



CycleReading

WORKING FOR A CYCLE FRIENDLY READING

www.readingcyclecampaign.org.uk

Winter 2015 No 127

A Tale of Two Boroughs



Wokingham Borough Council



Reading Borough Council

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Campaign Diary

Wokingham Road has seen a lot of activity in the last few months, on both sides of the borough boundary.

On the Wokingham side the mandatory cycle lane has been completed from the Three Tuns down to the George pub, though with a bit of a gap at the Mill Lane junction, where a right turn lane has been retained. The works have involved removal of pinch points to fit a full 1.5m wide cycle lane on both sides of the road and includes green surfacing where the cycle lanes go past side roads to highlight their presence. We have commended Wokingham Borough Council for installing this facility and look forward to its planned continuation eastward towards Bracknell.

Reading Borough Council has also got the paint out between Cemetery Junction and the Three Tuns, with various sections of the road gaining new 1.2m advisory cycle lanes, or at least some cycle symbols painted on the road. Unfortunately we have had to take issue with Reading Borough Council as a significant stretch of these new cycle lanes are in the door danger zone of the parking bays between the shopping centre and the Three Tuns crossroads.

Experienced cyclists will know the danger of riding too close to parked cars, some to their cost. The Department of Transport recommends that there should be a buffer zone of 0.5m to 1m
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Campaign News



A Tale of Two Boroughs

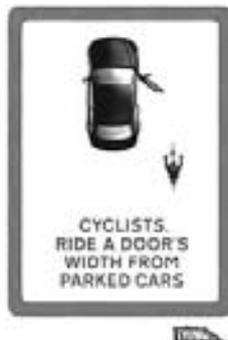
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between parking bays and any cycle lane. But what is particularly galling is that RBC's own Cycle Strategy says very clearly that where there is not space for a such a buffer zone they will end the cycle lanes prior to the parking bays.

We really have no idea why RBC would want to install cycle lanes that are contrary to their own policy, that disregard government guidance and that could put cyclists in danger. We did ask RBC and were told that:

"This scheme has been introduced in accordance with the Council's Cycling Strategy" (though obviously it hasn't). "Where they have been introduced, the minimum width of the advisory cycle

lanes are consistent with the minimum set out in the Strategy at 1.2m" (we measured them as less than 1m in places). "The Council has continued the cycle lanes past the parking areas as the majority of parking in the area is residential" (but presumably still involves opening car doors?) "and there have been no occurrences of injury accidents involving cyclists recorded along this stretch of Wokingham Road for the past three years" (well at least RBC may now be able to fix that).



Since RBC has now proved that black is white the Campaign is thankful that they did not see fit to install any zebra crossings as part of the works.

Cycle BOOM and Urban Design

Dr. Philip Black kindly addressed our January Open Meeting to explain some of the cycle related research currently being undertaken by the University of Reading.



Dr Philip Black

Dr Black, who is an Urban Design Researcher, outlined the Cycle BOOM project, a research project that looks at how engaging in cycling affects well being, both for experienced and non-experienced older cyclists. As part of the research volunteers discuss their past or present cycling experience and undertake a monitored ride. A number of Campaign members have volunteered and further volunteers were requested, (though it was noted that not all volunteers would be taken up due to



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

Specialising in a wide range of injury work for both adults and children, the firm has membership of all the relevant specialist panels including those of the Law Society, Headway and the Spinal Injuries Association and is closely involved with the Bicycle Helmet Initiative Trust (BHIT) based in Reading.

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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Campaign News

the requirement to get an appropriate range of individuals in the study).

The Cycle BOOM project aims to develop a toolkit for policy makers and practitioners (e.g. planners, architects, engineers and designers). This will advise how the places we live and the technologies we use could be better designed to support and promote cycling among current and future older generations in order to improve independent living, health and wellbeing. If you want to volunteer to help this research project this can be done at: www.cycleboom.org.uk.

Philip outlined a second project 'Cycling in Reading: An Urban Design Perspective', funded by RBC. This project aims to design, develop and pilot an urban design audit, conducting a review of the physical and environmental features and an urban design assessment, utilising relevant perceptual qualities identified as applicable to cycling, at four key sites across Reading.

The research includes workshops that seek to gather the views and perceptions of cyclists to urban environments. RCC will host one of these workshops at our Open Meeting on Wed 18 March, 7:30pm at RISC; all members are welcome.

Keith Elliott, Secretary

RBC Progress Report

A Cycle Forum meeting with RBC was held on 21 January to discuss cycle routes and signing in the town centre. The meeting was chaired by Tony Page with senior Council officers present. The campaign made a range of suggestions and included a six page document with site photos and proposals. The Council's response was positive, accepting that routes through the town centre were lacking and difficult. We look forward to some quick win improvements and hopefully to further discussions on route improvements including a number of cycling contra-flows that we proposed.

The Committee are unhappy with the narrow width of the cycle lanes and the lack of buffer zones adjacent to parked cars on the Henley Road and the Wokingham Road. We will be trying to take this issue forward with the Council to try and rectify the existing schemes and ensure that future schemes on main roads have better provision.

