



NEWSLETTER

March 2014

Welcome

Welcome to our new look Newsletter. We aim to produce four newsletters a year, but with more detail of our activities and local schemes. Next Meeting is on Wednesday 26th March at Café Rouge in Leamington Spa. We will be discussing plans for the Peace festival in June among other things. Please come along to hear the latest news and express your opinions

Receiving Your Newsletter

You will have received this Newsletter by hand or post. However to spare the environment and Cycleways cost, please would you consider receiving your newsletter electronically (PDF format). If you are happy to do so, please let us know (editor@cycleways.org.uk). If you prefer a paper copy, that is no problem. We will continue to deliver unless you say otherwise. Newsletters can always be downloaded from our website too.

Cycle Safety for Schools Project

In February this year Dennis Quinlan, the North Leamington Beat Manager for Warwickshire Police, came to the Cycle Forum meeting to talk to us about cycle safety in North Leamington. The North Leamington Community Forum had identified unsafe cycling by school students as something that they wanted to improve, and had grant money available to help.

We quickly put together a proposal for £2,416 to run Bikeability cycle training at North Leamington and Trinity schools. Bikeability is 'cycling proficiency' for the 21st century, designed to give the next generation the skills and confidence to ride their bikes on today's roads. It was developed by more than 20 professional organisations including the Royal Society for

Prevention against Accidents and is supported by cross-Government departments including the Department for Transport, Department of Health and Department for Children, Schools and Families. There are three levels, the first of which some children do at primary school, so we planned to offer levels 2 and 3:

* Level 2 training is designed to develop road sense, awareness of traffic dangers and improve the trainee's ability to ride safely. Most of the training takes place on the road. Trainees must be able to ride and control their bike; maintaining balance whilst giving hand signals. They should also be able to use their gears.

* Bikeability Level 3 teaches skills to tackle a wider variety of traffic conditions and is suitable for secondary school pupils and adults who are ready to tackle more challenging roads and traffic situations. The course covers dealing with hazards, making 'on-the-move' risk assessments and planning routes for safer cycling.

We figured that getting teenagers to do the training would be hard work, so we planned to spend at least half of the money on promotion of the training. This was to include free bike servicing and free lights - which had to be fitted there and then! Nicola Small from the Warwickshire County Council helped point us in the direction of people who could offer some of the services, which was invaluable.

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Boris' Bikes



I go to London, perhaps twice a month for work. Often while searching the city's backstreets for the office I am due to visit I have happened upon a number of Barclays Bicycle Hire Scheme docking-stations. These are probably better known as 'Boris Bike Stations'. Recently, after enduring a tube journey where the train was so crammed that I could only put one foot on the floor I decided that on the next visit to London I would try one of these bikes as an alternative way of getting from Marylebone to the financial district. A couple of days before my trip to London I mentioned this to a relative who lives in London. He said he had never ridden one of these bikes but he had heard that the docking stations, where you start and finish your journeys, are often full. This is a good thing if you are starting a journey but not so good if you are finishing a journey. If you have to get somewhere for an appointed time and have finished cycling only to find a docking station with no spare docks you might experience that sense of panic that can be generated when having sighted a "Car Park Full" sign on arrival at an airport. Considering that I was going to meet someone I had never met before I decided to suffer the tube on the way to the meeting and then cycle back to Marylebone. It might leave a bad impression if I arrived at the client's office late, and stressed, after having cycled around in circles trying vainly to find an empty dock. My maiden voyage was therefore to be a ride from the City to the West End to pick up a Christmas present from a shop and thence onward to Marylebone Station for the train back to Leamington. The day before my trip I went to the cycle hire scheme's website and used its Cycle Journey Planner to create a route map by entering the details of the start and finish locations of my intended journey. I chose the "moderate cycling" option which uses a formula that tries to choose a route along "Mainly back streets, with some main roads where unavoidable. The speed is 16km/hr." With street names in London sometimes changing from block to block the instructions on the map ran to five pages.

The following day after my meeting was over I walked to the docking station that the website had recommended as my journey's start point. It was situated away from the street in a square next to a skyscraper and was a twenty-metre long metal structure composed of stands into which the hire bikes' front wheels were docked and locked. About a third of the docks were unoccupied and I wondered if those slots would have been spare before my meeting. At one end of the docking station there was a payment unit where the hirer arranges the hire by following instructions on a touch-screen. The scheme charges the user £2 for a day's worth of bike hire. However the longest period that any one bike can be hired is 30 minutes. If the bike is returned late a sliding scale of additional charges applies. After agreeing to the terms and conditions detailed over thirty-four screen pages, which I cannot imagine anyone reads fully, the contract was completed by inserting a debit card and typing in my PIN. One of those Ts and Cs probably advised me that my debit card would be billed if I returned the bike too late. The machine provided me with a print-out of my five digit bike release code. I was free to choose any bike parked at the station.

