EWE BAA v4.0 13 Nov 2026

EWE Baaa 200km Permanent – Information

Hello, welcome to the EWE Baaa 200 – a linear 200 devised by Pat Hurt that tracks the M4/Thames valley between Lambourn and Kew Bridge, THAT LONDON. Once you're out of the urban sprawl, and with the exception of visits to Reading and Windsor, it manages to stick to quiet A/B roads and country lanes, giving a pleasant little jaunt. For something that supposedly goes along a river valley, it manages to pack in 1500m of climbing, including "The hill so steep they dare not grade it…" ;-) Min speed 14.3kph - Max speed 30kph - Max time 14.0 hrs.

If you're starting from Lambourn, there is a good Free public car park on the right of the B4000 (High Street) 150m SW of the crossroads with Newbury St / Parsonage Lane.

You can start anywhere, and ride in either direction. The required controls are:

Lambourn –there's two stores, a Newsagent, cashpoint, and Lambourn Café near the car park entrance.

Caversham (50.2km) – You can use anything *between* (inclusive) the Co-Op store (EW 52.9 / WE 51.8) and filling station North of Caversham Bridge (EW 54.1 / WE 50.2)

Windsor (79.9km) – You can use anything *between* (inclusive) Café Barry (Riverside, Alexandra Park) [West side] and the Railway station (Datchett Road) [East side]. *Toilets can be found at the Coach station, across Alexandra Park.*

Kew Bridge (104.7km) – There are several cafes along Strand on the Green [East side of Kew bridge], or Costa Coffee / Sainsbury's [West side of Kew Bridge)].

Windsor (130.3km) Caversham (158.8km) Lambourn (208.7km) - Same controls as on the way out.

In terms of the ride, there's only one junction to really worry about – by Stanwell Moor the route crosses over the M25, on a large roundabout. It is recommended to use the metalled bridleway on the inside of the roundabout:

· **EW: Immediately** before mini-rbt @ 17.3, join b/way RHS (through sewer pipes), and after 200 metres follow left under bridge, to come out by stones, where L to rejoin route
· **WE:** Just after Travelodge LHS @ 88.0, cross road to pass between stones, and follow b/way to come out sewer pipes by mini-rbt, where L to rejoin route.

Other things to watch out for:

- Reading. Use cycle paths where possible, taking usual account of any broken glass and when merging from cycle path to road.

- Sonning. This is on a narrow wiggling B road that is often busy because of TL at bridge.
- West of Windsor. These B roads can be busy but not excessively so..
- Roads south of Heathrow Airport. These are remarkably not busy, but some stretches with close tall fences that gives no escape room from close vehicle passes.
- A315 cycle path. This is a painted lane on the main road, and feels OK. Near Hounslow bus station it does run out - although traffic always seems to be OK.
- Theale. If travelling EW late in the day, fence/barrier c200yds W of footbridge has poor visibility in low evening sun and risk of crashing in to it. Don't ask me how I know this.

Once you have entered you can do the ride on the date of your choice, but there is no refund if you decide not to do it. You can alter your day of ride on the system, but its good to also let me know by email so that I can let you know of any issues with the route.

Most riders now use gps as proof of passage, but if you would like to use a brevet card:
Control proofs can be till receipts/cash machine receipts/car park tickets giving the place name, time and date. Rubber stamps with time and date added by staff with proof of place, time and date are also acceptable. Its helpful if you can highlight the time and location of the control on any receipts, and then staple them to the relevant control point on the brevet card. Don't forget to include a ssae if you would like the brevet card returned.

Have an enjoyable and safe ride, and remember to post the completed and signed card back, or upload the gps track, within 14 days of the ride.

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