



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

Autumn 2013 No 122

Monthly Campaign Meetings



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Campaign Diary

After years of committee meetings being held in the back rooms of ad-hoc members of the committee, the Cycle Campaign has (perhaps belatedly) set up a schedule of monthly meetings to be held in RISC on London Road.

These meetings will be at 7:30pm on the third Wednesday of every month. Any member of RCC is welcome to attend and every other meeting will have an open agenda for members to raise whatever they feel needs to be discussed.

As one of the largest cycle campaign groups in the country we are aiming to harness the breadth of our membership to help us achieve a more cycle-friendly Reading. If you think there is something we should be doing then come along to an open

meeting. We also have vacancies on the committee, so if you think you might like to help but are not quite sure then come along to a committee meeting and find out if it is for you.

Forthcoming meetings are:

Wednesday 18 December:
open meeting

Wednesday 15 January:
committee meeting

Wednesday 19 February:
open meeting

Meetings are held in Room 1 of RISC, which is up the stairs that are located beyond the bar. Keep an eye on the RCC Facebook page for any updates on meeting details. Hope to see you there.

Campaign News



Reading Borough Council (RBC)

The key news at the moment is Reading Borough Council's sad decision to continue with the third Thames Bridge. While we are always keen to see another useful cycle facility the Campaign (among many others) felt that the bridge as planned was too narrow. A lot of hard work went into trying to change the Council's mind, but unfortunately we were not successful.

Our two main concerns now are that the Council's new Cycle Strategy and the redevelopment of the Station Hill area do not go the same way. The new strategy contains some good points, but does not seem to have much feel for real cyclists.

It is also very short on clear targets, local statistics, and only mentions a few specific projects: namely the new bridge, the Napier Road underpass, a cycle parking hub at the station and a new cycle hire scheme similar to London's 'Boris bikes'.

While these projects will bring some benefit to Reading's cyclists they won't do anything for our chronic infrastructure problems. There are several other points that are in fact simply the same as current basic government guidelines.

The Council have invited responses via an online questionnaire and while it asks some valuable questions it does not give much opportunity to criticise the document or mention anything that isn't included. We will be setting up our own questionnaire soon and will present the results to the Council before the close of the consultation (10 January 2014) so look out for it on our website.

The long awaited redevelopment at Station Hill is now on the Council website. (You can view it by going to <http://planning.reading.gov.uk>, click on 'Enter Planning Registers' and enter application number 130440).

The area should be fully pedestrianised with 'step free access', but there is no mention of cyclists, in spite of several points about 'sustainable development' which refer mainly to the materials and methods of building. This begs the question as to whether we will be able to cycle to the new cycle 'parking hub' at the station.

West Berkshire Council succeeded in an application for funding to widen the A4 between Langley Hill and Royal Avenue. This will be funded by the Department of Transport and developers building new units at Calcot by Junction 12 (Ikea included). The widening will provide an extra lane westbound (towards the M4) and improvements to the eastbound (into



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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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Kim Smerdon

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Campaign News

Reading) lane. Again no mention is made of cyclists or cycling facilities despite the number of people who cycle in from Theale using the foot bridge near the site of the new Ikea store.

More worryingly the design features long hatched off sections to protect residents in side roads. Cyclists often end up squeezed into such sections leaving them vulnerable to vehicles joining from side roads. The plans also involve removing traffic islands used by children on their way to school.

Toby Gibbons



Wokingham Borough Council (WoBC)

The main Wokingham Borough Council news is their proposal for mandatory on-road cycle lanes on Wokingham Road from the Three Tuns to Loddon Bridge. By taking out traffic islands, there's enough space for a 1.5 metre cycle lane in each direction. On top of this, the existing shared-use cycle

path on the pavement will be kept. This is a real step forward in the quality of provision that WoBC has been offering, on an important commuter route used by more than 500 cyclists a day. That said, the scheme isn't perfect because there will be an interruption in the lanes at the Coop convenience store because the traffic planners want to keep the filter lane for motorists turning off.

The Loddon Bridge and Three Tuns junctions are also difficult because cyclists going right or straight on will have to move out from the left lane; I can't see a way of resolving this, but any members with suggestions should get in touch with WoBC (or with me and I'll pass them on).

While the proposals are not perfect they are a huge improvement compared with the provisions WoBC have made in the past and we're really pleased with this positive development. It will be interesting to see if Reading Borough Council match the standard by introducing mandatory lanes (instead of ones that motorists are allowed to go into) and keeping up the 1.5 metre width for the stretch that falls within their borough. When completed these lanes will be part of a new National Cycle Route from Reading to Windsor via Wokingham and Bracknell.