The new crossings and shared path at Cemetery Junction now appear to be complete and working, so a useful improvement there.

Work is proceeding with the Thames shared-use bridge, with the scene now looking like a multi-million pound construction site!

John Lee, RBC Campaigner



Cycle-Friendlier Wokingham

Several Wokingham RCC members joined our November meeting at the Wooshill Community Centre, although unfortunately a WoBC representative didn't attend owing to a confusion about dates.

We came up with four ideas for making Wokingham more cycle-friendly:

Wokingham Town Centre

Traffic noise and speed in the town centre make it unpleasant for walking and cycling. Reducing traffic speed to 20mph with some gentle traffic calming would make the centre much more welcoming. This could be immediately implemented on Denmark Street, and it could be extended to Peach Street and Broad Street when the northern and southern distribution roads are built. There is likely to be considerable resistance to this from the motoring lobby, so it will need a well-planned campaign.

Routes to Wokingham Station

Currently, there's no direct route from Cantley Park and Wiltshire Road to Wokingham Station. Significant housing development is happening at the end of Wiltshire Road, so an improved cycle route to the station is needed. This could be through Cantley Park onto Holt Lane and then onto existing cycle routes.

Routes to Twyford Station

CrossRail will make travelling into London by train even more appealing, so better cycle routes to Twyford station are needed. The A321 from Hurst seems wide enough to accommodate cycle lanes, and a route from Woodley would fit with the new housing developments

at Sandford Farm and the old Allied Bakeries site. The existing route from Wargrave needs improvement, for example by adding 'raised tables' at junctions and cutting back undergrowth.

The A329 Cycle Lanes

The A329 cycle lanes are gradually extending from Reading towards Wokingham, with approval given for the section from the Showcase cinema to Winnersh.

Several members have complained about parking in the new cycle lanes between the Showcase and the Three Tuns. I've written to Thames Valley Police and the Earley Neighbourhood Policing Team have contacted persistent offenders - please email EarleyNHPT@thamesvalley.pnn.police.uk with registration numbers. However, there won't be any tickets because Thames Valley Police think that WoBC haven't issued the correct traffic orders.

Plans have been published for two more parts of the Northern Wokingham Distributor Roads, and both include the most rudimentary provision for cyclists, a 3m shared-use path on one side of the road.

It is largely being funded by housing developers, and I have challenged both of them about their design. Both of them told me verbally that they didn't expect regular cyclists to use the facilities they were providing, but to stay on the carriageway instead!

I've written to oppose both applications, and have contacted a sympathetic local Councillor, so we will see whether WoBC tolerates cycle facilities designed not to be used by cyclists.

Cycle-Friendly Business Award

RCC needs to improve links to local businesses to make Reading more cycle-friendly, and to influence local Councils. I've been thinking about a competition to identify the most cycle-friendly business in the greater Reading area. Do you think this would be a good idea? Would you nominate where you work? Could you help publicise it? Please contact me!

Peter Howe, WoBC Campaigner

Reading CTC - Social Riding Group

Reading CTC is a thriving, friendly club which is part of the national CTC cycling organisation. We provide a wide range of social cycle rides and encourage people of all levels to enjoy being out on a bike.

We run an active programme of rides with options of distance and speed catering for both road and off-road cyclists. Our rides take in the best countryside of Berkshire, Oxfordshire, Wiltshire and Hampshire and are designed to avoid main roads wherever possible. We mainly ride during the day on a Sunday and Wednesday (variety of daytime and evening rides) and also hold social events and arrange a number of cycling trips and weekends away throughout the year.

Reading CTC welcomes non-members on our rides and visitors can come along for free for a trial period.

With a wealth of local knowledge, a strong appreciation of the countryside and a focus on the social side of

cycling, you'll be surprised at what we have to offer.

Regardless of your age or ability, we would like to invite you to join our friendly group of cyclists. Off-road or on-road, seasoned cyclist, beginner or commuter, Reading CTC has something for you. If you simply want to get you or your family back in shape, meet new people or tour the UK countryside, your local CTC group can help.

For full details of our ride programme please visit www.readingctc.co.uk.

Becoming a member of CTC has lots of benefits including cycle insurance, discounts at affiliated shops and a bi-monthly magazine.

- **£10m Third party insurance cover** - this protects you on and off-road, including Sportives and Time Trialling
- **CTC Incident line** - our legal team is ready to support you in the event of an accident

- **Campaigning for cycling** - CTC supports local and national cycling causes
- **Cycling publications** - our award-winning 'Cycle' magazine and weekly e-newsletter
- **Rides and events** - a warm welcome at over 300 CTC clubs and 1000s of cycle events
- **Route and technical advice line** - jargon free everyday cycling advice
- **Discounts offered** by 100s of cycle and outdoor shops across the country

So if you are someone who would like to spend more time on two wheels, or simply support cycling in the UK, join CTC and get the most out of your cycling. Go to www.ctc.org.uk/membership/membership-for-individuals-families/ for more details of membership.

