



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

Winter 2010 No. 107

Premier Cycle Route Takes Shape



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Campaign Diary

Reading Borough Council's Cycling Strategy was adopted by the Council in October 2008 after years of hard lobbying by Reading Cycle Campaign. Sixteen months on what has been achieved?

Well, the designated 'premier cycle route' is taking shape and branded signposts have been erected over West and South Reading. Progress to actually improve these routes for cyclists has been slow, but progress has been made, and this is a welcome change from the early part of the century when the Council had no direction or plan.

Some of the Council's proposed improvements have not had our backing; for instance putting shared use footpaths on Bath Road rather

than dedicated on-road cycle lanes. However, where we have not agreed, the Council has taken on board our comments and the options for Bath Road are now being re-appraised.

In other places tangible advancement is being made - the improvements to the cycle lane on Oxford Road at Kentwood Hill roundabout being an example.

RBC has now set out its initial Cycling Strategy 2009-10 Action Plan which gives details of planned improvements to the fledgling cycle network in East and Southeast Reading. This document has been posted on our website. As always, if you want to have your say on these proposals, then email us on rbc@readingcyclecampaign.org.uk.

Keith Elliott

Council News



Reading Borough Council (RBC)

Traffic Regulation Orders

Traffic Regulation Orders (TROs) are statutory notices that the Council is obliged to publicise before any alterations are made to the road network. This is to allow people the right to object. Last year we requested that the Council post TROs on the RBC web site to give the public greater opportunity to view them. Hey presto - TROs are now on the web, so exercise your democratic right!

www.reading-travelinfo.co.uk/TravelInformation/TransportConsultations/TrafficRegulationOrders

AGM on 18 April

Two years ago our AGM had Councillors debating the future of cycling in Reading. Last year we had Ethiopian food and slides from our Chairman's cycle tour of Ethiopia. This year we are combining our AGM with a Sunday cycle ride/audit of the new premier cycle route, followed by lunchtime refreshments. Put the date in your diary for Sunday 18 April with an 11am



start in the town centre. We will email details closer to the time - if you have never had an email from us then send your email address to membership@readingcyclecampaign.org.uk or remember to check our website in April.

No Cycling in John Lewis

As many of us know cycling is prohibited on the western part of Broad Street, a fact ignored by many cyclists.

However, cycling is allowed on the eastern end, a fact unknown to many pedestrians.

In December Reading Borough Council erected some more 'No Cycling' signs to help clarify the situation - however, one of the signs is situated in the portion where cycling is allowed.

Presumably this sign is making it absolutely clear that cycling is not allowed in John Lewis.



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Council News

Cycle Liaison Group Minutes

Reading Cycle Campaign meets with RBC transport officers and Councillors every three months at the Cycle Liaison Group. We have now posted the minutes of the Cycle Liaison Group on our website - if you are interested in what we do on behalf of Reading's cycling fraternity then take a look.

Turning Reading into a cycle-friendly town is a Herculean task, but progress is being made. If you think there are issues that need to be discussed with Reading's Transport officers and Councillors then let us know on rbc@readingcyclecampaign.org.uk

Change of Name

One of the motions mooted for the AGM is that we change our name from 'Reading Cycle Campaign' to 'Cycle Reading'.

Some consider the shorter name embraces a wider concept of promoting cycling in Reading. Is this moving with the times or betraying our roots? We want to know what you think of the RCC membership - if you have a view then send an email to chair@readingcyclecampaign.org.uk

Keith Elliott

RBC Campaigner



Wokingham Borough Council (WoBC)

Are laws worth having? Their value is limited when not enforced. Although traffic wardens are much reviled, out here in Twyford there is strong demand to bring them back because the police see parking as low priority, which leaves residents near the station to suffer. Bringing them back is not a budgetary difficulty as they are easily self-financing, it is just not popular with drivers (or doctors; our last traffic warden was not welcome at the local surgery!).

Speed limits are a similar case. I've been pleased at the many speed limits introduced in the borough in the last decade and hope to see many 20 mph limits during the next. Cycling could become much more pleasurable at a stroke, a bit like the smoking ban in buildings. However the political will is not there; it is not popular. In Wokingham Borough most speed cameras are advisory, and this advice is ignored much of the time. Don't ask about drivers on their mobiles (maybe even texting, they can steer with their knees)!

