

## AGM Audits New Cycle Routes



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### AGM Report and Reading Premier Cycle Route Audits

This year's AGM started with around 20 members meeting at the Butter Market with their bikes to audit the Reading Premier Cycle routes. Coffees were provided by *Picnic* and we soon set off in teams of two or three, armed with note pads and cameras. The full reports of each route are now on the website at [www.readingcyclecampaign.org.uk](http://www.readingcyclecampaign.org.uk) and a summary for each route is printed on pages 8 and 9.

We then re-grouped at the Quaker Meeting House for the business meeting. Anne White retired as our events co-ordinator and Jeanette Jeans has stepped into this role leaving us with a vacancy for another Reading Borough Council campaigner. We also still have vacancies for a

West Berkshire campaigner. We thank Anne for her all her hard work and welcome Jeanette to her new position.

After lunch we presented our thoughts and findings from the morning's route audits. As you might have guessed there was a lot to say about them, so much that we ran nearly an hour over!

For the AGM minutes, or to read any of the committee members reports, or the accounts, go to [www.readingcyclecampaign.org.uk/agm-2010.aspx](http://www.readingcyclecampaign.org.uk/agm-2010.aspx)

#### Route Audits

The main concern with the Premier Routes was signage. The majority of the signs are just stickers, about 8 inches square and stuck simply to the nearest lamp-post (even this was

...continued on page 8

# Council News



## Reading Borough Council (RBC)

### The Mobile Pinch Point

As part of a series of improvements to the fledgling premier cycle network, Reading Borough Council removed the chicane on Oxford Road by Reading

West Station in March this year (Cycle Route R5) as seen in the 'before and after' pictures below.

This was particularly welcome for the Campaign as removal of this pinch point was one of the things we had asked for in our cycle audit of Oxford Road, submitted to the Council in March 2008.

However, it seems that there must be an immutable universal constant in the number of pointless pinch points in West Reading. In the same month

that Oxford Road was improved by removal of this pinch point, another one was installed on Tilehurst Road opposite Water Road (see pictures opposite). Here the recent works to make the mini roundabout by Prospect Park more hazardous for cyclists were trumpeted as a 'safety improvement'.

Plans to improve the cycle friendliness of our town are discussed at the quarterly Cycle Liaison Group and we have alerted members of the Group to our concerns.



*This chicane appeared to serve no purpose...*



*...and was removed in March.*



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# Council News



Works on roundabout at Tilehurst Road/Water Road were made as a 'safety improvement' for cyclists.

## Future Opportunities for Oxford Road Improvements

Oxford Road is due for re-surfacing works this year and RBC has stated it will look at further ways to make this road more cycle-friendly.

Top of our list (and one we have been requesting for years) is to make it easier for cyclists to cross two lanes of traffic near Bedford Road in order to continue eastward into the town centre.

We have already suggested to RBC that where Oxford Road becomes two lanes eastbound, the outside lane should be converted to a bus and cycle only lane.

## Cycle Route Maintenance Policy

RBC has drawn up a draft policy on maintaining the newly designated cycle routes.

This proposes that the cycle routes be regularly inspected by Highway Inspectors (regardless of whether they are on the highway) with a view to cyclist safety.

This is a small but important step in the right direction to give cyclists the same rights as motorised road users.

## Bike Week - 2010

Bike Week 2010 runs from 19-27 June and this year Bike Week Reading is being co-ordinated by the new CTC funded cycling development officer, Mark Tancock.

The Prospect Park Bike Festival will be run for the second year, with Cycle Experience providing a range of weird and wonderful bikes for kids to try. There will also be a sponsored bike ride from Reading to Newbury along National Cycle Route 4 on 19 June (see page 11).

Events will be posted on the bike week website as they are organised - [www.bikeweek.org.uk](http://www.bikeweek.org.uk). Watch out for further publicity in early June.

**Keith Elliott**  
RBC Campaigner



## Wokingham Borough Council (WoBC)

The council is working on the third Local Transport Plan. Public consultation has led to the four top transport challenges:

- Encouraging people to travel by bus, train, bicycle or walking instead of by car;
- Ensuring that public transport is affordable and accessible;
- Reducing congestion on our roads;
- Fixing potholes and improving the condition of roads and footways.

