

Cycleways Newsletter

Spring 2021



Chairman's Report



Welcome to our latest Newsletter

Things seem to be getting brighter - the days are getting longer; we seem to have a roadmap out of lockdown and perhaps some of our councils are seeing sense. I speak of Warwick District Council's (WDC) request for the A46 link road scheme to be re-examined to see if it is even necessary. This scheme plans to build a road from Stoneleigh junction towards Warwick University. Warwick County Council (WCC) is building roads and only considering anything else as an optional add-on. It is not making any attempt to see if the purported demand could be satisfied by active travel means and public transport nor taking into account its effect on climate change (for which it declared an emergency). We need to get WCC to change its attitude that building roads is the only solution. They should realise that this policy deters people from using alternative means of transport that solve congestion and so many other issues.

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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

Chairman's report continued:

We have an opportunity as there are County Council elections coming up in May. Make sure you ask your local candidates how they intend to combat climate change, and what they intend to do to encourage the use of walking and cycling for short journeys.

WCC is refreshing its Local Transport Plan (LTP) and has a consultation open until 18th March to select the themes. Enjoy the spring weather hopefully arriving soon. Please make sure you make your views known. *Tony*

Link to the LTP: [Local Transport Plan \(LTP\) - Key themes consultation - Warwickshire County Council - Citizen Space](#)

Time for change -The CCC



In 2008 legislation was passed by the Government committing the UK to reduce its carbon emissions to 80% of the level of 1990 by 2050. In 2019, the Act was amended to reduce levels to net zero by 2050. As part of the 2008 Act, the government established an independent body, the Climate Change Committee (CCC), to provide the necessary guidance and monitoring process to ensure delivery of the Act.

Historically electricity production using coal was the main source of carbon emissions. Replacing coal with natural gas quickly brought about very significant reductions in carbon emissions, which continued further with the increasing use of wind turbines to generate electricity.

By 2015 surface transport emerged as is the single highest emitter of carbon emissions and has remained so, with the car contributing to 61% of the total, making the current trend off track to contribute to meeting carbon budgets and net zero. To achieve these, the CCC place considerable emphasis on demand reduction and modal shift in transport, particularly in car travel.

It is against this background that the **A46 Link Road proposal** has to be viewed with its potential to increase car travel, along with carbon emissions and air pollution. Not surprisingly, in its submission to the consultation, the main argument by Cycleways was that Climate Change and the sustainable modes of transport must form a genuine part of the proposal. *Rodney*

Link to the Climate Change website:

[Climate Change Committee \(theccc.org.uk\)](http://theccc.org.uk)

Clean Air for Leamington - Park and Stride

Anni Precious, civil engineer and member of Clean Air for Leamington has been working on the idea of getting Warwickshire's first 'School Streets' scheme going in Greatheed Road and Gaveston Road. Through traffic would be excluded, although residents' cars would still have access, as would deliveries and emergency vehicles, with pedestrians and cyclists having priority. The head of Milverton School has already sent out a 'park and stride' map to all parents asking them to park away from the school to keep the streets safer for children, so we can build on that. Safely comes in various forms, and up to 20 times more people are killed or injured by air pollution than by road traffic accidents, with children particularly vulnerable to the dangers of polluted air. In addition, with obesity now killing more people than smoking, incorporating more exercise into our daily lives is vital. Getting children and their parents - to walk, scoot or cycle is a win-win for everyone. If the 'school run' really was the school run, walk or cycle and not the 'school drive' we would all be better off. Thanks, Cycleways members, for getting behind this idea. *Suzanne Rasmussen*



If you would like to know more about Clean Air For Leamington Spa please see their Facebook page or email.

Update on other projects:

Lias Line

Despite Covid, Sustrans are still moving ahead with the Lias line, this is the creation of a largely off-road cycle route from Leamington to Rugby. We have questions re the timing of the HS2 bridge.

K2L

Kenilworth to Leamington we need it now!

The articles that have recently appeared in the Leamington Spa Courier would make you think that this is going ahead quickly. We think progress has been very slow. Meanwhile the traffic has ramped back up on the Kenilworth Road. Let us know what you think.

Emscote Road Corridor

There has been some road surfacing and renewed paint on the Emscote Road. Cycleways have submitted the ideas for improvement. Preliminary plans have been drawn up. The cabinet report states “The shift towards more sustainable travel modes and reduced carbon emissions along the corridor will have a positive impact on air quality”. We hope so.

Report pot holes

Please do not forget to report pot holes.



Anyone can report them using the links below.

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

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

Please continue to support our LOCAL cycle shops



(01926) 430211 or 883122



(01926) 460089



(01926) 853944.

