

Cycleways Newsletter

Winter Edition 2020



Chairman's Report



Welcome to our first Newsletter of 2020

Welcome to the Winter Newsletter. We have seen a significant step forward with the County Council approving the funds to build the Kenilworth to Leamington route (K2L). It is stated as being the first step in improving cycling provision to help air quality and climate change and Cycleways will be there to try and ensure that they do it. Other schemes we are scrutinising are the extensions of the cycle route on the Stratford Road and Coventry Road in Warwick as well as the next stage of the Warwick Town Centre scheme.

Looking forward to the coming year, we will continue to hold our meetings at the Fat Pug on the 2nd Wednesday of every month. We plan to be showing at the Leamington Ecofest in May and the Peace Festival in June. We are also planning on refreshing our website to make it a bit easier to navigate on mobile devices. There is a core of people that help with these activities, but if you would like to help please let us know or come to a meeting.

Tony

Contents:

Chairman's Report

Members report - Cycle access
Sydenham

Extinction Rebellion Cycle

Increased Membership Fee

Fill than Hole

Dates for your Diary

Can you help with our Website?

Up and Coming Rides

Have your say

As a member of Cycleways, you get great support from:

John Atkins Cycles

Mike Vaughan Cycles

Giant Leamington

including a discount (usually 10% on non-sale items) for members showing a current membership card. Membership is just £10 (per household) annually.

Find out more visit the website:

www.cycleways.org.uk

Cycle access Sydenham - Ramsey Rd, Soans Drive & Sydenham Drive

Thank you to Andy Patrick for an in-depth report on cycling in the Sydenham area.

In summary there are:

- Three unnecessary obstructions to cycle and disabled users.
- Hazardously narrow cycle bypass lanes.
- Wrong and pointless CYCLISTS DISMOUNT signs
- A failure to follow national guidance and the Equality Act 2010.

There are paths that form valuable East-West routes, linking the housing and employment sites to local facilities. On the paths linking Sydenham Drive to Ramsey Road there are three sets of barriers to the free movement of cyclists, disabled users and prams. The barriers discriminate against wheelchairs and mobility scooters, and so may not comply with the Equality Act (2010).



Sydenham Drive to Grenada Way.



Soans Drive to Corsair Close.

There is no obvious reason for these since the path is wide and the level of danger extremely low. The paths are in a new development and link to the existing cycle path on Sydenham Drive. They should be usable and attractive to all non-motorised and sustainable modes and should have been specified and designed as a cycle route. It may be thought prudent to have a central bollard to prevent car access but three obstructions cannot be justified. This is a waste of public money, contrary to policy intention, and reflects badly on the local councils.

The reason for these barriers needs to be understood and corrected to prevent future examples. Ideally these barriers should be removed unless there is a convincing reason for keeping them.

Cyclists Dismount

At the intersection of the east-west path and Sydenham Drive cycle path there are CYCLISTS DISMOUNT signs telling riders to get off their bikes for 2 metres before riding on.



There is no apparent reason for these. They are of no benefit to the public and are universally ignored. Such signs are often treated with contempt by cyclists and although the signs have no impact on their use of the path they do less than nothing for the status of cycling or the public's regard for the council's competence.

The professional advice LTN 2/0811*, says it all:

3.6.1 The CYCLISTS DISMOUNT sign ... is another overused sign. On a well-designed cycle facility, it is very rarely appropriate. The sign is possibly the least favoured among cyclists – each time it is used, it represents a discontinuity in the journey, which is highly disruptive

3.6.2 In general, the sign should only be used in relatively rare situations where it would be unsafe or impracticable for a cyclist to continue riding.

[*https://assets.publishing.service.gov.uk/.../ltm-2-08_Cycle_infrastructure_design.pdf](https://assets.publishing.service.gov.uk/.../ltm-2-08_Cycle_infrastructure_design.pdf) (ref 1 of TA90/05).

3.6.3 If it looks as if the sign might be needed, practitioners should first check to see whether the scheme design could not first be modified to make its use unnecessary. In general, the sign should not be used where a cycle track joins a carriageway directly.

3.6.4 Where the sign's use appears unavoidable, practitioners should be able to defend their decision and explain why it cannot be avoided by design."

If the council cannot defend and explain these signs they should be removed. The national advice should be followed in future schemes

Narrow cycle bypass

On a sloping bend of St Mary's Rd there is a traffic calming feature with cycle bypass lanes. In principle this is a commendable feature but marred by poor attention to detail, reflecting WCC's low level of cycle awareness and failure to follow standards.