Look forward to seeing you soon.

Sean Hayden, Secretary Reading CTC
Email secretary@readingctc.co.uk
Phone or Text 07801 410707

Reading CTC local branch of the national cyclists' organisation



Reading CTC - Social Cycling Group

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Or contact: Sean Hayden, Secretary Reading CTC secretary@readingctc.co.uk Phone or Text 07801 410707

Other Cycling News

“Pointless” Prosecution Of Helmet-Cam Cyclist Dropped, But ‘Justice For Michael’ Quest Continues

The Cyclists’ Defence Fund has welcomed a last-minute decision not to prosecute cyclist Kristian Gregory for allegedly straying slightly over a white line on a poorly designed and unclearly signed pavement cycle track.

Gregory was stopped and fined on 3 July 2014, by a PCSO taking part in the Metropolitan Police’s Operation Safeway. This operation was after a horrific spate of six London cyclists’ deaths in 13 days during November 2013. Between then and last July, the Met issued £50 fines to nearly 10,000 cyclists.

Gregory published his helmet-camera footage of the incident, showing how he had moved to the right hand side of the pavement as he approached a cycle track crossing of the New Kent Road, south London. The PCSO fined him, saying that he had moved across the white line too early.

However, CTC’s Cyclists’ Defence Fund (CDF) stepped in to support Gregory’s claim that prosecuting him was not in

the public interest and that the contradictory signing at this location makes it impossible to tell what is legal - or indeed whether cyclists have any legal right to use the signed crossing at all. Gregory has since stood for and been elected to CTC Council to represent CTC’s members in London.

His case was supposed to be heard on 5 February by Bexley Magistrates Court. However the CPS wrote to him, saying it was discontinuing the case, having accepted that it was “not in the public interest”.

<http://www.ctc.org.uk/news/20150204-pointless-prosecution-helmet-cam-cyclist-dropped-justice-michael-quest-continues> (7/2/15)

CTC Urges Action On Cycle Safety As Casualty Rates Keep Rising

New figures show that cyclist casualty numbers, particularly serious cyclist casualties, are still rising more steeply than cycle use.

Government figures show a worsening of road safety in Britain for all road users, but with cyclists faring particularly badly.

They compare road casualties during the third quarter of 2014 with the

same period the previous year, as well as providing whole-year comparisons of the year to September 2014 with the previous one-year period.

Overall, there was a 4% increase in road injuries in the year to September 2014, compared with the same period a year earlier. Serious injuries over this period increased by 5% and deaths by 1%.

Cyclists fared worse, with an 8% increase in fatal and serious injuries. Although cyclist fatality numbers have remained fairly steady, the number of cyclist casualties has risen by 26% compared with the 2005-9 average, while fatal and serious cyclist casualties have risen by 46%.

Some of this increase will simply be due to increased cycle use, and figures for cycle use up to September 2014 are not yet available. However, even after allowing for almost a 20% increase in cycle use up to 2013, CTC estimates that the risk per mile of a cycling injury is now about 14% above the 2005-9 average, while the fatal and serious cycle injury risk is up 22%. More information on cyclist casualty trends is available in a Government cycle safety statistics bulletin from December 2014.

<http://www.ctc.org.uk/news/20150205-ctc-urges-action-cycle-safety-casualty-rates-keep-rising> (7/2/15)

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Chairman's Letter

Dear RCC members,

We finally got some good news - two bits of good news actually - about cycling infrastructure in Reading. But before I tell you about them I want to put them into context.

To set the scene, as it were, you might know we had a very welcome meeting with Cllr Ennis in Southcote following his response to the Space for Cycling campaign. It was his party's line to not respond to this campaign, so it was very nice that a few months after we wrote to him he wrote back and invited us to a ride around the ward on a nice sunny day back at the beginning of November.

It was a baptism of fire for Mr Ennis; he was on his daughter's bike, which was a touch too small for him, and it showed that he was not a regular cyclist. There were a couple of occasions where he encountered driving behaviour that intimidates novice, inexperienced cyclists. At one point he ended up by the kerb having been forced there by a Reading Borough Council owned bus. The irony was not lost on me as he sat by the kerb, after the rest of us more experienced cyclists blithely made the right turn just after the 'keep left' signs that narrow the road.

I expect you know of the 'keep left' signs I refer to (Reading is blighted with them),

they are called pedestrian refuges. Drivers of vehicles, ostensibly slowed down by the islands, routinely speed up to pass a cyclist if their approach to a cyclist and a pedestrian refuge are about to coincide. The default mode should be, and many times is, for the motorist to slow down. But out of all the people who slow down and follow quietly through how many of them are muttering "Bloody cyclist, slowing me down again". And of all those that accelerate to make the gap before the cyclist, how many mutter "Oh my word, I must have really frightened that poor cyclist, I won't do that again"?

There are a lot of the former, and I bet none of the latter. You see, these refuges cause a never ending source of conflict, causing fear, unease, discomfort, and bad relations between drivers and cyclists.