Following on from Peter Glass' idea that we should ask the Council to

remove detrimental facilities they provided for cyclists, I was struck by one that I have accepted for years. On the A329 Wokingham to Reading Road, south of the M4 bridge, there is a stretch of on-road cycle track coming towards Reading, on a long wide straight part with insignificant roads joining, so no advantage to the cyclist at all. However, when it approaches a pinch point - an island - the track is directed onto the pavement by a solid line.

What should a cyclist do? I prefer to stay on the road, but am aware that drivers see me coming into their space uninvited and object at giving me priority when I get to the pinch point first. I see this as an accident waiting to happen, as I have seen lots of cyclists on the road while doing our cycle census at Winnersh crossroads who would have been on the pavement if they were following the signs.

Minorities suffer in democracies, unfortunately. Power lies with those rearranging the deckchairs on the Titanic, unwilling to look ahead. What they don't realise is the great pleasure to be had from moving around under your own steam, walking or cycling, leaving the infernal combustion engine parked at home for short journeys. Please keep on leading by example. Fashion is hard to predict. Let's hope the neighbours will cotton on, as we need to be popular.

Dougal Munro

WoBC Campaigner

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. Use the form in past newsletters to advise us of any changes to your details, such as your name, address and email.

Please send these details to the Membership Secretary at 26 Barrington Way, Reading RG1 6EG.

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

Annual General Meeting Sunday 18 April 2010

This year AGM includes a Sunday cycle ride/audit and lunchtime refreshments. Look forward to more information via email or check out website for details in April.

Other Cycle News

Celebrity Cyclists for Sport Relief

David Walliams has put a celebrity team together for a non-stop charity cycle relay from one end of Britain to the other.

The Little Britain star and his showbiz pals are attempting to raise £1m for Sport Relief by cycling through day and night from John O'Groats to Land's End. The team includes Fearne Cotton, Davina McCall and Jimmy Carr.

The group will live on a tour bus during their four-day challenge and will be ready to take over from each other when needed.

(<http://news.sky.com/skynews/Home/Showbiz-News/David-Walliams-To-Cycle-Britain-For-Sport-Relief-With-Davina-McCall-Fearne-Cotton-And-Jimmy-Carr>)

'Cycle Promotions' Come to Reading

Reading Cycle Campaign and the Reading Cyclists' Touring Club group will be present at this year's sale of cycling equipment at the Rivermead Leisure Centre, on Sunday 14 March.

Cycle Promotions is dedicated to promoting one day sales across the country offering cyclists of every ability quality products at rock bottom prices.

Their product range includes everything for the rider as well as the bike. The events are held on Saturdays and Sundays from 10:30am to 3:00pm throughout the year in well known locations in major towns and cities around the UK. They accept most major credit and debit cards on the day.

Their web site <http://www.cycle-promotions.co.uk> should give you an insight to the products available and the locations and dates of their sales.

Reading Engineer Sticks Up for Cyclists!

This article in the November 2009 issue of *New Civil Engineer* magazine caught the eye of one of our committee members - we thought we'd like to share it with you.

"I agree with Professor Lewis Lesley that cycling is the sustainable option for journeys under 8km (Letters 12 November), but I need to answer his question 'Where is the civil engineering lobby for bikeways?'

"One answer is that there are few cyclists in this country. Cycling England's report on the Department



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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 Crown, Kent

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Other Cycle News

of Transport website 'A sustainable future for cycling' notes that Preston (2% of journeys by cycle) is typical of the British average, compared with 20% in Basel, Switzerland and Freiburg, Germany.

"Another answer is that cyclists find most British bikeways are slower and more dangerous than sharing the carriageway with drivers. I recently cycled along the bikeway on the A329 east of Reading. It's uneven and unswept, with parked cars, blind driveways and 11 sets of Give Way markings.

"It took seven minutes 15 seconds. I then returned to my starting point and cycled the same distance on the carriageway in four minutes 45 seconds. It felt safer and needed less concentration."