The lock on each dock could be released by entering my code, 11312, on a three digit keypad. This membrane keypad was similar to those found on early cash machines and computers. In those days it could be annoying to look up at the screen and realise that either your key strokes had had no effect or conversely that you had hit the button successfully on more occasions than you intended. At least there was a screen where you could see if, and how, you had erred. The docks have no screen and only provide a green light that illuminates to inform you that you had hit the right buttons in the right order. My finger-stabbing technique failed at the first three docks. I paused, meditated and then adopted a more caressing approach at the fourth dock and I got the green light. I fear for anyone starting their journey at a station containing a single bike. They must be massaging their middle finger in apprehension as they approach the keypad.

The tenderness required to get the green light contrasts with the brute force required to physically release the bike. I expected to be able reverse the bike out gently. In reality it was like yanking out a supermarket trolley that the previous shopper had "nested" with too much gusto. From what I experienced I would advise anyone not to position their shin behind one of

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Treasurer/Membership Secretary

As you know Cycleways does not have a formal structure, but we do need someone to look after the membership money, track membership records, issue membership cards and send out newsletters. Debbie has performed this role admirably for many years, however she has now decided to hang up her shoes to allow more time with her family. So we have been looking for someone to take over her duties. Peter Clear has volunteered to take over the with help from David. However, if you would be willing to help out, I am sure they would be grateful of the help, in which case, contact editor@cycleways.org.uk or membership@cycleways.org.uk. We would like to thank Debbie for all her hard work keeping us organized.

Boris' Bikes cont...

the pedals during the release process.

I now had the bike. It was very heavy and had a frame and wheels like a moped. There was a quick release key on the saddle stem that let me set the bike up for a comfortable riding position. Twisting the right hand grip changed the three gears. With my route plan in my pocket I was ready to go and nothing was going to stop me, especially the brakes, which, as all guides to hiring cars will tell you, must be tested before you leave. As I now know the user can return a faulty bike to a dock and after pressing/caressing/hitting a special button they can declare the bike suspect and be free to release another. The brakes on my bike could be better described as decelerators. However, as I was confident that all London's traffic had vanished since the introduction of the congestion zone I expected to be riding without interruption. This could not be further from the truth. The zone has been operational for ten years and is now so well-known that the only vehicles within the zone are ones that really have to be there: buses, taxis and vans delivering to restaurants and offices. The common characteristic of these vehicles is that they have to stop a lot to collect and off-load. The presence of double-yellow lines and advisory cycle lanes does not inhibit these vehicles from pulling up suddenly. You find yourself veering towards the centre of the street as you begin to expect every vehicle in front of you to stop. There were no other hire-bikes on the road but plenty of nippy fixed gear or road bikes. You can see why their riders choose that type of bike for avoiding trouble in central London, or at least attempting to avoid trouble. One benefit of the hire bike being bulky was that when I was forced by traffic to ride over a pot-hole or misaligned manhole cover I hardly felt a thing. The bikes are designed for comfort and not speed. I was still a long way from my destination but approaching the end of my thirty minutes. It is difficult to keep up to a 16 km/hr pace, read a map and observe the traffic. One thing had to give and that was speed. To avoid an additional charge I needed to surrender my bike at the nearest docking station and then take a new bike to continue my journey. For reasons of user-safety and space the stations tend to be situated on minor roads or away from roads completely. This means that it is difficult to find the nearest station to you. I did not see any of them signposted either. I suppose that the organisers of the scheme assume that the spread of 4G-enabled smart phones will allow users to find out their nearest anything very quickly, whereas my older phone just stared back at me when I first caressed and then stabbed my fingers at it in an attempt to download a docking station map. Even the map created by the scheme's website did not show stations near to the advised route. A few minutes, and an additional £1 charge, later I decelerated to my appointed destination. The locking procedure seemed a lot easier than the releasing one. I had not used the bike on the way to the City because the risk of a full docking station might make me late and stressed. My West End docking station was not full but I still managed to be late and stressed. I am not writing the scheme off because I think I chose the wrong type of journey for my first go. Firstly, unless you are a taxi driver and have the "Knowledge" it is difficult to navigate across the centre on a working day while concentrating on not getting hit. Secondly, the journey was just too far. If I lived on the edge of the centre I would definitely use the bikes for short journeys. For £90 a user can have unlimited 30 minute journeys for a year. In a city where rent is so expensive it can be difficult finding space for a bike so perhaps it would be easier to use the (generally) well-maintained bikes at the end of the street. Across Europe and North America these schemes are not limited to large metropolitan areas and I think this sort of scheme could work well in Warwick/Leamington where the longest journey possible would be less than five miles and where most people live within two miles of either Warwick or Leamington town centres.