We wanted to show the good Councillor and were amply rewarded not only by the bus driver, but more amusingly by a driver of a car breakdown lorry who decided to overtake us by going around the right hand side of the keep left sign, which was recorded on a video camera on one of our bikes. During the subsequent discussion Cllr Ennis agreed that these islands are making life much worse for cyclists, and there ought to be a better way.

There is, of course: zebra crossings!

So after writing to the Councillor after the meeting we asked him specifically to investigate removing these refuges and replacing them with zebra crossings. Better still turn Southcote Lane into a residential road and reduce the speed limit, and maybe also prevent through traffic.

Well, after a few months of politely asking for a response to this and many other items, he finally wrote back saying that the refuges were there to slow traffic and provide space for pedestrians.

So we completely wasted our time. On this and every single issue we raised: surfacing, lighting, signing, we got absolutely no positive response. Except one. I can gleefully report that the little lane from Circuit Lane to the Bath Road crossing which is signed as a cycle route has been swept of leaves, which were a real problem when we visited. So after six of us spent a morning with Cllr Ennis we got some leaves swept up.

Hooray. Hoo-bloody-ray.

But there is more good news. Although we have been waiting a very long time, finally the biggest design flaws of the A33 relief road cycle paths will be tackled. One problem is the flooding; the path alongside the Foudry Brook has flooded on three occasions since the path was first built. The last time was last year and it was under water



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Chairman's Letter

for a few weeks. Then it was covered in sediment for a few more weeks. The underpasses were flooded and the sediment beneath them is still there now in some places (despite weeks badgering the Council to get it swept, and being told it is now swept every two weeks).

The biggest design fault, which affects us who use this path every day - every single day since 1995 - is that to follow the road south from Coley to Bennet Road you have to cross to the other side of the road and back. This means following an unsigned route that takes you down to the canal, under Rose Kiln Lane, along a narrow (and often overgrown) path to the underpass under the A33. You then have to go up on to the west side before dropping down once more to pass underneath the road again, popping out 100 yards further along, on the east side of where you started off. To cover this 100 yard stretch on a bike you have to travel about 800 yards, endure three fairly hideous underpasses (full of mud, glass, litter, drinkers, drug takers, street artists), three ramps with 180 degree bends and six blind corners (made much worse by the vision blocking shrubbery planted for the very purpose when the road was built). The obvious solution is a path alongside the bridge on the east side, to save crossing over. How it was designed as it is in the first place is a mystery to anyone who doesn't have experience of Reading's highway designers.

Regular users, with strong legs, low gears and a bit of off road skill ride up the grassy bank, along the narrow grass strip, (now a muddy strip) and zoom down the bank again having crossed the river. We have pleaded for this to be regularised with a proper path, and the last time we were told it was impossible. There were too many reasons why it would never happen.

Strangely those reasons seem to have magically disappeared because the path is about to be built, and there will in addition be a path right alongside the road to avoid the flooding in the future. I can't begin to tell you how pleased I am that this is really going to happen, in fact work has already started (and it has only taken 20 years).



Adrian Lawson

Also about 20 years old is the town centre pedestrianisation, which has gradually been making life worse for cyclists in so many ways. The confusion that exists was manifested back in the summer when I passed from Queen Victoria Street into Broad Street going east with a bunch of kids. We were told we couldn't cycle there by a couple of Police Community Support Officers, which was of course was not true; not only are we allowed, it is a cycle route. This same junction rather hilariously was the scene of a great video on YouTube where a cyclist with a camera was wrongly stopped and told to get off and walk for many different reasons, all of them bonkers. As a result of that and a few other concerns we arranged a meeting with the transport people from the Council to look specifically at town centre cycling. The meeting was chaired by Cllr Tony Page, who early on in the meeting told us it was his personal view that Broad Street should be open to cyclists along its entire length. Now you might think that this amazing turnabout would be the third item of really good news, and so it should be, but.....

I have been doing this campaigning thing for a while now and I have seen the vehemence that Cllr Page has displayed towards this very proposal many times in the past. Now either Tony has had a conversion like that of Saul, or there is an election coming up.

Adrian Lawson
Chairman

YES, I WANT TO JOIN RCC!

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

Address

Postcode

Telephone

Email

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

Signed

Date

How did you hear about the Campaign?

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Our Mission



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

The Challenges and Opportunities of

ReadyBike has been a fascinating project from those early discussions with Reading Borough Council, to its launch in June last year, and now to the daily delivery of this brand new mode of public transport for Reading. It's been an interesting ride and sometimes the simplest things can prove to be the most complicated.

One of our first challenges for the project team was to agree the colour scheme of the ReadyBikes and rental stations. This provided much opportunity for discussion! There are also the practicalities of ensuring visibility and minimising fading to bear in mind. The final colour scheme was agreed on the following criteria - to reflect Reading Borough Council's colours (purple), the Council's colour scheme for transport news (orange) and - most importantly - safety.

