mission



- To campaign for better facilities for cyclists in Reading, in particular a network of safe cycleways linking residential, industrial and commercial areas, and giving access to the town centre.
- To work with Sustrans, the Cyclists' Touring Club (both locally and nationally) and others interested in promoting cycling and the well-being of cyclists.
- To identify the needs of cyclists in Reading, for example the location of safe and secure parking, and to campaign for their provision.
- To work with and advise local authorities and, where necessary, criticise and highlight their shortcomings.

The Supermarket Bike - A Blessing

I was in Reading's main Tesco store a few days ago. There on display was a child's bike, a model named 'Anaconda' selling for £120, and it was obvious to me the forks and stem were the wrong way round, the brake rearwards of the fork so the brake cable could not be connected, which meant that pulling the brake lever would have no braking effect whatsoever.

I pointed this out to an assistant who happened to be in the aisle. He immediately stated Tesco did not sell these bikes. "So what are these cartons down here, then?" I retorted. "We don't sell them made up," he explained. "We only sell them in a box. It's up to the customer to build the bike." I expressed dissatisfaction with that, and I told him I'd be back the following day and expected to find the display bike had been corrected.

The following day the bike was still in the same state. This time, I found a Customer Service Manager in the vicinity. "Do you think Tesco has a responsibility to sell products which are safe?" I asked. "Of course," she replied. "In that case, what do you make of this bike?" I continued, pointing out the Anaconda. "Well, to save me guessing, you tell me what you think," she replied.

I went through a list of things wrong with the bike on display, pointing out the back-to-front forks and stem would affect the handling, and the front brake

wouldn't work at all. "You need to understand we don't sell the bike ready-made," she explained, "We only sell it in the box. It's the customer who has to put it together." This was now beginning to sound too much like a stock reply, and I told her it was not good enough: "Your person who built this bike did so by following the instructions provided with the bike; if he got it wrong, why should you suppose a customer will do any better? And some customers might not be sure how it should go, will come into the store and think the one you're displaying is as it should be. Your display model will ensure they get it wrong." She promised me she would speak to 'the Non-food Manager' immediately, and hurried away.

I went back each day for the following few days. The bike had not been altered.

Perhaps the General Manager at Reading's Tesco store would like to explain what seems to be the rather cavalier and lackadaisical attitude of his staff towards the safety of the young users of its bikes. His staff may well trot out a mantra about responsibility and safety, but they fall short when it comes to action to back it up. Was my complaint followed up? Are the instructions provided with the bicycle adequate to enable an ordinary purchaser to build the bike properly? Do they explain that the forks have been turned round to


enable the bike to fit into a smaller carton, and need to be turned back in order to build a bike which handles correctly? What steps will the General Manager take to get this sorted out? I'm sure Reading Cycle Campaign members would like to know!

This is not an isolated case.

Asda recently ran a TV commercial advertising a £70 bicycle for adults, hailing it as 'Britain's cheapest adult bike'. Unfortunately, the bike shown on TV had its forks fitted back-to-front and the advertisement was rapidly withdrawn. Asda supermarkets were similarly displaying the bike with the forks round the wrong way. It's not as if few people might be affected by this: an Asda spokesperson has said they sold 20,000 of these bikes in the first week they went on sale; there's potential for a lot of bikes to have been incorrectly set up, delivering a poor cycling experience to their riders.

But, if you're capable of building the bike you get in these supermarket boxes, are you on to a bargain? After all, a bike for £70 seems an incredible deal.

The sad fact is you get what you pay for. The supermarkets may be able to use their sheer size to obtain economies of scale, but even with that a £70 bike is not going to be wonderful. The frame will probably be heavy and made from



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Or A Curse?



Left: bike displayed on the box; right: made-up bike on display in Tesco - note the position of front fork

fairly basic material, high tensile steel being common. On some bikes which look like mountain bikes, you may find small print warning it should not be used off-road. Bikes with full suspension - attractive to children - will have correspondingly less of the cost price for the other components. In any case suspension elements are likely to be of poor quality and the design of the bicycle's suspension may be inadequate, so some of the power you put into the pedals is wasted in the suspension, producing an unproductive bobbing up and down instead of propelling you forwards.

In general, the components will be low grade, with substantial use of plastics. There are reports of some supermarket bikes having plastic brake levers which flex when you pull on them. The expectation is that these components will not give a comfortable ride or long service.

What you get from a supermarket (and from some other outlets) may look like a bike, but don't let that deceive you: the term 'bike-shaped object' (BSO) has been coined to describe this type of 'bike'. It may look like a bike, but it doesn't deserve to be called one.

