



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

Summer 2013 No 121

Reading Campaign Officer - A Retrospective

After eight years of acting as the Reading Cycle Campaign Officer and dealing with Reading Borough Council (RBC), I have moved to fill the vacant Campaign Secretary position, with John Lee now taking up the RBC Campaign Officer role. Before retirement John was employed by Transport for London, dealing with transport infrastructure, and specifically provision for cyclists, so his depth of knowledge and experience will be invaluable assets when advising the Council how best to make Reading a more cycle-friendly town.

The past eight years of dealing with RBC has seen the passage of four Lead Councillors for Transport, three Heads of Transport and three Cycle Liaison Officers. Regular meetings with RBC have stopped and started again, we've had Local Transport Plans, a new Cycle Strategy and numerous consultations. So what were the high and low points and has anything changed in eight years?

Of course what has obviously changed is the national profile of cycling, not just as a sporting feather in our national cap, but also being taken seriously as a valid mode of local transport. Central government is actively promoting cycling, providing official guidance on good infrastructure design for cyclists, and scarce central funds have been made available for local sustainable transport schemes. All local authorities consequently feel compelled to say the right things with regard to promoting cycling, and some of them even mean it.

Eight years ago the Reading Cycle Campaign used to meet quarterly with RBC, which was represented by a single Cycling Liaison Officer, whose job it was to diplomatically say 'no' to all suggestions for improvement and manage any modest expectations we had downwards. Consequently the Campaign decided to reach out to Councillors rather than just liaise with the Council's Transport Officers and started a series of informal meetings with the then Lead Councillor for Transport, as well as the shadow Lead Councillors for Transport.

In 2008, after a period of stagnation, the quarterly meetings with RBC were reborn as the Cycle Liaison Group, which crucially involved the Councillors from each party who had an interest in transport, as well as the Council Transport Officers and representatives from CTC, Sustrans and ourselves. Diplomatically saying 'no' and managing expectations did not cease, but now it takes place in a more vigorous and open forum, and, on occasion, the views and vision of cycle campaigners,



Keith Elliott

Councillors and Transport Officers will coincide to achieve a result.

The Cycle Liaison Meetings were originally chaired by the Lead Councillor for Transport, though this tradition ceased in 2011 when Labour regained control of the Council after the brief interlude of Conservative/Liberal control. Since that time appearances by the Lead Councillor for Transport have been sporadic. However, the quarterly meetings have more recently been supplemented by workshops where cyclists and transport officers discuss specific infrastructure improvements over detailed road layout drawings in an open and constructive manner.

Apart from the invigoration of the Council Liaison Meetings two key achievements stand out from the last eight years.

The first is the adoption by RBC of a meaningful cycling strategy. RBC had an 'Interim Cycling Strategy' dating from 2001 that was never adopted by the Council and whose main function

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Campaign News

was to gather dust in a forgotten corner of the Council's filing system. In the healthy environment of 2007, when political control of the Council was no longer seen as a divine right, the lamentable absence of a cycling strategy became a live issue and RBC embarked on the production of a new strategy document. In 2008 the draft Cycling Strategy hit the streets for consultation and, even by the low standards of the time, was a dreadful side-stepping of any firm plans, goals or commitments by the Council.

In order to try to salvage some benefit from this exercise the Campaign mobilised the local press, and possibly due to this, or maybe just by dint of reasoned argument, the subsequent final version that was formally adopted by Council was a significantly different document, that at least set out a clear action plan of what the Council intended to do. As it happens the Cycling Strategy is due for an update this year, so we will see if the Council can improve on its current plan for promoting cycling over the next 5 years.

The second achievement that stands out is the saving of Cow Lane to through traffic. In 2007 Network Rail's plans for relieving the train bottleneck in Reading was to close Cow Lane so that the rail line could be lowered,



Making the front page in the Reading Post regarding Cow Lane

with the road crossing of the railway line being pushed a kilometre or so further west towards Scours Lane.

This would have meant a significant cycle detour for a huge swathe of West Reading residents wishing to get to the Thames and Caversham. RBC Transport Officers and Councillors

seemed, at least to our view, oblivious to these concerns, possibly dazzled by the prospect of a bigger train station and a new traffic light free car-friendly crossing of the rail line.

We campaigned hard against the closure of Cow Lane and crucially won the support of the then MP for West

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A representation of the new rail viaduct near Cow Lane

Reading, Martin Salter, who wrote supporting our position to both the government Undersecretary for Rail and the Chief Executive of Network Rail. Network Rail subsequently changed their engineering plans and Cow Lane will now stay open (without traffic lights), this being made possible by the decision to construct a rail viaduct. I have seen a number of politicians claim credit for saving Cow Lane, but it was after we mobilised Martin's intervention that Network Rail moved to change their scheme - I only hope that when people see the size of the new rail viaduct they won't know who is to blame.