Results of public consultation on policing in four neighbourhoods were published in the Borough's Annual Review of Spring 2010. Speeding was identified as the top priority in two neighbourhoods, while the other two cited dangerous driving amongst others.

We cyclists looking for a civilised society welcome such support. However when Peter Glass looked at how to improve the cyclist's lot in Woodley he suggested the introduction of 20 mph speed limits in residential areas as a no-brainer for encouraging walking and cycling. This was brushed aside by the lead Wokingham Councillor for highways, saying that police required any 20 mph speed limit to be self-enforcing, so that in fact driving at 60 mph in such an area would not lead to any action by the police. I wonder who pays the piper (police)?

**Dougal Munro**  
WoBC Campaigner

# Other Cycle News

## Blogger Takes Revenge on Reading's Cycle Facilities

A new Blog has appeared entitled "CrapReading" detailing exactly what's wrong with planning in the town from the cyclists' point of view.

The anonymous blogger takes regular journeys through Reading taking photographs of the worst offences, as well as commenting on transport and infrastructure issues affecting the town (for example, the recent issues around hospital parking featured in the local paper).

There are also some short reflections on the role of cycling in general. The blog has already gained the attention of *Cycling Weekly* magazine and I'm sure it won't be long before other media and campaigns start to notice it.

If you want to see precisely what's wrong with cycling facilities in Reading, log on to <http://crapreading.livejournal.com/>

## An Interesting Response to the Pot Hole Problem

Even as the weather improves there are still plenty of pot holes around to remind us all of the freezing conditions a few months ago. Not only are the holes themselves very dangerous but many road users will swerve suddenly to avoid them. What may be worse are the hurried jobs many Councils have done to repair them - simply patching them up with a quick dab of tarmac.

One London cyclist is employing 'guerrilla gardening' tactics to help fill in potholes, using soil and flowers



Photo: Allison Moore [www.allisonmoore.co.uk](http://www.allisonmoore.co.uk)

sourced from Columbia Market to draw attention to the hazard in a colourful and unusual way.



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*Jean Crown, Kent*



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# Other Cycle News

Steve Wheen, aged 33, was quoted by *The Sun* as saying: "I find potholes a constant menace and I've almost come off my bike several times. I'm also a mad-keen gardener and wanted to make a point."

The art student continued: "I choose smaller roads and pavements for safety. I use plants with colourful flowers in the hope motorists will see them and avoid them. My first effort lasted two hours but one lasted three weeks. If it draws a cyclist's attention to a pothole and puts a smile on their face it's good enough for me."

See examples of Steve's work on his blog: <http://thepotholegardener.com>



Photo: Allison Moore [www.allisonmoore.co.uk](http://www.allisonmoore.co.uk)

<http://road.cc/content/news/16809-poorly-filled-potholes-present-new-risk-cyclists>

## Correct Width Cycle Lane Still Isn't Right!

A new cycle lane up Constitution Hill in Poole has been criticised for being 2 metres wide - the width advised by the CTC and Cycling England. Only snag is that this leaves the cycle lane two foot wider than the lane allocated for motor vehicles. The Daily Mail said:

"Britain's widest cycle lane has only succeeded in baffling motorists - because cars no longer fit in the tiny space left for them."

"The 6.5ft-wide cycleway takes up more than half the available space on Constitution Hill in Poole, Dorset, forcing drivers to squeeze their vehicle into the remaining 4.5ft."

Safety experts have raised fears that such confusing markings could force drivers to veer on to the wrong side of the road.

The lane runs up a steep hill and planners say it will encourage drivers to give more room to bikers who begin to wobble as the incline increases. It also allows fast cyclists to overtake.

But motorists say that most cyclists usually dismount and walk up the hill.

One driver said: "It's utterly ridiculous. The cycle lane is wide enough to stage the Tour de France."

Poole Council described the lane as 'advisory' and said cars could enter it.

Steve Dean, principal engineer, said: "The cycle lane is designed to encourage motorists to give more room to cyclists as they tackle the steepest section of Constitution Hill."

"Vehicles travelling up Constitution Hill are able to straddle the cycle lane as the markings are advisory and as such are there primarily to act as a reminder to motorists to give space to cyclists."

"The lane has been marked in accordance with national guidance but further signs and cycle logos are scheduled to be added and we hope this will make the situation clearer for all road users."