The argument is that these bike-shaped objects won't give a satisfactory cycling experience, they'll require constant maintenance, and in the long-term will put people off cycling. They're counter-productive to the interests of cycling.

So, should supermarket bikes be shunned outright? Most bike aficionados will not look twice at them. What, though, if you simply can't afford the kind of prices bike shops charge for something better? What if you fear the bike may be used for only a couple of months and then left to gather dust in the shed? Why waste money on something more expensive? Isn't it better that people

are out, riding bikes, even if those bikes aren't as good as they might be? As a result, they might choose to buy better bikes.

Those are arguments proposed in favour of supermarket bikes. There's always the option of a good second-hand bike (if you can find one, and then identify it as a 'good' bike; and what of the risk that you're buying a stolen bike?). In all probability, a good number of those 20,000 bikes sold by Asda in their first week of release were impulse purchases, bought simply because the bikes were only £70.

The message of this article, however, is surely this: if you do buy one of these bikes, know what it is you're buying and be clear about your reasons for buying it. (In other words, it's the same as any purchase, isn't it?)

Stephen Muir

Bikes 'n' Bits

For Sale: Scott USA Comp Racing Mountain Bike (2001), 27 Speed, 17" Frame Biaxial Ultralite STAGE 1 aluminium 7500 Alloy Double Butted (Disc ready), XT Front Derailleur, XT Rear Derailleur, Shimano LX V-Brakes, Shimano LX Crankset, ZAC 19 rims LX Hubs, RockShox Judy SL forks, mountain bike - functions fine but old, £180. Contact: Leon 07703797725

For Sale/Hire: 2 hard cycle cases (supplied by Edinburgh cycles) which takes a full size bike. Went to Australia and back! £75 each or £100 the pair. Also willing to hire £50 first week and subsequent weeks at £30. Contact Angela on 0118 9426802 (Calcot)

For Sale: Off-Road Mountain Bike Tyres - Absolutely and completely

good condition, but not brand new: 1 x Continental Vertical (26 x 2.3), 2 x 'Schwalbe' Mountaineer II Puncture Protection Tyre (26 x 1.9), £7 each. Contact: Leon 07703797725

Tyres Wanted: Cheap pair of 650 x 20 or 23 (571) racing tyres in good condition. Not easy to find or afford these days! Email: dry@tesco.net

Cycle Show, Earl's Court

This was my first Cycle Show and I was glad to find the ambience friendlier than I expected. I felt quite able to approach other show-goers as well as the campaigners and vendors. It was really great to meet such a range of cyclists and it was interesting to run into a few other people from Reading, including a stunt cyclist working with an importer and a local commuter. I was also pleased to see plenty of smaller exhibitors as well the giant brands we're all familiar with.

The 'let's make cycling friendly to non-cyclists' ethos seems to be getting through to more manufacturers as there were some truly gorgeous bikes at this show and you wouldn't need to be an expert to see it. Most of the big makers seemed to have a couple of straightforward attractive bikes for those that want to cycle without necessarily being a cyclist. It was particularly interesting to see a few brands usually associated with fashionable clothing moving onto branded bikes (for instance Lambretta).

There were certainly plenty of exciting innovations for those more familiar with a bike technology though. Carbon fibre drive belts were

gracing one or two bikes; these apparently never need lubrication and are also lighter than a traditional chain. There were also some interesting electro-assisted bikes, for instance the rather space age Gocycle, which although it reminded me of a Buck Rogers-style Brompton, at about 16kg and packing down as small was not to be laughed at.



At a similar weight the Cytronex adapted Cannondale single-speed I tried was great fun - simply press the button and whoosh! It's lucky the motor cuts out when you coast as the indoor track was rather small

(hopefully a bigger one next year!). If you prefer your innovations simple and clever there was the Plantlock, an attractive super-toughened planter/bike rack which accommodates two bikes and 75kg of compost (plus whatever you choose to plant in it) making it almost impossible to move with bikes attached. There was also Green Oil, the first range of entirely eco-friendly bike lube, cleaner and degreaser; and the Bike-Eye, the first rear-view cycle mirror I've ever seen that doesn't attach to the end of the handlebar waiting to be broken off. The Bike-Eye attaches to the head tube between the top tube and the down tube and only comes out two inches from the bike, giving a clear view behind (of course that means that it cannot, sadly, be used with panniers).

Also a London fashion company called Lost Values with a fibre that looks exactly like normal grey/white thread until you shine a light at it - check out the with and without flash photo - so high-viz clothing no longer has to high-viz when you don't need it to be.