So, there the colours were born - a purple framework with orange high-visibility handle bars. The challenge to create a bike that people are happy to ride, but wouldn't want to take home with them, is an important part of the creative process. Once the colour scheme was agreed, the actual shades were modified by popular request following the presentation of our first demonstration bike. Across the

Hourbike operated schemes we have dark and light green, orange, blue, gold and now purple. I don't believe anyone can say that the ReadyBikes are not distinctive.

A similar process of discussion, analysis and review follows the design of the network and therefore the station locations. In our experience, when it comes to locations some are clearly obvious, but others not so. Compromise plays a large part as the stations require a small space of land, which may or may not be available, or may have access issues for either the bikes or the maintenance vehicles. However, there is a design methodology in developing a shared bike network, and as the locations are proposed, a picture of who would use the bikes from the locations and for what purposes starts to emerge. Of course it's not perfect, and there is always a maximum number of stations due to budget. Currently there are parts of Reading which are not covered and this is under discussion with the Council. As ReadyBike data grows and bike journey patterns are able to be analysed, there maybe an opportunity to move stations to other areas of Reading that are not yet on the network.



Since the launch in June, it has been fantastic to see ReadyBikes being ridden around town, on all sorts of journeys, at all times of night and day. Our recent survey of all ReadyBike registrants suggests a healthy increase in cycling predicted for 2015. The survey sent to existing customers provided us with insights into all aspects of the scheme, including customer decision processes, behaviour change influences and types of journeys being taken, and those wanting to be taken by bike. As a result, we will be making some adjustments during the year to reflect our findings and continue to evolve the scheme.

For example, to increase the attractiveness of the scheme, and following user feedback, it has been agreed that the tariff should be adjusted so that

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ReadyBike

payments made into an account for day or casual use can be carried over for future use if not all spent on that day. The annual membership will remain the same. This new payment structure will be brought in as soon as possible.

We glean a lot of information about each user's trip, and this feeds into our software model for redistributing the bikes. This is one of the most challenging areas for all public bike operators, particularly with larger schemes of several hundred bikes and above, as the cost of being inefficient with people, time, and vehicles can easily escalate. So we use a combination of real time data, historic usage analysis and a large dose of local knowledge to ensure the best we can that bikes are moved from nearly full stations to nearly empty stations. Reading is not a large environment, but like all busy towns and cities it has its traffic challenges, particularly at peak times. This can coincide with peak bike usage, so we have to anticipate where the redistribution vehicles need to be ahead of time.

After the first six months of operation, where do we go from here? We have built a good understanding of who has been using the bikes, from where and

to where, times of journeys etc, plus recent research has helped us add to that knowledge with qualitative feedback. We know people enjoy riding the bikes and we also know where we could be doing better.

We have a large group of consistent riders taking advantage of the first 30 minute free rule that comes with the annual membership. These riders are making trips daily as part of their lifestyle and routine. We also have a large number of people purchasing the casual subscriptions, paying to use the bikes as and when they wish. It is important to provide different access choices to the scheme. Current users are students, residents, employees in Reading for work, plus visitors to the town.

As we move towards ReadyBike's first anniversary in June, we know more about our existing and prospective customers. Our challenge continues to be to reach out to the Reading community with a focus on encouraging greater usage of the ReadyBikes - and cementing the offer that here is an additional public transport option for everyone to use.

By Tim Caswell, Managing Director, Hourbike, January 2015

Is Your Membership Up To Date?

Please can you check if your membership is up to date.

Our membership fees are:

Individual Membership £3 per year

Joint Membership £5 per year (for two or more people living at same address)

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Life Membership £35

You can pay online at:

www.readingcyclecampaign.org.uk/joinus.aspx.

You can also read our newsletter on the website.

Alternatively send a cheque, made out to Reading Cycle Campaign, to:

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CTC Bike Rides Listings

The quarterly CTC rides leaflet has been discontinued, but the rides are listed in this newsletter and are updated online. Please ALWAYS check the CTC website at <http://www.readingctc.co.uk/rides> for additions and changes.