So are things better now than they were eight years ago? The answer has to be yes: engagement with RBC's Transport Department has moved up several gears, Reading's Councillors now consider cycling to be on the agenda, and there is a pot of money available that has been given to Reading by central government for improving sustainable transport. We even had a positive meeting with Wokingham Borough Council's Senior Transport Planner recently.

But there is still a perception that RBC has not yet really committed to making Reading a cycle-friendly town. The last eight years has seen plenty of

examples of missed opportunities, where bad cycle provision gets locked into new schemes. Going back a few years the new Tesco development on Oxford Road was an ideal opportunity to make a cycle link between Oxford Road and Portman Road; in fact the planning brief produced by the Council to guide the developers even included such a cycle link. When it came to the actual development the link was lost - cyclists need to take a meandering route jumping on and off footpaths. The Council even included a planning condition in the final planning approval that obliged Tesco to put up 'no cycling' signs up along the key access route. With bitter irony this planning condition was immediately preceded by one dictating that the food store should be operated using sustainable transport initiatives.

More recently the town centre traffic system was revamped to prepare for the development of the new southern entrance to the railway station which has displaced all the bus stops from outside the station. Here was a chance to really make a difference, to allow cyclists to freely traverse the town centre. However the result was still a system whereby cyclists cannot cycle the full length of either Broad Street or Friar Street.

Finally, the major remodelling of Vastern Road to accommodate the new northern entrance to the station still puts cyclists on un-segregated footpaths, in spite of the ample space available to make decent facilities. The Department for Transport has provided guidance stating that cyclists should only be put on footpaths as a last resort when there are no other options; this is also something we have been saying to the Council's officers time and time again, yet it still seems to be the preferred option.

So why is it that key opportunities for really improving the cycle friendliness of our town are habitually missed? Why is it that suggestions for improvements agreed in principle with transport officers never seem to get implemented? In truth it is hard to know why. Many of Reading's transport officers are cyclists themselves and it is hard to believe that they are not capable or willing to achieve improvements in Reading's cycle infrastructure. So perhaps it is just democracy in action: maybe there are not enough cyclists demanding good facilities to make it a priority. Maybe we will have to wait until we get a politician in charge of transport who believes that what has been achieved in other cycle-friendly towns can be achieved here in Reading.

The committee would like to thank Keith Elliott for eight years good work.



Wokingham Borough Council (WoBC)

Wokingham Borough Council are beginning to set out their plans for new roads to cope with the new housing developments for Wokingham. I heard about the proposals for a northern distribution road at the North Wokingham Community Forum. Cycle provision was a shared

Campaign News

foot/cycle path on one side of the road, and even that wasn't the whole length of the road due to the width of land available. I made the point that this is the worst form of cycle provision possible, and I'm happy to say this was supported by one of the town Councillors so I hope a segregated path on both sides of the road will be considered. WoBC have also presented plans for the Arborfield Relief Road, but I wasn't able to attend that so I'd like to hear from any member who has more information. I have objected to the Arborfield Garrison planning application on the grounds that the plans for cycle facilities were based on guidance from the 1980s! Perhaps residents could be given 1980s bicycles to match? I hope WoBC will require the developer to do better.

WoBC and Bracknell Forest have been awarded another government grant to

improve the Coppid Beech roundabout, which will mainly be used to increase the number of traffic lanes on the roundabout. They are proposing to put in a cycle path, but there is only space eastbound so it will be necessary to cross the road to get to it westbound and it may end suddenly east of the roundabout. On a more positive note, they are considering advanced stop lines, which would help confident cyclists.

WoBC are currently developing a travel plan for Earley station. There have already been suggestions for CCTV on the bike racks and cycle ramps on the station footbridge and the bridge over the A329(M) to Kingfisher Way. Please let me know if you have any other suggestions.

There has been a fair correspondence in the *Wokingham Times* about cyclists on pavements, especially concerning

Rectory Road. It has been uniformly hostile to pavement cycling, and somewhat negative about cyclists; so far I've not got involved but thanks to Brian Morris for an excellent letter putting the pro-cycling case (I do hope you are reading, Brian). I do hope the publicity will further discourage WoBC from shared-use cycle/foot paths.

WoBC have also launched an on-line travel planner available on <http://www.myjourneywokingham.com> to encourage sustainable travel. This, along with the Lower Earley Way cycle path and the Three Tuns junction changes, was funded by the A329 Corridor Local Sustainable Transport Fund grant from central government. I would have chosen to spend the money somewhat differently.

Peter Howe
WoBC Campaigner



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Once again my sincere thanks for your kind assistance and courtesy in dealing with this claim and bringing it to a successful conclusion.

Jean Cronin, Kent



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STOP PRESS: New Thames Bridge

New Thames Bridge Could Be £4m Funnel

Reading Borough Council intends to spend £4million of Local Sustainable Transport Fund Money on a new bridge over the Thames. At an open meeting on 4 September the committee and members shared concerns over the plans. One RCC supporter was told at a meeting with the Council's Head of Transport that this un-segregated bridge may be only 1.2 metres wide at one point (3.8 metres at its widest). This is likely to be a busy route used not only by pedestrians and cyclists, but also

wheelchair users and parents with buggies and children. A safer, more convenient route of the Thames is obviously very welcome, but is 1.2 metres really enough for £4million?