A rider (coming down the hill with moderate speed) must aim in toward the kerb and then maintain safe clearance from the kerbs within the bypass lane. There seems no reason to create this difficulty. There is 1.4m of width allocated to each island and only 0.75m to the cycle space. The islands should be narrower to allow reasonable width for the bypass lanes or the cycle lane raised level with the footpath. This design has been used in other locations and should be re-specified to maximise the cycle lane width in all future schemes.

A lane width of 0.75m does not conform with national guidance.

Cycle Infrastructure Design LTN 2/08 says: "Cycle bypasses should be at least 1.2 metres wide and free from sudden changes in direction" and "Bypasses need to be regularly swept" and "Alternatively the bypass can be raised to the level of the adjacent footway using a gentle gradient at each end. Its raised profile makes it less likely to become cluttered with unswept debris."

We recommend that WCC:

- Identify the causes of bad infrastructure and change these for future developments/schemes.
- Remove pointless infrastructure.
- Follow the guidance.

Andy

Extinction Rebellion Cycle



Extinction Rebellion came to Leamington with a slow bike ride around the town to campaign for clean air and action on climate change. I joined several Cycleways members and 50 or 60 other cyclists participating. It was typical that on the Emscote Road we weren't holding up traffic, but the other way around.

Tony

Increased membership fee

After careful consideration we have reluctantly put up our membership fee to £10 a year. Our membership has been increasing and we have been busy updating our image. As a reminder your membership gives you a 10% discount on non-sale items with our local retailers, John Atkins Cycles, Mike Vaughan Cycles and Giant Leamington. Thank you for your continued support.



Recently I have mainly been reporting potholes (after cycling into them). Just a reminder that anyone can report them using the links below.

<http://www.fillthathole.org.uk/hazards/report>

<https://customer.warwickshire.gov.uk>

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Sandra

Dates for your diary:

Eco Fest - Sunday 31st May 2020

Peace Festival – 13th & 14th June 2020

2020 Tour of Britain race dates: 6th to 13th September – This year the race starts in Cornwall.

Ovo Women's Tour takes place between 8th June and 13th June. The exact route is to be announced but previously there has been a Midlands based stage.

Up and coming rides:

It is a good time to start planning your cycling in 2020. There are some great charity rides such as the Myton Hospice Ride and there may still be charity places for the Velo Birmingham & Midlands. More details are available at:

<https://www.mytonhospice.org/our-events/ds>.



The Rawlinson Bracket charity ride takes place on Saturday 22nd February, there is a choice of a 55km or a challenging 93km. See <https://www.the-rawlinson-bracket.co.uk/>

- Kenilworth Greenway Circuit – Saturday 15th February 1.30 pm easy going guided 7.1-mile cycle. Meet at the Varsity Pub Car Park.
- Let's Ride 30 – 35 miles at a Leisurely pace Meet at Bus Shelter, Park & Ride War Memorial Park. CV3 6PT on Sunday 16th February 9.15 am

Both these rides are free, for more details of both these rides sign up at

[Let's Ride - Homepage](#)

- Or plan your own route Sustrans have online route mapping here: <http://www.sustrans.org.uk/>
- Links to the local Cycling Guide showing Route 41: <http://www.warwickshire.gov.uk/cycleroutes>

Can you help with our Website?

[About us](#) | [Long-term](#) | [Events & Calendar](#) | [Blog](#) | [Links](#)



Mobility, Safety and Sustainability across Kenilworth, Leamington and Warwick



We would like to update the Cycleways website and are keen to seek help to make it interactive, easier to navigate and more user friendly. We are seeking volunteers from friends and family or colleagues. If you know someone who may be able to help please get in touch with us, find us on Facebook or email our editor.

Have your say

Hope you enjoyed reading this newsletter. We are keen to get your feedback or your thoughts on current issues please use the following email address to submit any comments or ideas for articles to: editor@cycleways.org.uk.

Committee Members

Below is a list of our current Committee Members:

Tony Lewenz - Chairman
Rodney King - Secretary
Bev Stevens- Treasurer
Marie O'Riley - Campaign Co-ordinator and Membership Secretary

Sandra Stokes -Newsletter Co-ordinator

Link to website

www.cycleways.org.uk

Plus find us on facebook



<https://www.facebook.com/pg/CyclewaysWarwickDistrict/posts>