Date	Destination	Start	Leader	Lunch	Miles	Information
Sun 1 Mar	Pamber End (SW)	10:00 Fountain	Sean Hayden 07801 414707	Elm Park Gdn Ctr Cafe 175/612587	30	Leisurely
Sun 1 Mar	TBC	10:00 Fountain	TBC	pub en route	30	Off road
Sun 1 Mar	Watlington (N)	09:15 Fountain	Allan Adams 988 3044	Carriers Arms 175/692945	50	Moderate. 11s Henley Rowing Museum
Sun 1 Mar	Morning Ride (N)	09:00 Fountain	Simon	Return to Reading before lunch 175/784843	25	Off road
Tue 3 Mar	Silchester (SW) - MEET FOR LUNCH FROM 12 NOON - Calleva Arms 175/628621					
Wed 4 Mar	Reading 'Caversham' (N)	19:30 Fountain	Martin Soanes 948 4057	Fox & Hounds 175/716747	15	Off road
Wed 4 Mar	Reading 'Caversham' (N)	19:30 Fountain	Jeanette Jeans	Fox & Hounds 175/716747	20	Moderate
Wed 4 Mar	WEST	11:00	Morris Dowding 989 0326	Meet: La Baguetterie (Theale) 175/644713	35 30	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 8 Mar	Offroad tour?	TBC	TBC	pub en route		Off road
Sun 8 Mar	Burnham Beeches (NE)	09:30 Dinton	Simon Bird 07846 219114	Cafe 175/953849	60	Moderate. Some not-so rough stuff (Jubilee River)
Sun 8 Mar	Sherborne St John (S)	10:00 Fountain	Mike Lingham 947 5480	Swan 175/626553	35	Leisurely/ moderate
Tue 10 Mar	Crazies Hill (NE) - MEET FOR LUNCH FROM 12 NOON - Horns 175/799809					
Wed 11 Mar	Reading (S)	19:30 Fountain	TBC	Foresters Arms 175/703728	15	Off road
Wed 11 Mar	Reading (S)	19:30 Fountain	Naomi Umeda 07900 263563	Foresters Arms 175/703728	20	Moderate/ brisk
Wed 11 Mar	NORTH	11:00	Morris Dowding 989 0326	Henley Rowing Museum 175/7678	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 15 Mar	Checkendon (N)	10:00 Fountain	Paul Roberts 07702 006105	Black Horse 175/667841	30	Off road
Sun 15 Mar	Alton	09:00 Dinton	Graeme Hoyle 07879 838 424		75	Brisk
Sun 15 Mar	Kingsclere (SW)	09:15 Earley	Lesley Adams 988 3044	Crown 174/5258	55	Moderate. 11s Bramley
Sun 15 Mar	Little London (SW)	10:00 Earley	Richard Underwood 986 2444	Plough 175/621597	30	Leisurely/ moderate
Tue 17 Mar	Sherfield on Loddon (S) - MEET FOR LUNCH FROM 12 NOON - Four Horseshoes 175/680579					
Wed 18 Mar	Reading (E)	19:30 Fountain	Malcolm Fleming 986 4166	Eldon Arms 175/725732	15	Off road
Wed 18 Mar	Reading (E)	19:30 Dinton	Simon Bird 07846 219114	Eldon Arms 175/725732	23	Moderate
Wed 18 Mar	SOUTH	11:00	Morris Dowding 989 0326	Meet: Beech Hill Church Café 175/698644	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 22 Mar	Bagnor (W)	09:30 Theale	Nora & Clive Gordon 942 5371	Blackbird 174/454693	40	Leisurely/ moderate
Sun 22 Mar	TBC	10:00 Fountain	TBC	pub en route	30	Off road
Sun 22 Mar	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch 175/784843	25	Off road
Sun 22 Mar	Studley Green, Nr Stokenchurch (NE)	09:30 Fountain	Steve Ellwood 01491 680 676	Garden Store 165/783953	50	Moderate one stop
Tue 24 Mar	Binfield (E) - MEET FOR LUNCH FROM 12 NOON - Victoria Arms 175/842713					
Wed 25 Mar	Curry ride	19:30 Fountain	Sel Dixon 954 6306	Indian	15	Off road
Wed 25 Mar	Somewhere spicy	19:30 Fountain	Jeanette Jeans 07897 512 491	TBC	24	Medium hot ride
Wed 25 Mar	NORTH WEST	11:00	Morris Dowding 989 0326	Meet: Herb Farm Cafe 175/711797	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 29 Mar	TBC	10:00 Fountain	TBC	pub en route	30	Off road
Sun 29 Mar	St Mary Bourne (SW)	09:15 Earley	Allan Adams 988 3044	George 185/422503	65	Moderate/ brisk. 11s Kingsclere shop
Sun 29 Mar	Englefield Green (E)	10:00 Dinton	John Lomas 01344 420031	Barley Mow 175/992714	40	Leisurely/ moderate (with Windsor Gt Park)
Sun 29 Mar	Burghfield (SW)	10am Earley	David Roberts 986 2763	Hatch Gate 175/667685	30	Leisurely
Tue 31 Mar	Sherborne St John (S) - MEET FOR LUNCH FROM 12 NOON - Swan 175/626553					
Wed 1 Apr	Sonning Eye (E)	19:30 Fountain	Paul Roberts 07702 006105	Flowing Spring 175/747767	20	Off road
Wed 1 Apr	Sonning Eye (E)	19:30 Earley	Steve Albon 07801 287 616	Flowing Spring 175/747767	22	Moderate
Wed 1 Apr	SOUTH WEST	11:00	Morris Dowding 989 0326	Meet: Mortimer Bakery Café 175/651647	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 5 Apr	Off road tour to north Wales	Dolgellau	Ian Doyle 07974 409607	pub en route	35	Off road Thu 2/4 - Mon 6th
Sun 5 Apr	Chalgrove (N)	09:15 Fountain	Lesley Adams 988 3044	Lamb 165/631972	55	Moderate. 11s Ewelme
Sun 5 Apr	Checkendon (N)	10:00 Fountain	Richard Underwood 986 2444	Black Horse 175/667841	25	Leisurely
Sun 5 Apr	Benson Marina (NW)	07:00 Fountain	Nick Clark 07866 033 638	Riverside Café 175/613917	35	Brisk breakfast ride - return for 10:00
Mon 6 Apr	Swallowfield (S)	10:00 Earley	Nick Clark 07866 033 638	Crown 175/725649	25	Very Leisurely
Tue 7 Apr	Hailey (N) - MEET FOR LUNCH FROM 12 NOON - King William IV 175/643858					
Wed 8 Apr	Whistley Green (E)	19:30 Fountain	James Hilling 07787 535656	Elephant & Castle 175/792742	20	Off road
Wed 8 Apr	Whistley Green (E)	19:30 Earley	Nick Clark 07866 033 638	Elephant and Castle 175/792742	12	Leisurely evening ride
Wed 8 Apr	Whistley Green (E)	19:30 Fountain	TBC	Elephant and Castle 175/792742	29	Brisk
Wed 8 Apr	EAST	11:00	Morris Dowding 989 0326	Meet: Sheeplands GC 175/800778	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sat 11 Apr	Kimbridge (SW)	08:15 Reading Stn (3 Guineas)	Simon Bird 07846 219114	Annies Tearooms 185/328255	60	Moderate. Train assist to Basingstoke, Test Valley ride