Please help us express our concerns to the Council by doing the following:

- Look at the plans on the Council's website (or request them at the Council offices). There is a section on the website to leave comments, or lodging a formal objection to the proposal will certainly encourage the Council to think

again. You can view the plans at http://planning.reading.gov.uk/fastweb_PL/welcome.asp. Enter application number 131234.

- Contact your Councillors and MPs with your questions and concerns and emphasise the importance of the issue. Please share their response and your thoughts on our Facebook Page or Twitter feed. Model letters you can use should be available via our Facebook Page soon.

Look out for more information and events concerning this matter on our Facebook Page and Twitter feed.

Other Cycling News

Reading Chronicle: "Reading is One of the Worst Places to Ride a Bike"

The following appeared in the Reading Chronicle on 15 August 2013.

Activists from the Reading Cycle Campaign claim there is insufficient infrastructure for safe cycling in the borough which makes it dangerous for riders and pedestrians alike.

The Chronicle last month highlighted an incident when a five-year-old boy was injured by a cyclist while walking on a footpath with his family near Reading Bridge. And last week we reported that only one fine had been handed out for cycling on pavements in Reading.

But campaigner Adrian Lawson on Wednesday (14/8/13) accused Reading Borough Council of wasting money on shared-use pavements which took space away from pedestrians and are not always clearly marked.

He added: "The Council is just wasting money and there is still no commitment to provide segregated facilities.

"My main worry is for first-time cyclists who want to get fit or healthy, because if you want to cycle in Reading you have to be either extremely experienced or very brave.

"I would not recommend it to anybody and I don't know anywhere as bad as this."

Stephen Bale, secretary of the Reading Cycling Club, is particularly disappointed that the new Reading Station northern interchange in Vastern Road does not include better cycling facilities.

He added: "Given the width of the pavements there was the opportunity to have fully segregated cycle lanes, but now riders are presented with a dual carriageway or a lovely wide boulevard pavement. Although I always ride on the highway I can understand those that may opt to ride on the pavement given that choice."

Both groups insist they discipline or even ban members caught cycling on pavements or running red lights, but say more should be done to provide wider or segregated cycle paths clear of parked vehicles.

Reading's environment, planning and transport leader, Cllr Tony Page, promised all these issues will be addressed in the Council's cycling strategy, with all road users being consulted in October.

He added: "The constraint on available space is the issue that dictates the way we use valuable road space. But the fact there may be shared paths is no justification for cycling on the pavements because there are many cyclists who cycle responsibly. But there are a few highly irresponsible cyclists who think they are on a race track and travel at speeds that are hazardous to pedestrians."

<http://www.readingchronicle.co.uk/news/reading/articles/2013/08/15/92203-reading-cyclists-hit-back-over-path-row/> (31/8/13)

Chairman's Letter

Dear RCC members,

Cycling is becoming bigger and bigger business now. The mainstream media is full of it. *The Times* started it with the 'Cities Fit For Cycling' campaign, when one of their staff was horrifically injured in London whilst cycling to work. Cycling as sport had already hit the headlines many times, with some of our greatest sporting superstars earning their fame by pedalling. That is important, because with sporting success comes cool. Bradley Wiggins might not do much directly for cycling to the shops, but indirectly he has helped enormously. That incredibly clever invention, the humble bicycle, is essentially the same hurtling around a velodrome as one left locked up in the school bike shed.

With *The Times* however people started to think more seriously about getting people cycling for the four key reasons: health, wealth, sustainability and the environment. Someone said that if the bicycle had been invented just now (and had an 'i' prefix) we would be a lot more enthusiastic to use them than we are.

There is still a huge proportion of the population who fail to recognize what a great thing a bike is.

Take the Lead member for Transport, Cllr Tony Page. Several times recently the shocking state of our local cycling

infrastructure has made the news. Every time this happens he says he is keen to promote responsible cycling, but that there is only so much road space. His enthusiasm immediately tempered by us all being responsible, and his excuse for not doing it properly tempered by lack of road space.

My response to this is twofold. Firstly, those currently riding bikes around Reading are faced with the most hideous circumstances: a disjointed and incoherent networks of routes, bizarre designs of junctions, seriously intimidating roundabouts, utterly useless cycle lanes, shared use pavements. Is it any wonder people on bikes treat the roads with some contempt given how contemptuous the designs are for them?

Secondly, the lack of road space is not an issue either: there is plenty of road space, it is just politically expedient to give it over to people in vehicles first and let others, who choose benign sustainable clean and healthy modes of transport, to try and cope as best we can.