See Facebook or online forms on their websites. During Covid shut down it is good to make an **appointment or enquiry** as only a limited number of people are allowed in the shop at one time but they are **OPEN**.

A number of them are taking part in the government “**Fix Your Bike Voucher Scheme**” which allowed you to receive a voucher worth up to £50 towards the cost of getting a cycle back in use. Note the first and second releases have all been allocated but there may be a further scheme. The link is below, note you need to have obtained the voucher first before approaching the shop.

[Fix Your Bike Voucher Scheme: apply for a voucher - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/campaigns/fix-your-bike-voucher-scheme)



The cycle shops are open. I recently thought my cycle might be irreparable as it was a tangled mess! But apparently the derailleur ‘hanger’ had done its job and thank you John Atkins, you were able to fix it.

Decarbonising transport

The Department for Transport report is due to be published. See the link below.

<https://www.gov.uk/government/publications/creating-the-transport-decarbonisation-plan>

Electrifying a tandem

Following on from our previous articles on electric bikes. Cycleway member Andy Syson has provided an article on electrifying a tandem with Swytch.

'I had been thinking of electrifying the tandem for some while. After weeks of searching, I decided that the Swytch front wheel hub motor was the best solution.

In August I emailed the company enquiring if the replacement front wheel would be strong enough for a tandem. They said it would and, if I pre-ordered, offered me a 50% discount. I ordered a universal eBike conversion kit at £374 plus £92 VAT and customs duty. The kits are made to order and when there are enough pre-orders; a batch of kits is made. The discount gets less the nearer you get to the batch start date. In October I got an email asking me to confirm and to expect delivery in 3 to 4 months.

In January the kit arrived, consisting of a wheel with motor hub, battery pack, battery charger, handlebar mount and a pedal assist sensor (PAS). I had not ordered the optional throttle and brake sensor (this would have allowed the motor to run without the need to pedal). At first glance the wheel looked a little big! It turns out there are two types of 26-inch wheel and I had ordered the wrong one. Fortunately, I was able to get a tyre to fit. With the tyre on the wheel, I offered it up to the front forks. The width was fine, no need to use spacer washers but the 'jaws' of the forks needed enlarging. I filed off less than a millimetre and the axle slotted in nice and tight. There was plenty of adjustment in the brakes to align them with the rim and good clearance for the mudguard. I was lucky.

The PAS consists of a black plastic disc of about 8cm diameter with 12 magnets. It comes in two semicircles that click together to fit around the crank axle between the pedal and the bike frame. Once in place the magnetic sensor has to be positioned so that the disc magnets pass close by

when the disc is rotated. On a tandem the front chain wheel is on the left. As the instructions indicated that there was a setting to reverse the direction of the sensor, I fitted the PAS on the right.

The last thing to fit was the handlebar battery mount. The battery pack was clicked in position, the leads connected, and the system switched on. It worked. As I turned the pedals the front wheel whizzed around. The only problem was that it only worked when I pedalled backwards! I had to get into the settings and reverse the direction of the PAS sensor. I tried but even though the settings indicated I had reversed the direction, the wheel only whizzed when I backpedalled.

I decided to move the PAS to the other side. This turned out to be easier than I had expected. There was plenty of room between the chain ring and the frame to fit the disc and the sensor and because the disc is now close to the chain ring it is shielded from any future bumps and knocks. Switching on again, the wheel whizzed round but this time when I pedalled forward. Overall, it took about two hours to install the kit.



Before setting off on the first ride I pre-set the power level to minimum, so we didn't get too big a shock when it was turned on. On a level road I turned it whilst we were freewheeling and then we started pedalling. After a short delay, and the pedals turned about 60 degrees, we felt the motor kick in and we started to pick up speed. For the person at the front of the tandem it felt like the person at the back had suddenly decided to pedal really hard. There was a slight but noticeable drop in speed when I turned it off.

The tandem appeared to freewheel just as fast as it ever did. I turned it on again just before the first hill. We normally take a run at this hill and get up it without too much difficulty, but are glad when we reached the top. With the motor on minimum, we still needed to pedal more than on the flat, but we sailed up the hill. At the next hill we previously used to get off and push, but with the motor on full power we sailed up it in the middle of the middle gears, again pedalling quite steadily.

Considering the Swytch system is intended for a single bike I am more than pleased with its performance. Its maximum power output is rated at 250 watts, 40Nm and speed limited to 15 mph. How far you can go on a charge depends on how much you use it, our trip of 7 miles with intermittent use used 20% of the battery capacity, I estimate we are good for at least 35 miles.