There are also two consultations on new roads in Wokingham. I mentioned the Northern Distributor Road in the last newsletter, but there are also plans for a relief road around Arborfield Cross. Three options are being considered and all are 40 or 60mph roads through open country. I'm not a fan of shared-use paths, but I believe they might be suitable here because the road will be more like a bypass with few crossing side roads and drives and few pedestrians. That said, I would still prefer shared-use paths on both sides of the road, and would welcome the views of members who take a different view.

Finally, the new Wokingham station building is now open, but the cycle stands are not. The new secure cycle parking accumulates an enormous puddle of water in the rain, partly because the roof isn't big enough. WoBC have seen this so it should be fixed before they are opened. I am trying to get South West Trains (SWT) interested in putting some Sheffield stands on the Oxford Road side of the station, as there are normally a few cycles chained to lamp posts there. I've still not received a reply from SWT about changes to the restrictions on cycles on trains between Wokingham and Reading.

Peter Howe, WoBC Campaigner

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Other Cycling News

'Pleb-gate' Bike Makes £10,000

The bicycle that was being ridden by chief whip Andrew Mitchell during the infamous 'pleb-gate' incident (including its basket) was recently sold at a charity auction raising £10,000. The bike from which the famous alleged insult was hurled as Mr. Mitchell left Downing Street was sold in aid of the charity Nyumbani UK, which supports children affected by HIV.

Government Predicts Fall in Cycling

Despite huge public and cross-party parliamentary support for substantially increased cycle use between now and 2050, the Government is expecting cycle use to FALL between 2015 and 2025, with little change between then and 2040.

New figures, obtained by CTC through a parliamentary question, suggest that the Government's 'National Transport Model' is predicting an initial increase in cycle use, due to the economic downturn (from 2.9 billion miles in 2010 to 3.4 billion

miles in 2015). However, it then falls again to 3 billion miles in 2025, a 12% reduction in a decade.

Cycle use is then expected to remain at around 3.1 billion miles throughout the 2030s. However, this small increase is less than the forecast growth in Britain's population, meaning that the average person will be cycling 12% less in 2040 than in 2010.

The predicted fall would have been even steeper if the model hadn't assumed that the Government's encouragement of cycling will boost cycle use by just 5% in 2015 - rising to 10% in 2035 - compared with what would otherwise have happened.

<http://www.ctc.org.uk/news/government-planning-to-fail-on-cycling>
(8/11/13)

Winchester 'Wrong-Way One-Way' Cycle lane 'Useless'

Cyclists say they have been left confused over a 'useless' new 10 metre-long cycle lane which tells them to go the wrong way down a one-way street.

Christopher Peck from cycling charity CTC said it was a contraflow lane to "open up a maze of pedestrianised and one-way streets".

But cyclist Andrew Smith called it "bizarre and pointless... It just seems a complete and utter useless piece of white line painting. I wholeheartedly support the Council's efforts to improve cycling safety in Winchester... but this just seems like bureaucratic nonsense - probably quota filling for cycle paths in the city centre."

The new road markings show cyclists are permitted to enter the one-way street from the opposite direction.

An 'except cyclists' sign has since been added below the no-entry sign for clarity, the Council said.

Sue Cole, Winchester CTC campaigner, said: "This is the first contraflow cycle lane in Winchester without infrastructure separating it from the carriageway. Because of the Saxon street pattern in Winchester, there is not space on most of these one-way streets to provide a dedicated contraflow cycle lane."

<http://www.bbc.co.uk/news/uk-england-hampshire-24492360>
(8/11/13)

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New Membership Secretary



Hello, I'm **Peter Swallow** and I am a life-long cyclist and my bicycle is my only form of private transport. Though I am keen cyclist I was not sure if it was a good idea to become membership secretary.

The group is doing well. We recruited 19 new members and raised a lot of interest at Reading Town Meal. Luckily Saturday 5 Oct was a stunning warm day and the whole day was a great success.

At the protest ride we recruited five new members and we have four people joining electronically. Perhaps we are being too successful as I have run out of the various items we distribute to new members. Please have patience; the letters will arrive.

May I apologise in advance to the gallant members who distribute the newsletter. I allocated people on the distribution list using the RCC special map, an A-Z and Google maps. I got people in the wrong

distribution areas or made them walk round the route the wrong way. Please email me at membership@readingcyclecampaign.org.uk if you have any queries regarding membership or the distribution lists.

Peter Swallow
Membership Secretary
29, Ashburton Road
Reading
RG2 7PA
0118 986 0230

Bikes 'n' Bits

FOR SALE £75 2 11/2" Freddie Grubb 700c Wheels. For more details or a test ride, ring Bernard Brown on 0118 947 1111. A pair of 700c wheels are also available.