Someone commented on our Facebook Page that the reason Reading will never be a good place to cycle is topography. He took umbrage when it was pointed out that topography has almost nothing to do with it. Having two rivers means it is entirely possible to cycle over

three quarters of Reading without encountering a gradient of any description. Bristol does it brilliantly - it is a cycling city - with serious attention given to making it friendly for people on bikes. I have relatives who live there - at the top of a big hill - and they use a bike as their first choice every time. They have old rusty upright bikes, and they have absolutely no interest in cycling as a leisure activity. They have improved their fitness through repeatedly riding up the same hill to get home. When they moved there they got off and pushed. Every day they got off a bit further up the hill. It wasn't long before they rode all the way to their house. That is the health benefit. They were in their late 50s when they moved there. That is their sole exercise, that hill and the flat bits along the river valleys.

Interestingly they are not alone. Most of their neighbours do it too. The crowded little street of terraced houses is not dissimilar to Newtown in Reading. The main difference is the space; there aren't cars parked on every inch of road. The street is actually very civilized as those that don't cycle walk, and those few who can't do either drive, but don't have to endure the congestion and the hassle finding somewhere to park, and they realize that the nicer driving environment is a benefit well worth

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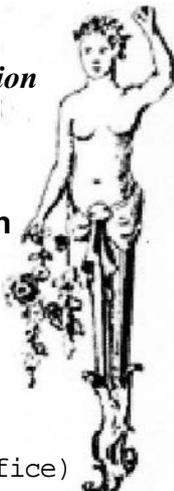
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Chairman's Letter

the price of driving slowly around the residential streets. Hassle from motorists is incredibly rare, so I am told.

Some friends of mine wanted to come to Reading for a dip in the Thames; they are quite keen cyclists, so they rode here, from Camberwell. I rode out to Windsor to meet them. As we arrived in Reading the hassle started, an impatient motorist sounding his horn to get past, another shouting abuse as he overtook us, another driver passing really close and swerving in as he got past, mainly due to having to get out of the way of a lorry coming towards him. My friends were aghast. In 60 miles all the hassle, the only hassle, on the entire ride was in Reading.

Is it any wonder most people riding a bike play fast and loose with the rules?

Interestingly when Cllr Page says he is keen to promote responsible cycling, does he assume that people on bikes are any different to people in cars, on foot, in buses and lorries? Does he only want to provide a network of roads for responsible drivers? Is Broad Street only pedestrianised for the responsible? The behaviour of many of the people in Broad Street on a Saturday night strikes me as anything but. The behaviour of drivers coming into Reading in droves, noisily polluting the air, getting in the way of cyclists, and causing horrific accidents doesn't strike me as responsible. Are all those drivers taxed, insured and careful? Of course not. They are humans, playing fast and loose with the rules too. To confuse transport policy with user behaviour is simply looking for an excuse to prioritise vehicle users over people using bikes.

If you were a civil servant working for the government you might think Reading is doing very well for cycling. The council has bid for a lot of money, £20.7million, for sustainable transport. In its bid document there is a lot about how much they have done, the glossy leaflets, the miles of painted lines, the "17 miles of segregated cycle routes" the personalised travel planning, the schemes to get people riding bikes at Palmer Park, the workplace challenge, the bike hire scheme. None of that is going to get to the root of the problem. The Council does not take the person on a bike seriously.

There are two really nice examples of this.

Greyfriars Road: the traffic lights there heading south are just for cyclists. Except they never turn to green. Ever.

Instead of fixing them, as they would for any other road user, they have been red for a year. Then the little cycle lane (the only contraflow for cyclists in the town centre) was closed to allow the demolition of the building on the corner of Friar Street. No diversion, no warning signs, just closed.

Cyclists are expected to play fast and loose with the rules.

The other example is the proposed new bridge over the Thames: this will be the only good crossing of the river for cyclists. Well it could be if there was a cycle lane over it. The Council have refused so far to put a segregated cycle lane over the bridge. So anyone, walkers and cyclists alike, will have to share. To spend £4million on a bridge and effectively ask cyclists to use the pavement adequately expresses the Council's commitment to cycling.

What will happen here is cyclists won't like using it, they will have to weave in and out of people walking. Walkers won't like it, because cyclists are weaving in and out of them. And drivers won't like it because it won't take any cars off the road, there won't be a big switch to cycling to get into town. The congestion will be as bad as ever, as will the air quality, as will the lost opportunity to help people get a bit of exercise. And the campaign will have to go on. It is a never ending cycle.

Seventeen miles of segregated routes is rubbish. These are mostly shared with pedestrians, not segregated. That figure includes all the shared use pavements, the bits of pedestrianised areas where cyclists are allowed, the riverside towpaths and paths in parks. And the total of all that is much less than 1% of all the roads in Reading, which is frankly more shocking than I had realised!

There are less than 3 miles of segregated routes, painted lines mostly, too narrow to be a proper cycle lane!

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.

Point of View

RBC Cycle Forum Chair Has High Hopes

Councillor Paul Gittings gives us his thoughts on the future of cycling in Reading.

Thanks for sparing me a bit of space in your excellent newsletter to tell you about my hopes for cycling in Reading and the wider community and to explain my role on Reading Borough Council.