In the end I walked the last leg of the journey from Oxford Street to Marylebone. On arrival I noticed that the bike docking-station was full.

Peter Clear

Cycle Rickshaw Marathon

The Kenilworth Cycleways Group is planning on bringing a cycle rickshaw from Denmark to Kenilworth. The intention is to raise awareness of how a rickshaw could be used to give less mobile people the chance to get out and see some places not otherwise accessible e.g. the Kenilworth Greenway. The plan is have teams to cycle the rickshaw from Harwich and then to use around Kenilworth to raise awareness. They are still looking for volunteers to cycle the rickshaw in Kenilworth. If you have strong legs and would like to volunteer, please contact the editor and I will pass on your details or see www.kenilworthcycleways.org.uk for contact details.

Cycle Provision on Residential Roads



Cycle provision to reduce car use for short journeys can make a substantial contribution to easing the problem of traffic congestion in and around towns. But if we are to wean people out of their cars, it is essential that the provision is safe and that the cyclist does not have to compete with the motorist for road space. Safety is paramount, particularly if we wish to encourage more young people and families to cycle.

The use of selected residential roads can provide authorities with a relatively low cost way of providing cycle provision, provided measures are put in place that clearly indicate that priority is given to cyclists and pedestrians over vehicles. The reason for this is that, as our main town routes become more congested, motorists are constantly seeking new ways to avoid traffic jams and convenient residential roads then become their target for what are now known as “rat runs”. The problem is made worse by the fact that motorists using these roads tend to travel at speed in their determination to beat the queue thus making it unsafe for cyclists and pedestrians.

A local example of how a residential road can be used to provide a safe and attractive cycle way is in the process of being implemented in York Road in the centre of the town. This residential road, which adjoins York Walk and York Bridge, provides direct pedestrian access to the Parade via the Pump Room Gardens and is therefore used for both long and short term parking. However, it is also used by vehicles taking a short cut either to Adelaide Road or to High Street. Whilst vehicle numbers using the road as a short cut are relatively low, the high speed of those vehicles makes it unsafe for cyclists and those pedestrians crossing York Road to access York Bridge. The blind corner at the Eastern end of York Road presents another dangerous factor.

It was against this background that York Road residents, with support of local Councillors, the Senior Transport Planner of Warwickshire County Council and funds from Trilogy (the developers of what was the Ford Foundry site) are proposing a solution that reduces the number of conflicting movements between cyclists and motor vehicles by prohibiting entry from Adelaide Road except for cyclists and prohibiting vehicles from turning right onto Adelaide Road with the exception of cyclists. This simple solution eliminates the road being used as a short cut, makes it far safer for cyclists and pedestrians whilst still allowing people to park and access the town.

With the York Road link in place, it opens up further opportunities for extending the cycle provision both Eastwards to link to the Rail Station and Westwards towards the Retail Park using Archery Road (a no through road and therefore relatively safe) and the Southern edge of the circular path around Victoria Park to link to the new provision by the railway bridge. The one danger point is getting across Adelaide Road but for those not feeling confident there is the nearby crossing.

What the York Road project does demonstrate is that the provision of individual solutions on residential roads can provide additional links that can contribute to a wider, integrated network of joined up, safe, attractive cycle routes throughout the town. It is hoped that such a provision will encourage more people out of their cars and onto bicycles thus contributing to less traffic, a cleaner environment and a healthier population.

Jef Tuyn

News

Cycleways has responded to Warwick District Council’s Local Plan with proposals for mitigation of the increased traffic volumes expected from new housing developments. The emphasis is on sustainable transport as the solution and of course principally cycling. It will hopefully be discussed at the planning meeting shortly.

Cycleways has prepared a comprehensive Review of Cycling Facilities/Infrastructure that exists. The review appraises the quality of the schemes and proposes improvements on a specific and general level. The review has been passed to the County Council. We will let you know the response in due course.

Northwest Warwick Scheme

An urban off-road cycle route (shared with pedestrians) linking National Cycle Network routes 52 (Coventry Road) to 44 (from Saltisford Common), is set to be delivered by Warwickshire County Council. The proposal intends to provide a safe and practical route for those wishing to cross from the South to the North of Warwick (and vice versa) without having to negotiate the narrow and frequently congested roads in the town centre. It is anticipated that children will benefit greatly from this route and will use it extensively to get to and from Aylesford School during term time.