Your letters

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

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!

We look forward to receiving them!

newsletter@readingcyclecampaign.org.uk

Updating Our Records

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

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

Please send these details to the Membership Secretary at 29 Ashburton Road, Reading RG2 7PD or email membership@readingcyclecampaign.org.uk

Data Protection Act: *RCC keeps membership records on computer. This information is not disclosed to third parties.*

CTC Affiliated Membership

Members of RCC can apply for CTC affiliated membership:

- 3rd party insurance cover of £5,000,000 worldwide except USA and Canada
- CTC membership giving access to a wide range of discounts and benefits, see www.ctc.org.uk
- weekly CTC email newsletter

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

The cost of the CTC affiliated membership is £17 for a full year.

More details from Membership Secretary on 0118 978 6623

Chairman's Letter

Dear RCC members,

It seems that someone has their wires crossed. Somebody thinks I am a lycra clad speed merchant. Somebody thinks that the cycle campaign wants facilities for the Daily Mail's famous lycra louts.

The campaign has quite a few serious cyclists in its ranks. We do have ironman triathletes, and we have many racing cyclists. We have people who have cycled to work for 40 years, and people who have ridden their bikes in cities all over the world. In short we have some seriously fit and competent cyclists in our ranks.

We are not asking for facilities for them. We, they, can happily cycle down the IDR in the rush hour. The hideous bridges over the Thames hold no fears for us. They are not the cyclists we campaign for.

When we objected to the design of the proposed new bridge we were constantly derided by the very person who claims to be "in dialogue with local cycle groups" as if we were campaigning for a high speed facility for experienced riders. We aren't.

We are campaigning for facilities a child could be safely allowed to ride on. For cycle friendly infrastructure that enables a cyclist to ride swiftly from one place to another without having to stop and start because the

designers have forced all the compromises on the cyclist.

If we want to make a change to the way people travel around Reading we have to put novice nervous timid people first. If the facility tapers to nothing on the approach to a roundabout it is useless. If people are expected to squeeze up on the left hand side of queuing traffic on some arbitrary white line with a bicycle symbol painted on the road they (and the drivers) will assume that is where they are expected to be.

Of course cyclists are supposed to ride in the centre of their lane. Following drivers are supposed to overtake in the same way as they would overtake a car, i.e. by moving into the opposite lane.

Forever drivers think they have a right to the road above all else, which is of course untrue; they actually have fewer rights than someone on a bicycle. The Council in its new strategy perpetuates this myth. It says that it will only provide facilities where space exists. Well space doesn't exist, not the space to put a 2 metre wide cycle lane along the road, through the pedestrian refuges, across junctions, around roundabouts. No, these places will remain dangerous for cyclists because these are places where the car is king.

No wonder the Council has a target of 10% of all journeys to be made by bike by whenever they have stuck a pin in the calendar.

Similar towns have already achieved 50% (Cambridge); several cities have achieved similar. So if there isn't the space to put proper cycle lanes then what is the next best thing? Much slower traffic. Slower and rigorous enforcement of the lower speed limits.

Let me give you an example. Back in early October I watched in horror as a fully loaded tipper lorry overtook some 11 year olds cycling along Southcote Lane near Coronation Square. It was immediately obvious that there was no room for that lorry and the cyclist he was passing to get through the point where the road narrows to provide a place for people to cross.

Just at the point where the young rider was about to get crushed (she was already alongside the rear wheels, and the lorry was moving over to the left, forcing her against the kerb) the lorry came to a stop. The child survived, but it was perilously close.

Afterwards I wondered why the driver was even using Southcote Lane. He was driving between the Bath Road reservoir and a tip in Pingewood. The journey would be easier, probably quicker, and safer staying on Bath Road. Southcote Lane needs to serve

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Chairman's Letter

no purpose as a cut through. The crossing points are the points where rat running drivers and cyclists will always come into conflict.

A really neat solution would be to make the whole road 20 miles an hour, and replace the width restrictions with pedestrian crossings. Lots of pedestrian crossings, every 100 metres or so. There are two roundabouts, which could be done away with and turned into simple crossroads. The road would then be a delight to cycle on, and pedestrians would be able to cross wherever they wanted. The only people who would drive along it would be those who lived in the adjacent estates; it would be in their interest to keep the road safer.

People who wanted to get to Burghfield could stay on the Bath Road.

The Council has just written a draft Cycling strategy that doesn't really have any great vision for cyclists. It has three headlines, including the new bridge over the river, which is a surprising thing to find in a strategy for the future. We are just waiting for it to be built: it isn't anything we don't already know.