As well as being Lead Councillor for Culture, Sport and Consumer Services, moving from the Environment portfolio earlier this year, I also chair the Council's Cycling Forum.

I was given this position because I would like to think that as a lifelong cyclist and competitive triathlete I fully understand the challenges for us all on the roads and sympathise with them.

I do not own a car, make most of my journeys on two wheels and encourage others to do the same.

To complete the picture, my son Matt is the national derny champion and I organise events on behalf of British Cycling, so it's safe to say this is a subject dear to my heart.

The aforementioned Cycling Forum is unique to Reading, certainly in terms of the other Berkshire unitaries, and enables groups such as the RCC, Sustrans and CTC to feed into the decision making process of the Council, liaise with transport officers in various working groups, and to give their views on a range of issues.

Council Officers are also able to report on progress on various schemes and again get feedback from the forum.

This is a particularly exciting time as Reading has been awarded over £20 million from the government to spend - some of it in conjunction with neighbouring authorities - on sustainable transport.

You will almost certainly know that the stand out project to emerge from this funding will be the cycle/pedestrian bridge over the Thames, a much needed facility given the difficulties on Reading and Caversham Bridges.

The final design and issues such as segregation or no segregation are being finalised - that is a political decision - and it then has to go through the planning process.

But one of the advantages of this batch of funding is that it has to be

spent by 2015 so the benefits will be quickly delivered.

The funding has also been used to deliver personalised travel planning for residents right across the borough, encouraging them to use alternative transport to the car, including the bike.

The other key scheme to be brought on line is a cycle hire scheme - Reading's answer to Boris Bikes - and I was actually present to open the excellent tenders we have received to run this service.

The aim is to get more people cycling for obvious reasons of health and reducing the carbon footprint.

In this respect, the Council's excellent Development Officer Javed Saddique has been running any number of sessions at Palmer Park and in the community to give people the confidence to turn to two wheels, again using the extra funding.

So plenty of positives are emerging, but I know that there are frustrations about cycling infrastructure in Reading and transport planning.

I share those frustrations but I think it is important to talk about funding and the real challenges facing local

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government, particularly under this appalling Coalition Government.

Reading, like other Labour controlled administrations in urban areas, has been very harshly treated with year on year cuts to budget in real terms of around £15 million.

With the costs of adult social care - the major item of expenditure for a Council like ours - rising fast and drastically reduced budgets it has left real challenges and incredibly difficult decisions.

Against this backdrop, and notwithstanding the sustainable transport funding which is strictly allocated to specific schemes such as park and ride as well as cycling and alternative transport measures, significant funding for road infrastructure simply does not exist.

Most of the projects run by our transport team, like the Junction 11 improvements and even the planning for the ill fated one way IDR, were entirely paid for by the government.

Clever use of resources by Council Officers enabled RBC to find the cash needed for the work to be carried out on potholes, including on premier cycle routes, but this is the exception rather than the rule.

That is not to say that nothing can be done, even with the challenging nature of Reading's existing road network, and I would hope that working through the forum we can, in time, smooth out some of the 'wrinkles' that I know RCC members find so annoying.

Your attention should also be drawn to two other areas of policy work which I believe will give cycling greater priority in the coming years.

The new updated Climate Change Strategy - Reading Means Business on Climate Change - will be adopted later this year. We worked with outside partners to develop the strategy which sets ambitious targets for carbon reduction, about 7% per year, through to 2020.

I wrote the transport section, where there is a heavy emphasis on alternative transport and a promise that RBC's Cycling Strategy will be updated to reflect that. This is also work in progress.

Targets, and potentially missing them, provide real incentive for elected members and Council Officers to work just that little bit harder to make things happen.

If you asked me to wave a magic wand, it would be for the next government, hopefully a majority Labour administration, to invest billions in creating a cycling super-highway on our major routes and in our major towns and cities to compare with the Dutch and Danish model.

The health benefits - not to mention the reduction of the unacceptable death toll on our roads for cyclists - would more than compensate for the initial investment.

A few years ago such a notion would have been unthinkable, but with

cycling enjoying such a high profile after the success of Bradley Wiggins and our other Olympians, perhaps we can get some political leverage.

But unfortunately for every Boris Johnson (I abhor his politics, but admire his support for cycling) there is an Eric Pickles, who said this week that Councils should slash parking charges so that more people could drive to shopping centres!

This is a man who is doing his best to wreck local government and cares not a jot for environmental concerns, rather to pander to the motoring lobby.

Fortunately such political dinosaurs are becoming extinct, but can do a lot of damage while in power.

Now I have got that off my chest, I would like to end on an optimistic note.

The future is with cycling. It's the most efficient and quick, not to mention quickest, form of alternative transport.

Participation is on the increase and if we can keep up the momentum, keep lobbying Councils and the government, it will eventually reach the levels of other European countries where we have safety in numbers on our roads as well as better infrastructure.

If readers would like to contact me, my email address is paul.gittings@reading.gov.uk and will try my best to reply as quickly as possible.