CTC Bike Rides Listings

Date	Destination	Start	Leader	Lunch	Miles	Information
Sun 12 Apr	TBC	09:00 Fountain	Peter Nightingale 932 0297	pub en route	60	Off road
Sun 12 Apr	Chinnor (NW)	09:15 Fountain	Mick Simmons 954 3537	Orchard Cafe	50	Moderate. 11s Ewelme
Sun 12 Apr	Greywell (S)	09:15 Earley	Erica Johnson 966 6913	Fox & Goose 186/7151	45	Leisurely/ moderate 11s N Wamborough (Farm Shop) or Odiham if late
Sun 12 Apr	Silchester (SW)	10am Earley	David Roberts 986 2763	Calleva Arms 175/628621	30	Leisurely
Tue 14 Apr	Swallowfield (S) - MEET FOR LUNCH FROM 12 NOON - Crown 175/725649					
Wed 15 Apr	Gallowstree Common (N)	19:30 Fountain	Martin Soanes 948 4057	Reformation 175/689802	20	Off road
Wed 15 Apr	Gallowstree Common (N)	19:30 Fountain	Paul Irving 07909 528 722	Reformation 175/689802	22	Moderate/ brisk
Wed 15 Apr	WEST	11:00	Morris Dowding 989 0326	Meet: La Baguetterie (Theale) 175/644713	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 19 Apr	Little London (SW)	09:30 Theale	Nora & Clive Gordon 942 5371	Plough 175/621597	40	Leisurely/ moderate
Sun 19 Apr	TBC	10:00 Fountain	TBC	pub en route	30	Off road
Sun 19 Apr	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch	25	Off road
Sun 19 Apr	Marlow (NE)	08:30 Dinton	Ian Moore 07773 300 665	Court Leisure Centre 175/8488	50	Brisk. Return by 1 pm
Sun 19 Apr	Henley (N)	10:00 Fountain	Sean Hayden 07801 414707	Catherine Wheel 175/762827	25	Leisurely
Tue 21 Apr	Taplow (E) - MEET FOR LUNCH FROM 12 NOON - The Dumb Bell 175/910813					
Wed 22 Apr	Whitchurch Hill (NW)	19:30 Fountain	Paul Mattingly 07976 796 217	Sun 175/643794	20	Off road
Wed 22 Apr	Whitchurch Hill (NW)	19:30 Fountain	Naomi Umeda 07900 263563	Sun 175/643794	20	Moderate/ brisk
Wed 22 Apr	NORTH	11:00	Morris Dowding 989 0326	Meet: Henley Rowing Museum 175/7678	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Sun 26 Apr	Kidmore End (N)	10:00 Fountain	Jenny Forkes 967 4154	New Inn 175/699793	25	Leisurely - Birthday Ride
Sun 26 Apr	Kidmore End (N)	10:00 Fountain	Sel Dixon 954 6306	New Inn 175/699793	30	Off road Birthday Ride
Sun 26 Apr	Kidmore End (N)	09:30 Fountain	Joe Edwards	New Inn 175/699793	30	Moderate. Birthday Ride.
Sun 26 Apr	Kidmore End (N)	09:00 Fountain	Nick Clark 07866 033 638	New Inn 175/699793	40	Brisk Birthday Ride - 11s Ewelme
Tue 28 Apr	Hermitage (W) - MEET FOR LUNCH FROM 12 NOON - Fox 174/509731					
Wed 29 Apr	Kingwood (N)	19:30 Fountain	Angus Mitchell 07794301935	Unicorn 175/701818	20	Off road
Wed 29 Apr	Sonning Common (N)	19:30 Fountain	Simon Bird 07846 219114	Unicorn 175/701818	24	Moderate
Wed 29 Apr	SOUTH	11:00	Morris Dowding 989 0326	Meet: Beech Hill Church Café 175/698644	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Fri 1 May	Ride (50m) leaving Reading c. 15:00 or make your own way for camping Fri/ Sat/ Sunday night - Loxwood, West Sussex - Folk Camp Weekend with a combination of easy day rides and folk music/ dancing/ singing if you want! c. £80 - Nick Clark 07866 033 638 - details to follow					
Sun 3 May	Offroad tour	TBC	Paul Roberts 07702 006105	pub en route	30	Off road
Sun 3 May	Godalming	09:00 Dinton	Graeme Hoyle 07879 838 424	En-route	75	Brisk
Sun 3 May	Long Sutton (S)	09:15 Earley	Lesley Adams 988 3044	Four Horseshoes 186/748470	55	Moderate. 11s Redfields GC
Sun 3 May	Swallowfield (S)	11:00 Earley	Richard Underwood 986 2444	Crown 175/725649	15	Very Leisurely. Note start time