It has a hire bike scheme: 200 £6,000 bikes, and the contract has been let, so that isn't anything new either. And it has the Napier Road underpass, which has been in the pipeline for the best part of 15 years, and the only reason we can't cycle through it already is bureaucratic incompetence. It is hardly a vision for the future. Throughout the document is an underlying theme: we will do what we can so long as we can still maintain motor vehicle traffic at the current levels.

There is nothing about guaranteeing that cycle lanes are wide enough, segregated from motor vehicles, continuous, fast, direct. There is nothing about making traffic move slowly enough to make it safe for cycling, nothing about really imaginative schemes to make roundabouts safe.

You have no doubt heard that the HS2 rail project aims to shave a few minutes off the journey time between



Adrian Lawson

London and other cities. We want a cycle network that allows cyclists to keep their journey times to a minimum too. The real advantage of a bicycle around Reading is the predictable and usually short journey times. If we want others to enjoy that luxury (which is what every other mode of travel is judged by) it is vital that cyclists can ride not only safely but quickly. Expecting them to stop at every side road, potter along behind pedestrians, dodge pointless chicanes, get off and walk when it suits the Council, is the opposite of what we need. Many other towns know this, and are working towards it; look at the London superhighways.

The Council, not famous for listening to the views of local cyclists, is currently asking people for their views on the draft cycle strategy. They have employed some of the same philosophy in writing it as they have in their cycle network. It is full of obstacles, 59 pages of stuff that is largely irrelevant, statements of the obvious, pages about the virtues of cycling, chapters of drawing which are actually government guidance, and all getting in the way of the quick and easy read the strategy needs to be.

We will be producing a precis, by simply deleting reams of text that is irrelevant, and then passing it around, so you can add in the things you want to see that will make Reading a cycle friendly town.

Let's see if the Council listens to us this time. We live in hope.

Adrian Lawson
Chairman

YES, I WANT TO JOIN RCC!

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

Address

Postcode

Telephone

Email

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

Signed

Date

How did you hear about the Campaign?

- Individual membership (annual) £3
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(Two or more living at the same address)
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*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, 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.

Good and Bad Cycling Facilities

Thomas Miles, a supporter currently based in France, has been comparing some good and bad facilities from across Europe. Here are some samples from a document he's written to inform local councils. Bad examples on the left, good on the right.



Parking rules are not enforced. Cyclists find their lane obstructed and are forced to join the flow of traffic.

Saint-Brieuc, France



The lane for cyclists is not obstructed by parked vehicles. What is more, car drivers do not open their door into the path of oncoming cyclists.

Paris, France



In the case of legal parking alongside the cycle lane, cyclists risk being knocked down by a careless driver opening his door.

Saint-Brierc, France



A safety margin exists between parked vehicles and the cycle lane.

Geneva, Switzerland



Bikes find their priorities downgraded and their journey interrupted at every side road. Getting about by bicycle is slower and more frustrating.

Yffiniac, France



Cyclists benefit from an uninterrupted path, clearly visible to vehicles approaching the junction.

Sion, Switzerland

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The ETA has moved to new offices:
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Found on the Continent



Cyclists risk slipping on the smooth surface when its rains - to be run over by the following vehicle.
Saint-Brieuc, France



Otherwise slippery surfaces are adapted to not present a risk in wet conditions.
Montreux, Switzerland



On joining the cycle path the user is shaken and slowed down.
Trading Estate, Trégueux, France



Where the cycle path is raised, it represents a swift and comfortable option.
Geneva, Switzerland



Cyclists do not have a place on more important roads. They are vulnerable to both the volume and speed of road traffic.
D786 between Pornic and Binic, France



Even routes of a certain importance have cycle lanes. The fact that HGVs use these roads made such measures all the more important.
E67, Switzerland

Markings are not maintained and the road is difficult to read.
[have yet to find a suitable image]



Cycle lanes are boldly marked so that both cars and bikes can be sure of their place.
Nantes, Green Capital of Europe 2013, France



Cyclists are to navigate a winding, illogical route that is on the whole slow.
Yffiniac, France



The lane for cyclists follows the most direct route and remains parallel to the road. Cyclists don't need to rethink their itinerary.
Nantes, Green Capital of Europe 2013, France



Cycles compete with other vehicles at the traffic lights.
Saint-Brieuc, France



Cycles have a few seconds to make a head start.
Geneva, Switzerland

CTC Bike Rides Listings

The quarterly CTC rides leaflet has been discontinued, but instead the listings are printed in this newsletter. Please always check the CTC website at <http://www.readingctc.co.uk/rides> for changes and updates.