Paul Gittings

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

Bikes 'n' Bits

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CTC Bike Rides Listings

The CTC Bike Rides leaflet is being discontinued, so instead the listings will now be printed in this newsletter. You can still check the CTC website on <http://www.readingctc.co.uk/rides> to confirm details prior to attending a ride.

Date	Destination	Start	Leader	Lunch	Miles	Information
Sun 08/09	Tweseldown / Caesars Camp	Blackwater stn	Dave Keeble 07816 679453	Pub en route	30	Train assist - 10:20 Rdg - Blackwater
Sun 08/09	Saunderton Station (N)	09:15 Fountain	Lesley Adams 988 3044	Golden Cross 165/815980	60	Moderate. Roadside 11's
Sun 08/09	Penton Mewsey (SW)	09:15 Earley	Allan Adams 988 3044	White Hart 185/3347	65	Moderate/brisk. 11's Kingsclere
Sun 08/09	Frieth (N)	10:00 Fountain	Brian Maunder 01491-573722	Prince Albert 175/798907	45	Leisurely/ moderate
Tue 10/09	Mapledurwell (S) - MEET FOR LUNCH FROM 12 NOON -	Gamekeepers	186/686513			
Wed 11/09	Kingwood (N)	19:30 Fountain	Paul Roberts 986 8470	Unicorn 175/701818	25	Offroad: short
Wed 11/09	Kingwood (N)	19:30 Fountain	Cath me.ak	Unicorn 175/701818	25	Offroad: long
Wed 11/09	Burghclere (SW)	11:00	Morris Dowding 989 0326	Carpenter's Arms 174/463607	60	Meet 10:30-11:00 Elm Park Garden Centre Cafe Pamber End (175/612587)
Wed 11/09	Sonning Common (N)	19:30 Fountain	Nick Clark 07866 033 638	Unicorn 175/701818	24	Moderate
Sun 15/09	Skirmett (N)	10:00 Fountain	Peter Nightingale 932 0297	Frog 175/775903	35	Off road
Sun 15/09	Rotherwick (S)	09:30 Earley	Nick Clark 966 7882	Coach & Horses 175/7156	40	Moderate - Afternoon stop at Bramshill House (Heritage Open Day)
Sun 15/09	TBC	10:00 Fountain	Jeanette Jeans 07897 512 491	TBC	20	Leisurely
Tue 17/09	Ewelme (N) - MEET FOR LUNCH FROM 12 NOON -	Shepherds Hut	175/639919			
Wed 18/09	Shiplake (NE)	19:30 Fountain	TBC	Baskerville Arms 175/7678	20	Offroad: short
Wed 18/09	Shiplake (NE)	19:30 Fountain	Jim Thompson 07906 164 486	Baskerville Arms 175/7678	25	Offroad: long
Fri 20/09	Moderate night ride to Lymington - 65 miles - start	23:59 Fountain - train return -	Simon Bird 07846 219114			
Sat 21/09	Sat & Sunday Overnight Adventure	TBC	Angus Mitchell	Pub en-route	50	Offroad. Hotel accommodation
Sun 22/09	Surrey	9:15 Dinton	John Lomas	Carry your lunch	60	To view Tour of Britain stage 7. Details on website later
Sun 22/09	Bryants Bottom (NE)	09:15 Fountain	Mike Hardiman 9793147	Gate 165/856995	70	Mod/brisk. 11's West Wycombe GC
Tue 24/09	Odiham (S) - MEET FOR LUNCH FROM 12 NOON -	Bell	186/743509			
Wed 25/09	Whitchurch Hill (NW)	19:30 Fountain	John Singleton 07813-818719	Sun 175/643793	20	Offroad - short
Wed 25/09	Whitchurch Hill (NW)	19:30 Fountain	Martin Pearce 07919 448 148	Sun 175/643793	25	Offroad: long
Wed 25/09	Whitchurch Hill (NW)	19:30 Fountain	Simon Bird 07846 219114	Sun 175/643793	23	Leisurely
Wed 25/09	Whitchurch Hill (NW)	11:00	Morris Dowding 989 0326	Olde Leathern Bottel 165/715975	50	Meet 10:30-11:00 Rowing Museum Cafe, Henley (175/764823)
Sat 28/09	Whitchurch Hill (NW)	14:30 Mortimer	Zoe Charlesworth 0775 781 2864	Meet and return to village green car park opp Horse & Groom PH	20	Moderate Saturday afternoon ride
Sat 28/09	Henley Hilly Hundred 100km Audax. Start Sonning Common 09:00	www.aukweb.net				
Sat 28/09	TBC	10:00 Fountain	Carol Sunderland 07961109068	TBC	20	Off road - short
Sun 29/09	TBC	10:00 Fountain	TBC	TBC	30	Off road - long
Sun 29/09	Brightwell cum Sotwell (NW)	09:15 Fountain	Paul Irving 967 7931	Red Lion 174/582907	50	Moderate
Sun 29/09	Hindhead	09:15 Earley	Chris Rutter 961 9781	National Trust cafe	70	Brisk

