

Introducing the Shadwell Shwoosh

Background

There have been a number of requests for VSCC to consider an additional official Winter Wednesday evening club ride to complement the existing Whoosh, Wiggle and Hammers. The requests have come from ride leaders who regularly lead B minus and C groups and who have led groups informally on the route and felt it offered a welcome alternative to the Whoosh, while acknowledging that a number of riders in the above-mentioned groups were not comfortable on the Wiggle. Whilst the primary aim of an additional route is to meet the needs the members (where it is safe and appropriate to do so), there is the added benefit of lessening the congestion on the Whoosh.

Route

The figure of 8 route through Shadwell and surrounds starts and finishes at the Dexter and is almost exactly 7 miles with around 100m of elevation gain.

Risk Assessment

An official risk assessment of the route was carried out by myself (Safety Officer) and Eleanor Stafford (Club Chair) on the afternoon of 3 January 2022. Additional input has been sought from John Cockram (Ride Leader) and Paul Dixon (immediate past Safety Officer).

Findings

1. The route is on roads the most members will be familiar with.
2. The road surface is generally satisfactory with speed bumps and metal work (drains etc) through Shadwell.
3. The surface on the initial part of Linton Avenue is poor.
4. The majority of the route is on roads that are well lit.
5. Through Shadwell and the Lintons there are a number of sharp, blind corners with adverse camber.
6. There are 2 left turn junctions with restricted vision – Shadwell Main Street into Bay Horse Lane, Tarn Lane into Wike Ridge Lane.
7. Adverse camber on Bay Horse Lane immediately prior to Brandon Lane.
8. Very poor road surface immediately after turning from Brandon Lane into Tarn Lane.
9. Large pothole in dip on Wike Ridge Lane.
10. Numerous hazards through shopping area on Wike Ridge Lane (mitigated by cyclists travelling slowly in this section)

Recommendations

1. As an initial introduction, the route will be restricted to groups that cycle at 14mph or less (ie C/B minus).
2. Groups are required to single out in 2 places. Firstly, from the Fish and Chip Shop on Main Road until the junction with Bay Horse Lane and secondly, from the beginning of Linton Avenue to the beginning of Linton Road.
3. Ride Leader's discretion – single or double riding from right turn onto Shadwell Lane until right turn into Linton Avenue.
4. Ride leaders will be requested to provide feedback to myself for the duration of the trial period (see below)
5. Route will be introduced for a trial period of 6-8 weeks, with a review of above feedback and a final decision as to whether or not to add the route to the official club rides.