Peter Glass

Snowy Winter Could Cost £10bn

One of the coldest winters in recent memory has resulted in a 50% deterioration in the state of the nation's roads and a dramatic rise in the number of potholes, according to

The Independent. The taxpayer apparently faces a repair bill costing hundreds of millions of pounds for the past year alone - adding to £10bn-worth of outstanding pothole repairs.

With a month of winter remaining and the full extent of the damage still being assessed, it is estimated that the total number of craters in Britain's 246,000 miles of secondary routes (those that aren't motorways or A-roads) has risen to 1.6 million - an increase of 700,000 in two years. The Local Government Association, which represents local authorities in England and Wales, has written to the Department of Transport seeking £100m of emergency funds to carry out the most urgent repairs.

(<http://www.independent.co.uk/news/uk/home-news/pothole-nation-pound10bn-bill-for-snow-damage-to-britains-crumbling-roads-1888982.html>)

Epilepsy Warning Over Flashing Cycle Lights

Brighton cyclists have been asked to avoid using flashing bike lights for fear of triggering epileptic seizures.

The Brighton and Hove branch of Epilepsy Action, the group which represents hundreds of thousands of people who suffer from the condition, expressed its concern about the rapidly flickering lights after several of its members said they'd experienced problems.

According to the *Brighton Argus*, a letter addressed to Brighton and Hove cycling group Bricycles from Epilepsy Action requested cyclists ditch the flickering lights in favour of a continuous shining lamp.

The group said action needed to be taken about both rear and front lights.

The CTC's Chris Juden said people using bikes had to balance 'possible discomfort' for pedestrians against the risk of traumatic injury or death for cyclists.

Mr Juden added steps, such as a law stating lights cannot flash more than four times a second, had already been taken to avoid triggering epilepsy.

(<http://road.cc/content/news/13526-epileptic-seizure-warning-over-flashing-bike-lights>)

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Chairman's Letter

Hello RCC members,

The recent winter hasn't been conducive to cycling. The bitter cold, deep snow black ice and seemingly perpetual darkness would stop most people cycling. If you weren't a cyclist you wouldn't dream of going out in such conditions. But people did, in not surprisingly high numbers.

It made me wonder why? Did these brave souls have no other option? Was the lure of a nice warm vehicle not tempting? Or were they totally committed to keeping fit, saving money, reducing their carbon offset or simply facing down every challenge they were presented with.

It was the latter of course. Nothing will deter the cyclist, nor will it deter the cycle campaigner.

We are approaching the end of the financial year for the Local Authorities, who have to balance their budgets by 31 March. Then we can review what they have done for cyclists in the last year, and measure it against the spending elsewhere.

You have I am sure seen at some point in your travels a nice new sign pointing this way or that with the destination and a time. 'Town Centre 9 minutes' proclaims the one at the end of my road. And immediately

after it there is one saying 'Cyclists Dismount'.

I flew into a fit of rage on seeing this.

The sign is pointing to Coley. The town centre is far more directly reached going the other way. In my reasonably fit state it takes 5 minutes.

But if you follow the well meaning sign you have to get off and walk along a muddy path, on which cycling isn't allowed. You have to walk up a steep and narrow path through the bizarre arrangement of three pedestrian chicanes before arriving in Coley. Four of your nine minutes have passed, and you now have to really get a move on to cover the remaining distance in the time left.

I wouldn't bother. I would cycle the other way, along the good old Bath Road down Castle Hill and be in town long before you if you followed the Council's new sign.

Just as the first snow came I had to make that journey, and having encountered the gridlock of the night before, and not having to go all the way into town, and knowing there was no place to lock up my bike, I walked. Good job I did. There cunningly concealed on a lamppost

was a notice proclaiming a new cycle way proposal. I stopped and read it and blew another fuse. Here was a plan to convert the footway into shared use, including several dismount crossing of side streets, a dismount to walk over a crossing until at a point where the pavement narrowed the route came to an end.

I was again suffering from rising blood pressure. We, the volunteers who give up so much of our time to liaise with the Council, hadn't been told. Why not I wondered?

This is a good example of a cop out, where the Council takes space from pedestrians (this footway is a busy one).