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www.eta.co.uk

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68 High Street, Weybridge KT 13 8RS
Tel 01932 828 882 Fax 01932 829 015 Email eta@eta.co.uk

CTC Bike Rides Listings

Sun 29/09	Farnborough (NW)	09:30 Theale	Nora & Clive Gordon 942 5371	Saddleback Farm Tea Rooms	45	Leisurely/ moderate
Tue 01/10	Hermitage (W) - MEET FOR LUNCH FROM 12 NOON	White Horse 174/503729				
Wed 02/10	Sonning Common (N)	19:30 Fountain	Phil Allen 948 3454	Butchers Arms 175/7180	20	Off road
Wed 02/10	Sonning Common (N)	19:30 Fountain	Nick Clark 07866 033 638	Butchers Arms 175/7180	24	Moderate
Sun 06/10	TBC	10:00 Fountain	TBC	TBC	30	Off road
Sun 06/10	Bentworth (S)	09:15 Earley	Martin Lindupp 986 3583	Star 185/671403	65	Mod/brisk. 11's Odiham
Sun 06/10	Waltham St Lawrence (E)	10:00 Earley	Richard Underwood 986 2444	Bell 175/8377	25	Leisurely
Tue 08/10	Waltham St Lawrence (E) - MEET FOR LUNCH FROM 12 NOON	Bell 175/8377				
Wed 09/10	Winnersh (E)	19:30 Fountain	Angus Mitchell 07794301935	Wheelwrights Arms 175/787717	20	Off road
Wed 09/10	Bentley (S)	11:00	Morris Dowding 989 0326	Star 186/785439	70	Meet 10:30-11:00 Courtyard cafe, Hartley Wintney (175/771571)
Sat 12/10	Circle Line ride, quirky London Pt 2 - gather Reading Stn (3 Guineas) at 09:00 for train to/fro London - 35 miles leisurely				Simon Bird 07846 219114	
Sun 13/10	TBC	10:00 Fountain	TBC	TBC	30	Off road
Sun 13/10	North Waltham (SW)	09:15 Earley	Lesley Adams 988 3044	Fox 185/5646	60	Moderate. Roadside 11's
Sun 13/10	TBC	10:00 Fountain	Jeanette Jeans 07897 512 491	TBC	20	Leisurely
Tue 15/10	Checkendon (N) - MEET FOR LUNCH FROM 12 NOON	Black Horse 175/667841				
Wed 16/10	Gallowtree Common (N)	19:30 Fountain	James Hilling 07787 535656	Reformation 175/689802	20	Off road
Wed 16/10	Gallowtree Common (N)	19:30 Fountain	Simon Bird 07846 219114	Reformation 175/689802	23	Moderate
Sun 20/10	Binfield Heath (NE)	10:00 Fountain	Paul Roberts 986 8470	Bottle & Glass 175/743793	25	Off road
Sun 20/10	Dunsden Green (NE)	09:15 Fountain	Lesley Adams 988 3044	Village Hall 175/740773	40	AGM, mod, 11's Ewelme shop
Sun 20/10	Dunsden Green (NE)	10:00 Fountain	Mike Lingham 947 5480	Village Hall 175/740773	25	Leisurely/ moderate - AGM ride
Tue 22/10	Hurst (E) - MEET FOR LUNCH FROM 12 NOON	Green Man 175/800740				
Wed 23/10	Chazey Heath (N)	19:30 Fountain	Peter Nightingale 932 0297	Pack Saddle 175/695772	20	Off road
Wed 23/10	Ewelme (N)	11:00	Morris Dowding 989 0326	Shepherds Hut 175/639919	55	Meet 10:30-11:00 Herb Centre, Sonning Common (175/713795)
Wed 23/10	Chazey Heath (N)	19:30 Fountain	Nick Clark 07866 033 638	Pack Saddle 175/695772	27	Brisk
Sun 27/10	TBC	10:00 Fountain	Al Neal 967 9666	TBC	30	Off road
Sun 27/10	Benson Marina (NW)	09:15 Fountain	Terry Davis 941 2282	Riverside Café 175/613917	60	One stop brisk ride
Sun 27/10	Bourne End (NE)	09:15 Dinton	John Lomas 01344-420031	Flowerland Garden Centre 175/899865	40	Moderate morning ride
Sun 27/10	Bagnor (W)	09:30 Theale	Nora & Clive Gordon 942 5371	Blackbird 174/454693	40	Leisurely/ moderate
Tue 29/10	Whitchurch Hill (NW) - MEET FOR LUNCH FROM 12 NOON	Sun 175/643793				
Wed 30/10	Tilehurst (W)	19:30 Fountain	Karen Blofield 07771-800883	Royal Oak 175/662740	20	Off road
Wed 30/10	Tilehurst (W)	19:30 Fountain	Richard Pearson 07930-548379	Royal Oak 175/662740	18	Moderate
Sat 02/11	Off road weekend tour	TBC				
Sat 02/11	Upper Thames 200km auidax ride. 07:30 Cholsey start. www.aukweb.net					
Sun 03/11	Chalgrove (N)	09:15 Fountain	Allan Adams 988 3044	Lamb 165/631972	50	Mod/brisk, 11's Studley Green GC
Sun 03/11	Hermitage (W)	10:00 Theale	Nora & Clive Gordon 942 5371	White Horse 174/503729	35	Leisurely/ moderate
Sun 03/11	Little London (SW)	10:00 Earley	Richard Underwood 986 2444	Plough 175/621597	30	Leisurely/ moderate