The route starts on the south side of the passage under the railway bridge at Saltisford, before crossing Saltisford Common, routing onto St Michaels Road and Cape Road, and then turning northbound along Lower Cape and across the canal. Upon crossing the canal the route heads east across Packmores before joining the road on Greenway (off Kilnsey Grove).

Whilst the proposed route is, in principle, a very positive step forward, Cycleways believe there is scope to improve the proposal further. One key recommendation is to ensure that the shared cycle route maintains priority when crossing commercial driveways, such as with the commercial property of Wedgenock Car Sales on Cape Road. This recommendation, along with others, will be submitted to the WCC for consideration.

The proposal is already at an advanced stage: the route will be part-funded by Sustrans, who have been involved extensively in the detailed design of the route, and work will begin on the northern end of the route in Woodloes early in 2014.

Bike Sales

Bike sales have significantly overtaken car sales right across most of Europe. In the UK, in 2012, a total of 3.6m bikes were sold, compared with approx 2m cars.



Cycling Safety

Although there has been much material in the press recently about cyclists getting killed in London, if the picture is analysed in a little more detail, the life of the cyclists is not quite as bad as some would make out. Whilst there has been a sudden increase in fatalities very recently, one every two days, up until this point only three cyclists had been killed in the first six months of 2013. A clearer picture emerges if more long term comparisons are made,

in 2002 there were 110m cycle trips made in London and 20 cyclists were killed. Ten years later the number of trips had increased to 180m but with only 14 cyclists killed.

This pattern also fits in with the DfT surveys across the country which show that the number of cyclists killed or seriously injured has fallen by 33% since the 1990s.

Cycle Forum

The Warwick District Cycle Forum met on the 14th of January. Cycleways is well represented there and there was also Councillor John Whitehouse and Nicola Small representing the County Council. Here are summary of the topics discussed.

Myton Road Extension—The Engineer running this is now back at work and will be consulting about the scheme (at high level shortly)

Northwest Warwick Scheme—The scheme is now settled and should be completed by April. Our view is that it is a valuable improvement though there are a few areas it could be better.

Warwick to Leamington Extension—WCC have employed a consultant to look at the best options to connect the end the Emscote scheme to the Parade. We have sent a study we did four years ago showing our preferences for their information.

K2L—the scheme has been checked for feasibility and cost in sections. The plans for connections at each end should have been completed by now. The scheme is ready to go when some funds become available. It is a scheme together with the above that WCC are applying for funds for from the Local Enterprise Partnership in their Strategic Economic Plan.

Local Sustainable Transport Fund—Authorities are allowed one bid of up to £1m. WCC has applied for funding for Smart ticketing on buses throughout Warwickshire and Coventry.

Princes Drive—Nicola has some funds available to spend on opening the wide arch on viaduct on Princes' Drive. It has to be completed by March. If she can get the licence to work on the lands from Network Rail in time it will go ahead.

Victoria Park—Final confirmation that the path can be converted to shared use is being sought from WDC.

Emscote Road—The lines on the cycle route are worn and not visible in poor light. The lining budget has been used already, but it has been added to list for when more funds are available.

Kenilworth Station—There is concern about the connections for cyclist from East Kenilworth. The current bridges are not suitable for cycle use. It is thought that due reductions in scope of the project to meet the budget window, new provision will not be included.

JLR—Nicola is trying to use existing bridleways to make a route to the Bishops Itchington Road. However bridleways need surfaces suitable for horses. It is thought commuters from Gaydon will mainly use road bikes. She is investigating their possibilities.

HS2 Cycleway—there is a study to see if it is possible to run a cycleway long the route of the HS2 line. It was felt this was rather pointless, but if it could be used to provide facilities in the vicinity e.g Cubbington to Offchurch, bridge over the Fosse, it might be useful (though we would generally prefer not to have HS2 at all)

Cycle Safety for Schools Project cont...

We got the grant, so then we had to do the work! It was a slow start, trying to get a straight answer from the WCC Cycle Training staff about what they could and couldn't do to get the most out of our money. Eventually we decided on doing full training for a smaller number of students, and we started talking to the schools again. North Leamington School was very keen, and we'd soon arranged the training to happen in early October. The training was to be offered to Year 7 and 8 students (ages 11-13), on a first-come, first-served basis. It was September by now, so not really

dark enough for lights, so we dropped that part of the promotion. We arranged the free bike servicing and had some leaflets printed to hand out at the end of the school day, but it wasn't very successful - the students just wanted to get their bikes and go home, and the bike servicing person was late. However, the demand from the parents had been so high that we didn't need the promotion, and instead could spend the money that had been for the bike servicing on a few more training sessions.