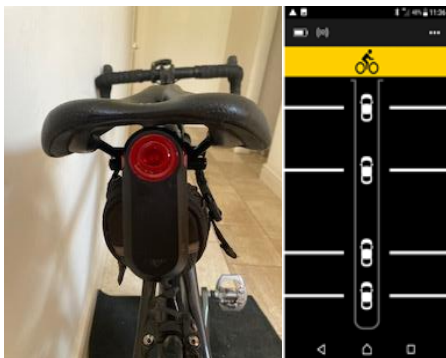
I can strongly recommend the Swytch eBike conversion kit. It enables you to electrify your own bike, or tandem, at a much lower cost than buying a new eBike. For more information go to <https://www.swytchbike.com>

Roll on the summer for some fine weather and long rides.'

Andy Syson

Thank you, Andy, for submitting this article.

Review of Varia RTL515



The Garmin Varia RTL515 is a rear light that has a built-in radar to detect vehicles that are approaching behind you.

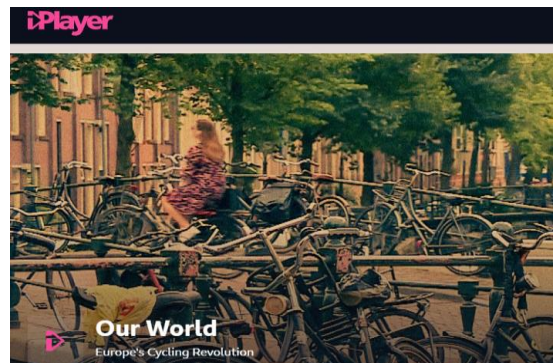
It looks just like a rear light but its genius is that connected to either a Garmin or a mobile phone

you can get an early indication that a vehicle or a convoy of vehicles is coming up behind you. It is an early warning system. Note you **must actually look behind you** but on a quiet road it can give advance warning. The only disadvantage I found is that it is not cheap.

Note it has been pointed out to me that a bicycle mirror would give more information and prove to be a lot cheaper, but I have previously struggled with getting a wide view in the mirror *Sandra*

Worth watching – Our World

The bbc clip below is worth watching, it looks at the changes taking place across Europe. It is realistic in that it highlights some of the problems encountered but it makes you think about how we can be the 'start of much bigger change'.



Link:

[BBC iPlayer - Our World - Europes Cycling Revolution](#)

Cycleways Membership -pay by DD

Thanks go to Ewan Davis our Secretary and Bev Stevens for updating our membership subscription so that members can now pay by direct debit(DD). You may have been contacted by Cycleways via email about your membership renewal.

Our membership is £10 per annum. If you have any questions about your renewal please do not hesitate to get in touch. Your membership is important to us.

Dates to put/adjust in your diary:

Commonwealth Games – July 2022.

The cycling road race will start and finish at St. Nicholas' Park, Warwick!

Peace Festival – no news yet on an update about 2022 (no 2021 event).

Tour of Britain race dates are currently 5th to 12th September 2021. Start planned to be in Cornwall.

Tour de Yorkshire postponed to 2022.

The Women's Tour has a new partnership with Eurosport and Global Cycling Network (GCN). Previously OVO.

Charity Rides

Prudential Ride London will sadly not be taking place in future.

BHF My Cycle The British Heart Foundation has a number of 'virtual' charity rides of varying distances. Sign up and you have 30 days to complete the challenge. [MyCycle - Fundraising - British Heart Foundation \(bhf.org.uk\)](http://www.bhf.org.uk)

Other virtual challenges



Cycle/walk/run - you decide, (locally at present), submit your daily or weekly distances on the downloaded app. View your progress on street view. Total distance 1,083 miles, you decide how long you want to take! Cost for LEGOG is £34.95 to sign up including the cost of the finisher medal. Challenge yourself and then donate to your favourite charity. I recently completed the Alps to Ocean challenge (180 miles) and found it was a good motivator to get out the door!

[The Conqueror Virtual Fitness Challenges | Virtual Fitness Challenges](http://www.cycleways.org.uk)

Sandra

Up and coming rides:



All rides on the Let's ride site have been cancelled but they have posted lots of local rides.



- Sustrans have online route mapping here: <http://www.sustrans.org.uk/>
- Links to the local Cycling Guide showing Route 41: <https://apps.warwickshire.gov.uk/api/documents/WCCC-930-178>
This is particularly useful as it shows the traffic free cycle paths and cycle lanes on roads.

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
Ewan Davis - Secretary
Marie O'Riley - Campaign Co-ordinator and Membership Secretary
Bev Stevens - Treasurer
Sandra Stokes Newsletter Co-ordinator

Link to website

www.cycleways.org.uk

Plus find us on facebook



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