Tue 05/11	Little London (SW) - MEET FOR LUNCH FROM 12 NOON	Plough 175/621597				
Wed 06/11	Reading (S)	19:30 Fountain	John Singleton 07813-818719	Nag's Head 175/703733	15	Off road
Wed 06/11	Fingest (NE)	11:00	Morris Dowding 989 0326	Chequers 175/777911	60	Meet 10:30-11:00 Wyvale Garden Centre, Hare Hatch (175/802780)
Sun 10/11	TBC	10:00 Fountain	Ian Doyle 07974-409607	TBC	30	Off road
Sun 10/11	TBC	10:00 Fountain	Jeanette Jeans 07897 512 491	TBC	20	Leisurely
Sun 10/11	Hannington (SW)	09:15 Earley	Erica Johnson 966 6913	Vine 174/540552	45	Moderate. 11's Elm Park GC
Tue 12/11	Rotherfield Greys (N) - MEET FOR LUNCH FROM 12 NOON	Maltsters Arms 175/823726				
Wed 13/11	Reading (S)	19:30 Fountain	Peter Nightingale 932 0297	Hobgoblin 175/717734	15	Off road
Wed 13/11	Reading (S)	19:30 Fountain	Paul Irving 967 7931	Ale House 175/717734	25	Brisk
Sat 16/11	Two tunnels & Mendip Hills - 2 day tour in Somerset from Bath Spa Station Saturday 09:30 - YHA overnight				Simon Bird 07846 219114	- see Reading CTC homepage
Sun 17/11	TBC	10:00 Fountain	TBC	TBC	25	Off road
Sun 17/11	Dundridge (S)	Alton (The Butts) 09:30	Mike Hardiman 9793147	Hampshire Bowman 185/578184 1	55	Mod/brisk, car assist - some roadside parking
Sun 17/11	Pamber End (SW)	09:30 Earley	Keith Alexander 921 2871	Elm Park Gdn Ctr Cafe 175/612587	35	Leisurely/ moderate one-stop ride
Tue 19/11	Hurst (E) - MEET FOR LUNCH FROM 12 NOON	Elephant & Castle 175/793743				
Wed 20/11	Reading (E)	19:30 Fountain	TBC	Eldon Arms 175/725732	15	Off road
Wed 20/11	Reading (E)	19:30 Dinton	Simon Bird 07846 219114	Eldon Arms 175/725732	25	Moderate
Wed 20/11	Hermitage (W)	11:00	Morris Dowding 989 0326	White Horse 174/503729	60	Meet 10:30-11:00 Café Theale High Street (175/643713)
Sun 24/11	Witheridge Hill (N)	10:00 Fountain	John Singleton 07813-818719	Rising Sun 175/697842	35	Off road
Sun 24/11	Little London (SW)	10:00 Earley	Rob Butler 986 2008	Plough 175/621597	30	Leisurely
Sun 24/11	Lewknor (N)	09:15 Fountain	Martin Lindupp 986 3583	Olde Leathern Bottel 165/715975	50	Moderate. 11's Ewelme shop
Tue 26/11	Chapel Row (W) - MEET FOR LUNCH FROM 12 NOON	Blade Bone Inn 174/571697				
Wed 27/11	Reading 'Caversham' (N)	19:30 Fountain	Cath Me.ak	Fox & Hounds 175/716747	15	Off road
Wed 27/11	Reading 'Caversham' (N)	19:30 Fountain	Steve Albon 07801 287 616	Fox & Hounds 175/716747	20	Moderate/ brisk

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Next newsletter copy date: 28 September 2013

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

New Website

Unfortunately the development of the new website has been delayed, but hopefully not for long. Keep on eye our Facebook Page and Twitter feed for more information.

Going Green Update

After some initial problems, we hope to shortly begin distributing this newsletter by email as well as the original paper format. You will receive an email in the next few weeks with a link to a short online form. You will be asked for your name, membership number and whether you wish to "opt-out of paper copies and receive the electronic version only" or "opt-out of electronic version and receive a paper copy only".

Many volunteers put in hours of work getting the newsletters to your door and it also takes time and money to arrange printing, so please consider opting out if you can. Remember, we will not stop your paper copy unless you ask us to, and the familiar green newsletter will still be available in Reading's bike shops, libraries and leisure centres (and at least one pub!).

If you realise or are concerned that the campaign does not have a correct email address for you, then please email membership@readingcyclecampaign.org.uk

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