Date	Destination	Start	Leader	Lunch	Miles	Information
Sun 1 Dec	Charter Alley (SW)	09:15 Earley	John Lomas 01344-420031	White Hart 174/595577	45	Moderate, 11's Conkers GC
Sun 1 Dec	Brightwalton (W)	09:15 Fountain	Ian Walker 07913-513733	Saddleback Farm Shop 174/436809	50	Brisk
Sun 1 Dec	TBA	10:00 Fountain	Angus Mitchell 07794301935	TBA	30	Off road
Sun 1 Dec	Henley (N)	10:00 Fountain	Sean Hayden 07801-414707	Catherine Wheel 175/761827	25	Leisurely
Tue 3 Dec	Aston (NE) - MEET FOR LUNCH FROM 12 NOON - Flower Pot 175/784843					
Wed 4 Dec	Little London (SW)	11:00	Morris Dowding 989 0326	Plough 175/621597	55	Meet 10:30-11:00 Café Active - Spencers Wood 175/716670
Wed 4 Dec	Reading (S)	19:30 Fountain	Al Neal 967 9666	Rose & Thistle 175/703732	15	Off road
Wed 4 Dec	Reading (S)	19:30 Theale	Simon Bird 07846 219114	Rose & Thistle 175/703732	23	Moderate
Sun 8 Dec	Henley, Oxon (N)	09:15 Dinton	Ian Moore	Rowing Museum 175/767822	30	Moderate/brisk, some roughstuff - robust tyres recommended
Sun 8 Dec	Kingsley (S)	09:15 Earley	Chris Rutter 961 9781	Country Market & Garden Centre 186/800386	60	Brisk
Sun 8 Dec	Watlington (N)	10:00 Fountain	Brian Maunder 01491-573722	Carriers Arms 175/692945	40	Moderate
Sun 8 Dec	TBA	10:00 Fountain	TBA	TBA	30	Off road
Sun 8 Dec	Little London (SW)	10:00 Earley	Richard Underwood 986 2444	Plough 175/621597	30	Leisurely/ moderate
Tue 10 Dec	** The Tuesdays' Christmas Dinner ** Pre-booked-up					
Wed 11 Dec	Reading 'Caversham' (N)	19:30 Fountain	JMartin Soanes 948 4057	Gardeners Arms 175/716761	15	Off road
Wed 11 Dec	Reading 'Caversham' (N)	19:30 Fountain	Sean Hayden 07801-414707	Gardeners Arms 175/716761	20	Moderate/ brisk
Sun 15 Dec	Kidmore End (N)	09:15 Fountain	Mike Hardiman 9793147	New Inn 175/699793	40	Moderate/brisk - to Christmas lunch 11's ben-son/Ewelme
Sun 15 Dec	Kidmore End (N)	10:00 Fountain	Carol Sunderland 07961109068	New Inn 175/699793	20	Off road - short
Sun 15 Dec	Kidmore End (N)	10:00 Fountain	TBA	New Inn 175/699793	25	Off road - long
Sun 15 Dec	Kidmore End (N)	10:00 Fountain	Joe Edwards 0118 986 7855	New Inn 175/699793	20	Leisurely with coffee stop
Tue 17 Dec	Little London (SW) - MEET FOR LUNCH FROM 12 NOON - Plough 175/621597					
Wed 18 Dec	Fifield (E)	11:00	Morris Dowding 989 0326	Fifield Inn 175/908764	55	Meet 10:30-11:00 Henley Rowing Museum Café 175/764823
Wed 18 Dec	Reading (E)	19:30 Fountain	Malcolm Fleming 986 4166	Jolly Anglers 175/727735	15	Off road
Wed 18 Dec	Reading (E)	19:30 Fountain	Nick Clark 07866 033 638	Jolly Anglers 175/727735	20	Moderate/ brisk
Sat 21 Dec	OFF-ROAD CHRISTMAS PARTY AND AWARDS. Fancy dress as music icons - Sel Dixon 954 6306 - festive venue					