"We are currently monitoring the use of the lane and most drivers seem to be using it appropriately."

<http://www.dailymail.co.uk/news/article-1267554/Britains-barmiest-bike-lane-wide-rest-road.html> 30/4/10.

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# Chairman's Letter

Hello RCC members,

What has had the greatest impact, the volcanic ash, the Mississippi oil slick or the election?

Our dependence on oil has caused a major environmental disaster, our dependence on air travel has caused a huge economic one, and our choice of government will not tackle either. We are so dependent on oil and international travel we overlook the importance of the bike. Huge numbers of people collectively travel vast distances daily on their bikes. They do nothing obvious for the economy; they don't pay any tax! They do, of course, but they earn it back many times over.

All those potholes? Not caused by cyclists.

All that obesity? It could be solved by cycling to work.

All that heart disease? That could be reduced by people going for a half hour bike ride a couple of times a week.

All that global warming? Not caused by people cycling. And a switch to cycling could make a big impact on carbon emissions.

Poor air quality? Caused by vehicle emissions, not by cyclists.

The humble bicycle; the most energy efficient means of travelling is also the one most overlooked by transport planners and politicians.

If financial times are hard what better than to dust of the bike in the shed and cycle somewhere instead of driving or catching the bus? With the recent weather so nice, especially in the wake of the awful winter, a lot of people are doing just that. I don't sit by the side of the road counting them but there are bikes locked up in the town centre that provide ample evidence of the numbers cycling in.

Sure enough there are now no cycle parking spaces left in the town centre on busy days and it is the lack of somewhere safe to park that discourages a lot of people from using their bike, especially if you have spent a few hundred pounds on one. So a quick win would be to get a lot more cycle racks installed around town. One of the measures the Council has taken in the last year is to install some new racks at the shops in Whitley Wood, and recently a few campaign members rode there to have a look at them. Bizarrely the four new stands, much trumpeted, are placed right across the pavement, not along it. So they actually impede progress for people when they could so easily be out of the way. There are no racks at on all the other parades of shops in Whitley and precious few anywhere else.

This was one of the bizarre revelations on the Cycle Route Audit which took

place before the Campaign AGM on the 18 April. Quite a few members, and some welcome new faces, turned out on a sunny Sunday to ride some of the newly signposted routes. Signposting routes and creating a high quality network is the main aim of Reading Borough Council in their new Cycling Strategy. Sadly the results of the route audits were less than inspiring.

We split up into little teams, and fanned out with notepads and cameras. One team got lost immediately on leaving the town centre, but none of the teams came back with a glowing report, which is a real shame. We collectively discovered a lot of issues that need to be dealt with before these routes are acceptable. We intend to present our findings to the Council and see if they have plans to make any improvements. It is important we do this, because otherwise I am sure a lot of these problems would not be rectified. I wonder how they get it right for car driver; they don't have a campaign to sort out the minutiae of detail, yet by and large the Council gets that right. But sadly not the cycle routes, yet.

It was initially quite funny back at the church hall where we met afterwards to conduct the business of the Annual General Meeting. Each group got up and showed photos taken during the

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# Chairman's Letter



ride. We all chuckled at the poor placing of signs, or the choice of route. But after each group had got up and reported similar tales I became quite concerned. We have invested a lot of time on this and the Council has invested a lot of our money, but there is still some way to go. I was hoping we would have made better progress by now.

There was some discussion about how to go forward with the Council. Ever the diplomats, my colleagues were all for highlighting the good things that have been done. But the good aspects of the new cycle routes are so overshadowed by the bad ones that some real pressure needs to be applied to get them sorted out.

What I have said before - and it is still my belief - is that we want to be able to use the roads, and we want those roads to be safe for us to use. If cars were going no faster than us then by and large roads would be safe. Not just for us but for everyone. As it is roads are designed to cope with the high speed of today's high powered cars. It is so easy for a car to be driven recklessly, or a lorry to turn left and crush us that active management of the local roads to make them safe is what we really need.

Imagine if lorries weren't allowed to use the roads during busy periods? Imagine if cars couldn't go more than 20 mph in town?

Imagine that loads of people got on their bikes and started cycling because it was safe, pleasant and really easy?

It could so easily happen, but we need some real impetus to get cycling taken seriously. I am personally concerned about the way the general election turned out, but we now have someone in charge who rides a bike. Every cloud has a silver lining.