It wants to remove cyclists from the road, but there is a perfectly good bus lane on one side of the road, and there is nearly two metres of that pointless hatching between the carriageways.

And despite giving up good cycling time in meetings, and having email addresses where stuff like this can be sent, I find out whilst slithering along a snow covered gritless pavement.

Fortunately the Council appear to have taken my complaints seriously. At the latest Cycle Liaison Group

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Chairman's Letter



meeting the officers and councillors allowed a full and frank discussion, and will not be implementing their original proposals. At last it seems that we are being heard, and taken seriously. It is humble of a professional transport planner to take the views of a campaigner and go away and redesign their proposals. But that is what we have achieved. We meet again in May and I really hope we will have some better proposals to report to you then.

In the meantime we have been planning our next Annual General Meeting.

Don't think our meetings are round table dry business ones. Oh no. Two years ago 40 campaigners put the local politicians under intense and at times uncomfortable scrutiny.

Last year as well as Ethiopian food and photos of Cycle touring in Ethiopia (where the facilities and drivers are a cut above ours) we had a workshop session on the way forward for 2009. Heavy rain on the evening must have kept numbers down, but still 20 or so campaigners helped us deliver a plan for the future. We haven't delivered it all

yet, and without a bit more help some things will remain unfinished.

But the next AGM is looming, and we will have another theme for 2010. All of you are invited to go for a bike ride along some of the new routes before the meeting. As before, the business of the AGM will be kept brief, the meat of the day will be to check out some of the new facilities and then sit down and work out what you like and what you don't. We will then report back to the Council in May. This will be an important opportunity for cyclists to feedback into the new routes. The Council are listening, if you want to be heard turn up on 18 April!!

What I would like is to get some new campaigners involved too. We are all busy and enthusiastic people, of course, but I suspect we lack the radicalism of youthful and, dare I say it, anarchic cyclists. These are the people who will still be alive when oil is so scarce it will be treated as the precious commodity it really is instead of being squandered as it is today. People who will have to cope with endless winters like the last one, and boiling summers. People who will have to share this crowded island with twice as many people than live here now.

Cycling is the only means of transport that can get large numbers of people to travel over distance at speed without destroying the planet we all want to live on. If we want to get our Local Authority to take it seriously we need than we have at the moment.

But there is one really good thing the Council are doing - filling in potholes. It doesn't seem much, but they are actually doing a damn good job. I have used the CTC 'Fillthathole' website, and have reported potholes in five highway authority areas. Reading is easily the fastest at repairs and is the only one that gets back to you. Things are getting better.

Adrian Lawson
Chairman

YES, I WANT TO JOIN RCC!

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Address

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

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Date

How did you hear about the Campaign?

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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, 26 Barrington Way, Reading RG1 6EG

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.

The Supermarket Bike - A Follow Up

Following my article in the Autumn 2009 edition of Cycle Reading which reported a badly-assembled bike on display at Reading's main Tesco store, I've been back again a few times to see if there's been any progress with the bike, a BMX bike with the model name Anaconda.

On my first visit, at the end of November, the bike was still on display, but moved to the entranceway of the store. The front fork and stem had been turned the correct way round, but, by doing so, the handlebars were round the wrong way, the brake levers were on the wrong side of the handlebars and the front reflector pointed back towards the rider. The front brake cable still hadn't been attached. I asked to speak to the 'Non-food Manager'; he appeared a few minutes later. I showed him the bike, which he acknowledged to be incorrectly set up. He tried attaching the brake cable, but couldn't. He mentioned these faults had been highlighted in a recent television programme, and said he'd have it fixed by the next day. I went back the following day, and (looking from a distance) it did seem to have been fixed.

However, I returned to the store in early January. The bike was now back in its original display position. Looking at it more closely, I could see the

front wheel was the wrong way round: the 'Rotation' marker on the tyre's sidewall confirmed this. I happened to see an assistant and showed this to him. He agreed with me the wheel was the wrong way round, and I persuaded him to allow me to correct it by unbolting the wheel from the forks and bolting it up the other way. This took us about five minutes.