Sun 22 Dec	Rotherwick (S) Mince pie ride	09:15 Earley	Allan Adams 988 3044	Coach & Horses 175/7156	35	Moderate, mince pies and mulled wine at Lesley & Allan's pm
Sun 22 Dec	Virginia Water/Eton	09:30 Fountain	John Hammond 07818-400440		40	Moderate
Sun 22 Dec	Runnymede (E)	10:00 Dinton	Chris Rutter 961 9781	Magna Carta Tea Rooms 175/996731	40	Brisk
Sun 22 Dec	TBA	10:00 Fountain	TBA	TBA	25	Off road
Sun 22 Dec	Rotherwick (S)	10:00 Earley	John Lomas 01344-420031	Coach & Horses 175/7156	25	Leisurely to join 'Mince Pie' ride
Tue 24 Dec	Checkendon (N) - MEET FOR LUNCH FROM 12 NOON - Black Horse 175/667841					
Thu 26 Dec	Boxing Day 100	09:00 Arborfield	Darren Tipton		60	DIY 100km Audax - details from Darren
Thu 26 Dec	Chieveley (NW)	10:00 Fountain	Lesley Adams 988 3044	Old Red Lion 174/475738	40	Moderate one-stop ride
Sat 28 Dec	28th DEC - JAN 1st SOUTH EXMOOR OFF-ROAD TOUR- Ian Doyle 07974-409607 - bunkhouse accommodation - Dulverton					
Sun 29 Dec	Marlow (NE)	10:15 Fountain	Sean Hayden 07801-414707	Court Leisure Centre 175/848862	50	Brisk
Sun 29 Dec	Ewelme (N)	09:30 Fountain	Nick Clark 07866 033 638	Village Store 175/644192	40	Moderate one-stop ride
Sun 29 Dec	Chieveley (NW)	10:00 Theale	Nora & Clive Gordon 942 5371	Old Red Lion 174/475738	30	Leisurely/ moderate
Tue 31 Dec	Winnersh (E) - MEET FOR LUNCH FROM 12 NOON - Wheelwrights Arms 175/787717					
Wed 1 Jan	Stanford Dingley (W)	11:00	Morris Dowding 989 0326	Old Boot 174/577713	55	Meet 10:30-11:00 Mortimer Café 175/650646
Wed 1 Jan	Silchester (SW)	10:00 Earley	Nick Clark 07866 033 638	Calleva Arms 175/628621	30	Leisurely
Sun 5 Jan	Frieth (N)	09:15 Fountain	Allan Adams 988 3044	Prince Albert 175/798907	50	Moderate/ brisk
Sun 5 Jan	Frieth (N)	09:30 Earley	John Hammond 07818-400440	Prince Albert 175/798907	40	Moderate, hilly
Sun 5 Jan	TBA	10:00 Fountain	TBA	TBA	25	Off road
Tue 7 Jan	Stanford Dingley (W) - MEET FOR LUNCH FROM 12 NOON - Old Boot 174/577713					
Wed 8 Jan	Reading 'Caversham' (N)	19:30 Fountain	Sel Dixon 954 6306	Crown 175/712746	15	Off road
Wed 8 Jan	Reading 'Caversham' (N)	19:30 Fountain	Steve Albon 07801 287 616	Crown 175/712746	20	Moderate
Sun 12 Jan	Shalden Green (S)	09:00 Earley	Terry Davis 941 2282	Avenue Nurseries 186/693438	50	Brisk one-stop
Sun 12 Jan	Middle Assendon (N)	10:00 Fountain	Jeanette Jeans 07897 512 491	Rainbow 175/738858	30	Leisurely
Sun 12 Jan	Chazey Heath (N)	10:00 Fountain	Sel Dixon 954 6306	Pack Saddle 175/695772	25	Off road
Sun 12 Jan	Windsor Great Park	10:00 Dinton	John Lomas 01344-420031	Cafe/pub TBA	40	Moderate
Tue 14 Jan	Kidmore End (N) - MEET FOR LUNCH FROM 12 NOON - New Inn 175/699793					
Wed 15 Jan	Odiham (S)	11:00	Morris Dowding 989 0326	Bell 186/743509	60	Meet 10:30-11:00 Beech Hill Church Café 175/698644