Roads of course go more or less straight to where we want to go. We want to be able to use them too. Why should we endure a longer tortuous route with countless stops when we could cycle straight there along a nice well surfaced road? (If it wasn't for the unrestrained car drivers.)

I have railed against cyclists jumping traffic lights in the past, but with the seemingly total lack of enforcement on our roads, some drivers have learnt they can virtually get away with murder (and in some cases they actually have). But in the metaphorical sense they can drive with little fear of getting caught. This is what cyclists have learnt and now motorists are doing it too. The consequences are of course so much more serious when a ton or two of metal gets out of control. It seems though that the police have decided to target errant cyclists, because the public demand that they do.

The general public seems to have little appetite for cycling. Why should they? They are happy to get no exercise, they are happy to drive, they are happy to sit in their car listening to music or chatting on their phones. They have even legitimized the silver screen in cars: drivers now sit transfixed by the images on their sat navs. So they are paying even less attention to other road users than before. Especially now that cars are such safe environments, engineered to protect the occupants from harm. This means that drivers can almost act with impunity.

Any one would think that cycling causes poor health, global warming, consumes tons of finite resources, kills and maims thousands of people every year and wears the roads out.

**Adrian Lawson**  
Chairman

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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.

# AGM Audits New Cycle Routes

...continued from page 1

delayed, as when the stickers arrived it was too cold for the adhesive to work!). These are often without arrows and the colour coding for the route can be hard to pick out. Although these are great for confirming that you are on the route they are not good enough to indicate turnings or crossings. It was agreed that most of us would not have found our routes without maps, and simply trying to follow the markers would have left us lost. We also found points on several routes that are obstructed by bollards, and other pavement furniture, or by missing drop curbs.

## Route R1: Town Centre to Green Park

Signage at the beginning of the route was fairly poor, particularly where it is shared with route R6. The route follows the canal path just over the

water from Elgar Road which is currently just gravel and dirt, despite money being contributed by local businesses to put down tarmac.

At the junction of Rose Kiln Lane and the Relief Road there was again poor signage and it was difficult to see where to go. Members checking this route found the old blue signs (left over from an earlier non-Premier route) were actually better; although in places the signs had been vandalised and not repaired.

Arriving at Green Park there were unnecessary 'dismount' signs and our auditors couldn't find the cycle parking or YoBike station. In general, good surfaces and wide paths off main roads but poor signage and also an underpass which some felt they wouldn't like to use at night.

## Route R10: Town Centre to Whitley Wood

The route begins along the National Cycle Network route 4, but there was no signage around the IDR underpass that comes out by The Hook and Tackle. Neither is there any signage where the route crosses Pell Street onto Elgar Road. It could also do with a sign to indicate that R10 goes straight ahead when NCN route 4 goes off into Waterloo Meadow. There is no drop curb where the route crosses onto Elgar Road South and anyone using this route should be aware that traffic coming down the steep Waterloo Road could be a hazard to cyclists continuing over the road closure.

At the top of Elgar Road South there is a sticker-sign but it is on the far side of Basingstoke Road and almost impossible to see from the stop line at the junction. The junction of Tavistock and Buckland Roads was noted to be a difficult point to cross as it is often busy with queuing traffic. 'Keep Clear' markings or hatching were suggested.

On arrival at Whitley Wood centre the cycle racks actually go across the pavement and would block pedestrians if they were full. The signage was also obscured and badly placed. On the return journey at the junction of Long Barn Lane and the Basingstoke Road it is unclear whether cyclists should go

back onto the shared pavement (which is a fairly dangerous manoeuvre) or go onto the main road. Once onto the west side of Basingstoke Road there is a short stretch of shared path which stops with an 'End of Route' sign where the route crosses the entrance of Gowrings garage. The route reappears a few yards away as an on-road cycle path. The on-road path should cross the garage entrance and connect with the shared pavement.

## Route R5: Town Centre to Tilehurst Station

Again, no signs at the beginning of the route. There is a right turn off Oxford Road which is blocked by a raised curb, forcing cyclist to do a U-turn and come back on themselves. It also seemed strange to take cyclists away from Oxford Road, which is a destination in itself.