While I was there, I noticed another child's bike (I think it was an Etna model), on display next to the Anaconda, had also been incorrectly assembled. The front brake cable passed behind the head tube down the left side of the bike and under the down tube behind the forks. It would probably not have been possible to turn the handlebars very far because of the cable constraining their movement, but I wasn't able to confirm this suspicion because of the tight space of the display area.

The assistant and I fixed this fault. Finally, after the assistant had departed, I re-routed the back brake cable so that, throughout its run, it passed along the left side of the bike. (It had been brought across to the right of the head tube at the front of the bike.)

Meanwhile, back in November, I'd been in the new Evans cycle store in Reading. By the main entrance there's

a display of folding bikes. Suddenly, I realised one of the Dahon bikes had been incorrectly assembled: the front brake cable had been brought round behind the front fork crown. (The picture shows that the front reflector wasn't very clever, either.) I pointed this out to the assistant nearby. What a difference from the Tesco people! He immediately produced a multi-tool and corrected the fault. But, having fixed it, he didn't stop and went on to adjust the brake arms to make sure the braking was as crisp as possible. In a few minutes he'd finished and the brakes were very finely tuned. He explained that the new store had taken on a mechanic who had not come up to scratch, and they'd had to let him go, and in the rush to build the bikes for the store opening, this one had probably slipped through.

The moral of the story seems to be even the professional bike stores can make mistakes. But what was noticeable was how quickly they moved to correct the error in Evans: it was fixed by the first person to whom I spoke, and he'd done it in minutes.

In Tesco it had taken several visits over a period of months, I'd had to speak to various people, and in the end I had to finish it off myself.

Stephen Muir

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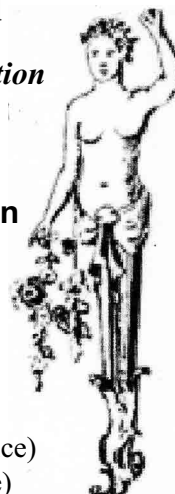
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The Supermarket Bike - A Follow Up



Bikes 'n' Bits

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FREE: Ladies Raleigh racing bike, 20" frame, 15 speed, upright handle bars added. Gears in need of attention and general service. Very old but rideable. Contact: Karen 0118 9624948, karen.rumbol@ntlworld.com

For Sale: Off-Road Mountain Bike Tyres - Absolutely and completely good condition, but not brand new: 1 x Continental Vertical (26 x 2.3), 2 x 'Schwalbe' Mountaineer II Puncture Protection Tyre (26 x 1.9), £7 each. Contact: Leon 07703797725

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

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

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

Reading's Cycling Development Officer

Meet Reading's New Cycling Development Officer



My name is **Mark Tancock**, the CTC Cycling Development Officer based within Sport Reading Development Team. I have been in post since just before Christmas.

There are lots of exciting things happening, with organised Community Cycle Awareness Sessions available and work with HWPC too, with sessions already organised to offer to RBC staff.

We are in the middle of a road show around Reading at all Active Ageing Groups. We are taking different types of bikes and giving people the opportunity to get involved in the different sessions we are running like Cycling For Health (which has

recently been re-branded) as well as offering people an opportunity to build on cycling skills.

We are working with the Phoenix Day Centre to integrate cycling as an activity there with dates booked to take adaptable bikes to the centre. We have Lead Ride Training coming up for volunteers who are interested in leading rides in the future and we hope to start a sustainable course over at Cintra Park and Palmer Park for the Hindu Temple activity group.

In the pipe line we have begun discussions on having a Cycling Lead Ride and Awareness course set up at the Children's Day Centre, Waterloo Meadows for families to get involved in. Also there are meetings beginning soon to finalise a taster session lead ride for patients at Prospect Mental Hospital, with a view to this becoming permanent.

For any more information on cycling opportunities in Reading, or to express interest in Cycle Awareness Sessions please feel free to get in touch.

Courses Available:

Accessible Cycling - Wednesdays 17:15 to 18:15 Palmer Park £2.50 per session

This session is for families that are living with disabilities and would like to participate in an activity together. Though we now have a mixture attending.

Cycling For Health - Mondays 11:30 to 13:00, Fridays 10:30 to 12:00, Palmer Park £2.50 per session

Available to all adults who want to cycle their way back to health. It is based at Palmer Park on the dates listed and run by a BACR trained Cardiac Instructor. The track is available and in some cases the park is too. All bikes can be provided with adaptable Bikes and Trikes.