CTC Bike Rides Listings

Date	Destination	Start	Leader	Lunch	Miles	Information
Wed 15 Jan	Reading (S)	19:30 Fountain	Paul Mattingly 07976 796 217	Queen's Head	15	Off road
Wed 15 Jan	Reading (S)	19:30 Earley	Ian Swan	Queen's Head 175/725721	28	Brisk+
Sun 19 Jan	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch 175/784843	20	Off road
Sun 19 Jan	Bagnor (W)	09:15 Fountain	Mike Hardiman 9793147	Blackbird 174/454693	50	Moderate/brisk 11's Rainforest
Sun 19 Jan	Aston (NE)	10:00 Fountain	Steve Conway 375 9932	Flower Pot 175/784843	35	Leisurely/ moderate with some hills
Sun 19 Jan	Newbury (W)	10:00 Theale	Nora & Clive Gordon 942 5371	Lock Stock & Barrel 174/471671	25	Leisurely
Sun 19 Jan	TBA	10:00 Fountain	Al Neal 967 9666	TBA	25	Off road
Tue 21 Jan	Riseley (S) - MEET FOR LUNCH FROM 12 NOON	-Bull 175/721632				
Wed 22 Jan	Earley (E)	19:30 Fountain	Paul Roberts 986 8470	Maiden Over 175/748714	15	Off road
Wed 22 Jan	Earley (E)	19:30 Earley	Charles Redfern 07932 042 324	Maiden Over 175/748714	20	Moderate
Sun 26 Jan	Pamber End (SW)	09:15 Earley	Lesley Adams 988 3044	Elm Park Gdn Ctr Cafe 175/612587	35	Leisurely/moderate one-stop ride
Sun 26 Jan	Hampstead Norreys (NW)	09:30 Theale	Wie San Lau	Community Shop 175/530763	30	Leisurely/mod, back by 1 pm
Sun 26 Jan	TBA	10:00 Fountain	TBA	TBA	25	Off road
Sun 26 Jan	Holyport (E)	10:00 Fountain	Mike Lingham 947 5480	George 175/893777	35	Leisurely
Tue 28 Jan	White Waltham (E) - MEET FOR LUNCH FROM 12 NOON	- Beehive 175/850773				
Wed 29 Jan	Fingest (NE)	11:00	Morris Dowding 989 0326	Chequers 175/777911	55	Meet 10:30-11:00 Herb Farm Café Sonning Common 175/714794
Wed 29 Jan	Reading	19:30 Fountain	Martin Pearce 07919 448 148	Allied Arms	15	Off road
Wed 29 Jan	Reading (W)	19:30 Earley	Simon Bird 07846 219114	Allied Arms 175/714733	23	Moderate
Sun 2 Feb	Axford (S)	09:15 Earley	Allan Adams 988 3044	Candover Crown 185/610435	60	Moderate/ brisk, 11's Conkers Garden Centre
Sun 2 Feb	Silchester (SW)	10:00 Theale	Nora & Clive Gordon 942 5371	Calleva Arms 175/628621	30	Leisurely/mod
Sun 2 Feb	off-road tour?	TBC	TBC	TBC	30	Off road
Sun 2 Feb	Pangbourne (W)	10:00 Fountain	Sean Hayden 07801-414707	Little Henry's Cafe 175/636765	25	Leisurely
Tue 4 Feb	Burghfield Bridge (SW) - MEET FOR LUNCH FROM 12 NOON	- Cunning Man 175/681707				
Wed 5 Feb	Tilehurst (W)	19:30 Fountain	Karen Blofield 07771-800883	Fox & Hounds 175/657730	15	Off road
Wed 5 Feb	Tilehurst (W)	19:30 Earley	Richard Pearson	Fox & Hounds 175/657730	18	Leisurely/ moderate
Sun 9 Feb	Binsted (S)	09:15 Earley	John Lomas 01344-420031	The Cedars 186/773410	50	Moderate, 11s Redfields Garden Centre
Sun 9 Feb	Hermitage (NW)	09:30 Theale	Ian Walker 07913-513733	Hilliers Garden Centre 174/501730	40	Brisk one stop
Sun 9 Feb	off-road tour?	TBC	TBC		30	Off road
Sun 9 Feb	Swallowfield (S)	10:00 Earley	Nick Clark 07866 033 638	Crown 175/725649	20	Very Leisurely
Sun 9 Feb	Datchet	19:30 Earley	John Hammond 07818-400440		40	Leisurely/mod
Tue 11 Feb	Woodcote (NW) - MEET FOR LUNCH FROM 12 NOON	- Red Lion 175/644820				
Wed 12 Feb	Silchester (SW)	11:00	Morris Dowding 989 0326	Calleva Arms 175/628621	55	Meet 10:30-11:00 Arcade Café Pangbourne 175/635766
Wed 12 Feb	Reading 'Woodley' (SE)	19:30 Fountain	Peter Nightingale 932 0297	Thatcher's Tavern 175/75723	15	Off road
Wed 12 Feb	Reading 'Woodley' (SE)	19:30 Fountain	Nick Clark 07866 033638	Thatcher's Tavern 175/75723	21	Moderate/ brisk
Sun 16 Feb	Reading (S)	09:15 Fountain	Lesley Adams 988 3044	Standard Tandoori 175/712742	30	Moderate 11's Henley. Names to Lesley by Fri 14 Feb
Sun 16 Feb	Bucklebury (W)	09:30 Theale	Wie San Lau	Bucklebury Farm Park Cafe 175/552701	20	Leisurely, back by 12 noon
Sun 16 Feb	TBA	10:00 Fountain	John Singleton 07813-818719	TBA	30	Off road
Sun 16 Feb	Reading (S)	10:00 Fountain	Joe Edwards 0118 986 7855	Standard Tandoori 175/712742	20	Leisurely with coffee stop
Tue 18 Feb	Rotherwick (S) - MEET FOR LUNCH FROM 12 NOON	- Coach & Horses 175/7156				
Wed 19 Feb	Reading (S)	19:30 Fountain	Ian Doyle 07974-409607	Lyndhurst Arms 175/723733	15	Off road
Wed 19 Feb	Reading (S)	19:30 Fountain	Paul Irving 967 7931	Lyndhurst Arms 175/723733	20	Moderate/ brisk
Sun 23 Feb	Marlow (NE)	08:30 Dinton	Ian Moore	Court Leisure Centre 175/848862	50	Brisk
Sun 23 Feb	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch 175/784843	20	Off road
Sun 23 Feb	Long Sutton (S)	09:15 Earley	Erica Johnson 966 6913	Four Horseshoes 186/742472	50	Moderate 11's Redfields GC
Sun 23 Feb	Pangbourne (W)	09:30 Fountain	Keith Alexander 921 2871	Little Henry's Cafe 175/636765	30	Leisurely/ moderate one-stop ride
Sun 23 Feb	Dinton Pastures (E)	10:00 Dinton	Rob Butler	Tea Cosy Cafe 175/785718	18	Leisurely 'Dinton Loop'
Sun 23 Feb	Minley woods / Ash Ranges	Train Assist	Dave Keeble 07816 679453	Pub en route	30	10.18 train from Reading
Tue 25 Feb	Waltham St Lawrence (E) - MEET FOR LUNCH FROM 12 NOON	- The Bell 175/8377				
Wed 26 Feb	Lewknor (N)	11:00	Morris Dowding 989 0326	Olde Leathern Bottel 165/715975	60	Meet 10:30-11:00 Henley Rowing Museum Café 175/764823
Wed 26 Feb	Reading (S)	19:30 Fountain	John Singleton 07813-818719	Horse & Jockey 175/709730	15	Off road
Wed 26 Feb	Reading (S)	19:30 Fountain	Sean Hayden 07801-414707	Horse & Jockey 175/709730	23	Moderate/ brisk