At North Leamington School, the WCC Cycle Trainers trained 28 students to Level 2, and 18 to Level 3. We hope that next year the school or council will find some funding to run the training themselves, again for Year 7 and 8 students, so that all students who cycle will receive the training as they start secondary school.

The next step is to chase Trinity School to organise the training for them. I'm hoping that again the parents will be interested, creating the demand so we can spend all the money on training.

Alastair Galloway

Kenilworth Cycleways Report

Kenilworth Cycleways led 13 rides in and around the town between May and December 2013. Maximum take-up was 17 riders; average attendance was 7 riders. Thanks are due particularly to Paul Ellwell who produced maps for all the rides (see web-site) and was one of the leaders throughout. We also recruited membership from 67 households, almost entirely in Kenilworth, which works out at well over 100 members. It should be noted, however, that there is no charge for membership, and only a very small number of these are paid-up members of Cycleways as well.

The group already has a number of projects underway for this New Year. The rides programme for April-October 2014 should be available soon on the website and as a leaflet. The basic framework is rides the first Saturday afternoon and the third Sunday morning of each month, one shorter suitable especially for families with children and the other ride longer. In conjunction with Hannah Collett at WCC, we are working on having a 'Travel Show' in Kenilworth in early April, at which it is planned to launch a new WCC Travel Map of Kenilworth (similar in format to the one for Stratford-upon-Avon). Input from our 2013 survey of Kenilworth 'alleys' and advisable secondary routes for cyclists will be included in the map.

We are also hoping to run a course of cycle training aimed primarily at adults who wish to gain confidence on the roads, and possibly to purchase (or acquire the use of) one or more cycle rickshaws to provide local rides for elderly persons. Research into the market for this is underway. We have volunteers to pedal the rickshaws, but we should be pleased to hear from anyone who knows of any local rickshaws. In December 2013 we were successful in obtaining funds from two Community Forums to pay Community Payback Scheme to clear mud from the Ashow side of Rocky Lane between January-April this year, so we hope that regular users of that route will notice an improvement.

Kenilworth Cycleways meets on the third Tuesday of each month, 7.00pm at The Virgins and Castle, High Street, Kenilworth, all welcome. Though on paper we have a large membership, the proportion of members actively involved remains disappointingly small and we need more to become engaged if this group is to prosper in 2014.

RICHARD MORRIS (for the Steering Group) www.kenilworthcycleways.org.uk

Useful Links

To report a pothole to WCC. Often they don't know about them and once informed should do something about quickly:-

<http://www.warwickshire.gov.uk/potholes> or call 01926 412515

To report general problems e-mail: countyhighways@warwickshire.gov.uk

Cycling Route Planners

www.openstreetmap.org

www.cyclestreets.net

Information



When and where are meetings?

We meet between once a month or every other month depending on what is going on. The meetings are usually on a Wednesday, at Café Rouge in Regent Street, Leamington at 7:30pm. Call for details of the next meeting. We typically have 5-15 people at meetings. Additional meetings are arranged at various homes when required.

Subscriptions?

To show their support people are invited to contribute £5 annually (per household) annually in October, with an optional £2.00 for the K2L campaign. If you are due to renew, a notice will be attached to your newsletter. Please consider paying your subscription by standing order. You won't forget it and we don't have to run around chasing subscriptions.

Is **Cycleways** connected to any other organisations?

Some members are in the CTC Cyclists' Rights Network which provides good technical and campaigning advice. SALRUA - to help encourage provision for cycles on trains and stations. We also support Sustrans, Transport 2000 and the Slower Speeds Initiative.

When did **Cycleways** start?

The **Cycleways** group started in 1991 and has over 100 supporters.

Benefits

Supporters receive newsletters periodically, typically about 4-6 a year.

Broadribbs Cycleshop and John Atkins Cycles in Leamington kindly offer a discount (usually 10% on non-sale items) for members showing a current membership card.

Cycleways Accounts

<u>Cycleways Accounts</u>		1 July 2012 to 30 June 2013	
Receipts			
Subscriptions	£370.00		
Donations	£29.00		
Grants	£2,416.00		
Total	£2,815.00		
Payments			
Office Expenditure	£98.92		
Publicity (Peace Festival)	£50.00		
Newsletters	£84.40		
Total	£233.32		