Along Portman Road the surface was poor and the route crosses many side roads. There is a crossing into the large Tesco store (which will please the independent retailers on the Oxford Road!). There is a sign for the town centre where Portman Road meets Oxford Road, contradicting the R5 route.

The junction with Scours Lane (an area busy with lorries and other heavy traffic) is rather dangerous and the cycle path is in various places either too narrow or obstructed with bollards.

At Tilehurst Station signage is poor or obstructed and the station bike shed can only be used with a combination number you have to get from the ticket office (this number hasn't changed for years - very secure!).

## Route R50: Town Centre to Tilehurst Triangle

Again there was a lack of signage and several stretches where it was unclear whether cyclists should be on the road or path (in Prospect Park for instance). The crossover from Suffolk Road into Elm Park has no drop curb and has a bollard in the centre of it and would not have accommodated a tricycle. The large roundabout where Tilehurst Road meets Liebenrood Road was

## Updating our Records

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Membership Secretary, 26 Barrington Way, Reading RG1 6EG

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



# AGM Audits New Cycle Routes

particularly hazardous as it was unclear how a cyclist should come off it and into the park - catching a sign from the corner of my eye it seemed at one point that you should stop in the bus stop and clamber round a fence (this sign is in fact part of the return journey and seems to send you over the zebra crossing on Liebenrood Road).

Where the route comes off the Meadway onto St Michael's Road, although there were proper signs they too close to the junction for cyclists to get into the appropriate lane to turn right, leaving cyclists having to make a last minute lane change on a fast, busy road - quite a daunting manoeuvre, even for an experienced cyclist (we had the same problem coming back when turning right onto New Lane Hill). It was also interesting that the return route takes you down Cranbury Road and turns right onto Oxford Road when there are clear 'No Right Turn' signs at this junction.

## Route R6: Town Centre to Meadway

This is an odd route as it seems to go a rather long way round; although it may provide a route for cyclists in the Coley Park wishing to get into town. Again there were problems with signage. This route also defers to a footpath from Wensley Road in the Coley Park area to Farm Lane in Southcote. This footpath goes under the railway line and is closed at both ends to try and deter motorcyclists. These were difficult with a normal bike, let alone a tricycle. Not only do cyclists have to dismount but the area is fairly overgrown and not well lit.

Many cyclists felt they would not like to use this route alone at night (there is no warning on the route map, although the footpath is clearly indicated). Similarly at the underpass from Granville Road some cyclists thought they may feel vulnerable there at night. This is also blocked and they cyclist has to dismount and

push their bike back up the rather steep incline at the other side of the underpass.

## Route R60: Town Centre to Coronation Square

Signs at the beginning of the route are poorly placed and hard to see. The road surfaces are also in poor condition. Signage was good where the route crosses Oxford Road but markings on the road are faded. The outward route turns left onto Brownlow Road from Tilehurst Road, which is a difficult corner. It was felt that Maitland Road would be more appropriate.

The junction of Downshire Square and Bath Road could be quite daunting for some cyclists and it isn't clear whether cyclists are expected to turn or dismount and use the pedestrian crossing.

At certain points this route does not seem to match what is on the route map, for instance where the map shows and 'off-road cycle path' it is in fact a bus lane.

## 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 0770 379 7725

**For Sale:** 2 Altura dryline panniers black/grey 32L Excellent condition, 4 months old. Hardly used. £50. (cost as new £80) contact: Karen 0118 9624948 karen.rumbol@ntlworld.com

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**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 07703 797725

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

**For Sale:** Ladies Ridgeback Velocity 17" silver hybrid/road bik, Shimano 24 gear, puncture resistant tyres, 4 months old. Excellent condition. Bargain at £250 (cost as new £379.99) Contact: Karen 0118 9624948 aren.rumbol@ntlworld.com

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# Cycling in Reading and Rotterdam

## CTC Affiliated Membership

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

- 3rd party insurance cover of £5,000,000 anywhere in the world except USA and Canada
- a CTC membership card and the CTC Member benefits giving access to a wide range of discounts and benefits, details available from the website
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*Please note that these benefits apply only as long as you remain a fully paid-up member of RCC.*

The cost of the CTC affiliated membership is £13 for a full year.

**For more details contact the Membership Secretary on 0118 939 4044**

A recent visit to Rotterdam reminded me of how poor the facilities for cyclists in Reading really are.