Everybody Active - Wednesdays at Palmer Park 10:00 to 11:30

Participants are asked to call the stadium in advance. The session will be split up into two 45 min sessions. This session is for adults with physical and learning disabilities and is run by the stadium.

Mark Tancock

Community Cycling Development Officer (Reading); Tel: 0118 901 5713; Mob: 07789 683650.

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.
- the weekly CTC email newsletter 'Newsnet'

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

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RCC Says Goodbye to Stalwart Campaigner



Ros Furley with Councillor Chris Maskell, the Mayor in 2007

Ros Furley has been with the RCC since 1992, joining the Committee in 1998 as secretary and becoming Reading's Campaigner to carry on her husband's good work when he passed away in 2003. Now that she's moving to Kent to live nearer to her daughter, we decided to ask her a bit about herself and her time with Reading Cycle Campaign.

When did you first get into cycling?

I learned to ride a bike aged 10, when I lived in East Finchley, North London. My parents didn't have a car so cycling, bus and tube were my main means of getting around.

What's your favourite thing about cycling?

It's so quick and easy around town, going to work, visiting people and shopping, so easy to carry lots in panniers. Out of town it's just the right speed to appreciate the countryside and views - not as slow as walking but still out in the fresh

air but not so fast, cooped up in a bus or car unable to see things properly. It's so easy to explore independently and stop for cafes and pubs, and people here and abroad are generally so friendly that you get to know a place much better on a bike. It's great exercise too - all those endorphins make you feel good though it is difficult sometimes to get my fitness just right to enjoy cycling to the maximum.

Have you done any big cycle trips, holidays or rides?

Yes lots - as I said it's the best way to explore. I started with the Lake District at 18, down the Moselle youth hostelling when I was a student nurse and then taking the train to Ulm with Alan, my late husband, and cycling back home.

After the youngest daughter was 7 we spent every summer holiday cycle camping in France, Hungary, Yugoslavia and then in 1990 Alan

and I cycled from Prague to Berlin - a great way to see political change at first hand in Germany. I have since cycled in Poland, Germany, along the Rhine and France to Semaine Federal in 2002 and 2007.

When did you first join Reading Cycle Campaign? Was there anything specific that made you decide to get involved?

Nothing in particular - just being a cyclist and being married to a politically committed man it just seemed the natural thing to do to raise the needs of cyclists and try to promote a cycle friendly and therefore people friendly town. That's the best thing about the Campaign - the friendly people on their bikes, who belong to it and the events we organised.

What were your best and worst memories as Reading's Cycle Campaigner?

I suppose one of the best and easiest to achieve, as it coincided with RBC's wants as well was the replacing of Gunters Brook Bridge on Kennetside, as cyclists were skidding about on its dreadful surface. Perhaps not the worst as in the end they are successes, but waiting one year for the drain cover by TGI's on the Caversham Road to be repaired and 3 years for a dropped kerb at the London Road/Redlands Road junction. Both would have been done immediately if the RBC really knew how to or cared about making cycling a priority in Reading - we shouldn't have had to even ask for these to be done, let alone persist for so long. Not sure whether much has changed!

Have you got any bike related plans now that you're moving on?

Yes - keep cycling - I don't want to give up!

Ros will be greatly missed by the committee and we wish her the very best of luck for the future!

CycleReading Advertising

For 1/6 page display advert (87.5mm x 80mm)
RCC members £6 • Non-members £12
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Contact the Editor (details below)



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Campaign Diary

Help Out at the Farmers' Market

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

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

Saturday 6 March • Saturday 3 April

Saturday 1 May • Saturday 5 June

Council Contacts

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

Reading Borough Council

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

Wokingham Borough Council

0118 974 6302

West Berkshire Council

01635 519080 or www.westberks.org.uk

Windsor and Maidenhead

www.rbwm.gov.uk

South Oxfordshire

01235 531331 or southernarea@oxfordshire.gov.uk

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Cycling Event

Cycle Promotions Sale

14th March

10:30 - 15:00

Rivermead
Leisure Centre