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Contact the Editor (details below)



Contact Us

5 Christchurch Gardens, Reading RG2 7AH

www.readingcyclecampaign.org.uk

0845 330 2543

www.myspace.com/readingcyclecampaign

Chairman	Adrian Lawson - 07716 348948 chair@readingcyclecampaign.org.uk
Secretary	Keith Elliott secretary@readingcyclecampaign.org.uk
Treasurer	Martin Cook treasurer@readingcyclecampaign.org.uk
Membership Secretary	Peter Swallow - 0118 978 6623 membership@readingcyclecampaign.org.uk
Publicity Coordinator	Tobias Gibbons publicity@readingcyclecampaign.org.uk
Events Coordinator	Richard Pearson events@readingcyclecampaign.org.uk
Reading Campaigner	John Lee rbc@readingcyclecampaign.org.uk
Wokingham Campaigner	Peter Howe wdc@readingcyclecampaign.org.uk
West Berks Campaigner	vacant wbc@readingcyclecampaign.org.uk
Newsletter Editor	Tobias Gibbons newsletter@readingcyclecampaign.org.uk
Newsletter Designer	Alice Elliott designer@readingcyclecampaign.org.uk
Website Manager	John Seto webmaster@readingcyclecampaign.org.uk
Newsletter Distribution	Ian Humphrey - 0118 967 3693

You can now find RCC on Facebook:

<http://www.facebook.com/ReadingCycleCampaign>

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Next newsletter copy date: 31 January 2014

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

Council Contacts

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

Reading Borough Council

Highway queries: 0118 937 3797; parking: 0118 937 3767;
potholes: 0800 626540; www.reading-travelinfo.co.uk

Wokingham Borough Council

0118 974 6302 or www.wokingham.gov.uk

West Berkshire Council

01635 519080 or www.westberks.org.uk

Windsor and Maidenhead

www.rbwm.gov.uk

Oxfordshire County Council

Roads and Transport: 0845 310 1111

Yes, it's here!

Our new website is now live and we're gradually building up the content. Please take a look at readingcyclecampaign.org.uk

We will continue to keep the Facebook Page and Twitter feed up to date too.

Online Newsletter Delivery Update

The delayed e-newsletters are also on the horizon! As mentioned in previous issues the newsletter will go out to all members by email and you will also receive an email directing you to a short online form if you wish to opt out of receiving paper copies. I realise that there have been several delays to this so we thank the membership for their patience. E-distribution will begin with the first issue in 2014.

Campaign Dates

Wednesday 18 December:
Open Meeting, 7:30pm, RISC

Wednesday 19 February:
Open Meeting, 7:30pm, RISC

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