## Cycle paths

The cycle paths I saw were broad, smooth and clearly separated both from the road and from the pavement. They were also present along nearly all major roads. The cycle path shown below has low kerbs both to the road and to the pavement:



## Priority at junctions

Wherever I went, cycle paths gave cyclists the same priority as motorists at T-junctions or crossroads without forcing them to take any detours. This is also the case in any other city I have cycled in on the Continent. The photo below shows how cyclists crossing a major crossroads in Rotterdam are given priority over all other traffic:



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# Cycling in Reading and Rotterdam



The photo above shows a cycle path crossing a small by-road. Although there are no markings to indicate it, the friend I was visiting in Rotterdam assured me that here, too, cyclists have the priority over traffic coming out of or moving into the by-road.

## One-way streets

I saw many one-way streets that were open to cyclists in either direction. There were no counter-flow cycle paths, merely signs informing motorists that cyclists are exempt from the one-way rule - a great sign of a cycle-friendly culture.

## Cycling on the pavement

In the quiet residential street where I was staying, I saw some people cycle on the pavement to bypass roadworks. My friend told me that in Rotterdam nobody minds if people cycle responsibly on the pavement where there is no suitable alternative. How refreshing.

It is true that in Reading I have never had any hassle from the police for cycling considerably on the pavement where the road is not a sensible option - indeed I have seen police officers do likewise! But I have repeatedly been shouted at by irate pedestrians.



## One-way streets

Yes I know cycling on the pavement is unlawful in this country, as it is in the Netherlands for that matter, but I much prefer the apparently more relaxed attitude of Rotterdammers to that of some Reading folk.

**Georg Lentze**  
RCC member



## Annual Reading to Newbury Cycle Ride - 19 June 2010

From the Wesley Church, Reading, to Victoria Park, Newbury, along the picturesque Tow Path of the Kennet and Avon Canal.

Arrive at Prospect Park to register between 9am and 10.30am. Men, women and children welcome, but children under 16 years must be supervised.

On line registration and sponsor forms can be gained by emailing [norman.pitcher@hotmail.co.uk](mailto:norman.pitcher@hotmail.co.uk) or phone 07876 088845 for hard copy. Cost to take part is £10.00 per person. Further sponsorship welcome and sponsorship pack is available.

The route will be marshalled and there will be free refreshments along the way.

This is a fund raising activity for the Churches in Reading Women's Centre.



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

0845 330 2543

[www.myspace.com/readingcyclecampaign](http://www.myspace.com/readingcyclecampaign)

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Next newsletter copy date: 23 July 2010

## Campaign Diary

### Help Out at the Farmers' Market

If you'd like to volunteer for the RCC stand please contact our Events Coordinator Jeanette Jeans (see above). The Farmers' Market is at Great Knollys Street on the first Saturday of each month from 8.45-11.30am:

*Saturday 5 June • Saturday 3 July*

*Saturday 7 August • Saturday 4 September*

### Want to get more involved and meet more cyclists?

If you can spare an hour or two why not help us out with our local campaigning? Contact the Events Coordinator and she'll let you know when there are opportunities to help out. It's great fun and we won't commit you to anything.

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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](mailto: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](http://www.westberks.org.uk)

### Windsor and Maidenhead

[www.rbwm.gov.uk](http://www.rbwm.gov.uk)

### South Oxfordshire

01235 531331 or [southernarea@oxfordshire.gov.uk](mailto:southernarea@oxfordshire.gov.uk)

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## Events in Bike Week

- Saturday 19 June 10am-4pm, Waterfest, Abbey Ruins
- Sunday 20 June 10am-4pm, Reading Cycle Festival, Prospect Park
- Tuesday 22 June, RCC Cycle Census - **volunteer counters required**, email: [rbc@readingcyclecampaign.org.uk](mailto:rbc@readingcyclecampaign.org.uk)
- Wednesday 23 June, RCC ride to Theale for a curry - meet by Waggamma's in Reading Oracle at 7pm. The curry house is close to Theale station, so you can always get the train home if you prefer! Watch for an email for confirmation, or contact the events co-ordinator
- Saturday 26 June, RCC stand, Broad Street, Reading, 10am-4pm

You can now find RCC on facebook:

<http://www.facebook.com/ReadingCycleCampaign>  
and Twitter: <http://twitter.com/ReadingCycle>

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