Tue 5 May	Ewelme (N) - MEET FOR LUNCH FROM 12 NOON - Shepherds Hut 175/639919					
Wed 6 May	DINTON 100 Audax event. 10:00 start at Dinton Pastures Country Park - www.aukweb.net					
Wed 6 May	Swallowfield (S)	19:30 Fountain	Martin Pearce 07919 448 148	Crown 175/725649	25	Off road
Wed 6 May	Swallowfield (S)	19:30 Earley	Ian Swan 07766 244 816	Crown 175/725649	25	Brisk+
Wed 6 May	NORTH WEST	11:00	Morris Dowding 989 0326	Meet: Herb Farm Cafe 175/711797	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Wed 6 May	Swallowfield (S)	19:30 Earley	Richard Underwood 986 2444	Crown 175/725649	15	Leisurely
Sun 10 May	Farnborough (Berks)	09:30 Theale	Nora & Clive Gordon 942 5371	Saddleback Farm Shop	40	Leisurely/ moderate
Sun 10 May	TBC	09:00 Fountain	Elliot Dean 07879 647681	pub en route	50	Off road
Sun 10 May	Aldworth (NW)	10:00 Earley	Richard Underwood 986 2444	Bell 174/556797	35	Leisurely/ moderate. Some rough stuff (weather permitting)
Sun 10 May	Reading	10:00 Fountain	Joe Edwards	Coffee & lunch stops TBA	25	Leisurely. Explore reading cycle network (3 loops from town centre)
Tue 12 May	Little London (SW) - MEET FOR LUNCH FROM 12 NOON - Plough 175/621597					
Wed 13 May	Theale 'Sheffield Bottom'	19:30 Fountain	Jason Pyke 07932 652368	Fox & Hounds 175/648698	20	Off road
Wed 13 May	Theale 'Sheffield Bottom'	19:30 Fountain	James Hancock 07500 841 460	Fox & Hounds 175/648698	30	Brisk
Wed 13 May	SOUTH WEST	11:00	Morris Dowding 989 0326	Meet: Mortimer Bakery Café 175/651647	35	Meet 10:30-11:00 for onward ride/ lunch to be decided on the day
Wed 13 May	Theale 'Sheffield Bottom'	19:30 Earley	Richard Underwood 986 2444	Fox & Hounds 175/648698	15	Leisurely
Sun 17 May	Littleworth Common (NE)	09:15 Fountain	Jeanette Jeans 07897 512 491	Jolly Woodman 175/934865	60	Moderate
Sun 17 May	Bucks Offroad Sportive	09:00 Maple Cross	www.bucksoffroadsportive.co.uk	Energy gel en route	60	Off road
Sun 17 May	Haddenham	09:15 Fountain	Mike Hardiman 9793147	Garden Centre	70	Moderate/ brisk. 11s Ewelme
Sun 17 May	Morning Ride (N)	09:00 Fountain	Martin Soanes 948 4057	Return to Reading before lunch	25	Off road
Sun 17 May	Benson Marina (NW)	10:00 Fountain	Mick Simmons 954 3537	Riverside Café 175/613917	35	Leisurely
Tue 19 May	Fifield (E) - MEET FOR LUNCH FROM 12 NOON - Fifield Inn 175/908764					
Wed 20 May	Shiplake (NE)	19:30 Fountain	Jim Thompson 07906 164 486	Plowden Arms 175/764783	20	Off road
Wed 20 May	Shiplake (NE)	19:30 Fountain	Naomi Umeda 07900 263563	Plowden Arms 175/764783	23	Moderate/ brisk

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You can now find RCC on Facebook:
<http://www.facebook.com/ReadingCycleCampaign>
and Twitter: <http://twitter.com/ReadingCycle>

Next newsletter copy date: 6 April 2015

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

Check out our website:

readingcyclecampaign.org.uk

And don't forget to keep up to date with what's happening on the Facebook Page and Twitter too.

Campaign Diary

Monthly Meetings

Monthly meetings are held at 7.30pm on the third Wednesday of each month:

Wednesday 18 March 2015
- open meeting (see page 3)

Wednesday 15 April 2015
- committee meeting

Wednesday 20 May 2015
- open meeting

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

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