The National Cycle Collection stand was a great contrast from seeing all the newest bikes available, although they had one of the only two bamboo

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8

CycleReading Autumn 2009

Cycle Show, Earl's Court



Special clothing that becomes hi-viz when you shine a light on it.



framed bikes at the show and theirs was almost 100 years old! Other oddities included a bike to celebrate the Eiffel Tower which must have been about 12 foot tall.

Since the international sale of a large private collection the National Cycle Collection in Llandrindod Wells is the UK's last cycle-specific collection, run entirely by volunteers and open daily March to October. Well worth a look if you're on your way to Coed Y Brenin for some mountain biking!

On the campaigning front were CTC, Sustrans, London Cycle Campaign and Transport for London. TfL were promoting their new 'Cycle Super-highways', the first trials of which should be open by May 2010 and are designed to provide a route from the outer boroughs to the city, relieving stress on other transport networks (kind of like a working cycle route along the Oxford Road perhaps?).

CTC had their new mascot Smidsey the Lion to promote the Stop SMIDSY campaign ("sorry mate, I didn't see you"). The campaign is designed to make the roads safer for road users



other than cars, so if you've had a bump or near miss, report it at www.stop-smidsy.org.uk.

Sustrans were promoting the Motion for Women petition (backed by the WI and other groups as well as Sustrans) which encourages national and local government to make cycling safer - particularly for women. You can sign the petition here www.bikebelles.org.uk/index.php/sign_our_petition/

Toby Gibbons

RBC Online Planning Applications

Did you know that you can look at and comment on planning applications in Reading without even leaving your chair? With Reading Borough Council's online service you can search for applications and appeals, and leave comments on applications that are open to public consultation. The site also contains documents for past applications, in some cases as far back as the 1980s.

It's easy to use and is directly linked to the Council's back office system. Simply go to <http://planning.reading.gov.uk/publicaccess> and click on 'planning' at the top of the left hand column. From here you can search for applications or appeals by their status, ward, date, applicant or even applica-

tion reference number! The search form has quite a few fields and may look a little daunting (particularly if like me you know nothing about planning!) but I found just selecting my ward and entering dates for the last month gave me a manageable response. There's also a useful 'property search' function - just enter the address of your home or work (or even the junctions that annoy you most!) and you can pull up all the applications within a specified distance. Alternatively you can use the 'weekly list' to find all applications validated or decided in a particular week.

This is a really useful service for anyone who wants to make their voice

heard in local matters, and when it comes to planning I'm sure a few of us would like to say a few things to Reading Borough Council! We're hoping in the near future to start updating you more regularly with applications that affect cyclists in the area, so there's a good chance we'll be asking you to pay a visit to this site and put a word in for cyclists - the online service really makes it easy for you to put your voice behind the campaign.

And don't forget, if you notice an application that you think could have an impact on cyclists, let us know by e-mailing the committee or posting on the RCC forum.

Toby Gibbons

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

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www.readingcyclecampaign.org.uk 0845 330 2543
www.myspace.com/readingcyclecampaign

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Campaign Diary

Help Out at the Farmers' Market

Our monthly stall at the Farmers' Market is a valuable chance to discuss cycling issues with members and non-members. If you'd like to volunteer to man the stall please contact our Events Coordinator Anne White (see above).

RCC hosts a stand at the Farmers' Market at Great Knollys Street on the first Saturday of each month from 8.45-11.30am; dates are listed below:

Saturday 5 December • Saturday 6 February

Saturday 6 March • Saturday 3 April

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Opinions expressed in this newsletter are not necessarily endorsed by the Campaign.

Council Contacts

Please let the relevant campaign officer know of anything you've reported.

Reading Borough Council

General cycling queries: 0118 939 0900 x 4881; parking: parkingservices@reading.gov.uk; traffic lights: 0118 939 0611; potholes 0800 626540

Wokingham Borough Council

0118 974 6302

West Berkshire Council

01635 519080 or www.westberks.org.uk

Windsor and Maidenhead

www.rbwm.gov.uk

South Oxfordshire

01235 531331 or southernarea@oxfordshire.gov.uk

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IS THERE AN EVENT IN YOUR PART OF TOWN? THINK WE SHOULD BE THERE?

RCC are always looking for opportunities to meet more cyclists, so if there's a one-off or regular event in your part of Reading then drop us a line on newsletter@readingcyclecampaign.org.uk

FANCY HELPING OUT?

It's always great to have members with us when we're out and about, so if you could lend a hand for an hour or two at one of our upcoming events, contact Anne at events@readingcyclecampaign.org.uk

The newsletter is now available electronically, so if you'd prefer to go paperless contact the newsletter editor at newsletter@readingcyclecampaign.org.uk