



# CycleDigest

cycling in the urban and rural environment

Issue no. 51

2007

## STOP PRESS! Lottery Millions for Cycling

CTC Charitable Trust is a member of the Active Travel Consortium (ATC), a group of organisations that has just received funding of £20 million from the Big Lottery Fund to help communities build healthier lifestyles. ATC projects will enable over 2 million people to walk and cycle more for day-to-day journeys. Other ATC members are British Cycling, Cycling England, Living Streets, London Cycling Campaign, National Heart Forum, National Obesity Forum, Sustrans, The Ramblers' Association, Transport 2000 and Walk21. CTC is being funded to employ 13 cycling development officers who will work with a range of groups to introduce cycling to their activities. More in next issue and at [www.ctc.org.uk](http://www.ctc.org.uk) where details of the new jobs will be posted.

## About CTC...

CycleDigest is a publication of the CTC Charitable Trust (Registered Charity No. 1104324). The Trust is the charity arm of CTC, the UK's largest cycling membership organisation with 70,000 members and affiliates.

Cycling is people-friendly, community-friendly, environment-friendly and has a proven, measurable health benefit to the nation.

## Highway Code Shapes Up for Cycling

The Department for Transport (DfT) has agreed to change the wording of the Highway Code, following widespread uproar from cyclists and extensive lobbying by cycling organisations. The then Road Safety Minister Stephen Ladyman laid a new version of the Code before Parliament on June 15th, just in time to see it pass before the Summer Recess.

The saga began in February last year, when the Driving Standards Agency put a revised version of the Code out to public consultation. The proposed revisions included a number of unannounced changes; in particular cyclists were concerned that the rules on cycle routes, facilities and lanes would leave them open to claims of contributory negligence if they were hit after choosing to ride in the road. While the Government made some small changes to these rules, the version laid before Parliament in March 2007 still gave cause for concern - and CTC began to prepare for a judicial review.

Meanwhile, opposition was building. Twenty thousand cyclists signed an online petition, while both MPs and Peers of all parties were busy tabling questions, forcing debates and eventually lodging formal petitions of

objection in both the Commons and the Lords. Faced with this, and the very real prospect of finding themselves in court, the DfT agreed to meet with CTC and discuss possible changes.

We discovered two things very quickly: firstly, that there was no anti-cyclist conspiracy: the Department had not been trying to drive us off the road. The problem originated, we think, from a failure to understand why cyclists had been so upset about the original draft - coupled with another failure to notice that our original grievances still had not been remedied. Secondly, officials were reluctant to believe that cycle facilities were anything other than the safest place to be.

Even though we were by now engaged in a very civil dialogue in search of a form of words acceptable to both parties, there was a clear gap between our evidence base and theirs, and this simply was not going to change in the limited time available before a final version of the Code had to be laid before Parliament.

(Story continues on Page 2)

## Big Screens for CTC's Climate Change Film

Over 3 million cinema goers will this summer watch *Cycle Hero*, a 60-second cinema ad commissioned by CTC to promote cycling as a practical and effective way of tackling climate change. It tells the story of a glamorous 'cycling pied piper' who gathers cyclists as she makes her way from a polluted and gridlocked city into the countryside.



The film is part of a Government-funded initiative called *Tomorrow's Climate, Today's Challenge*, which aims to raise awareness of climate change. View at [www.cyclehero.com](http://www.cyclehero.com)

To get involved in CTC's climate change activities and/or order promotional materials, email [climatechange@ctc.org.uk](mailto:climatechange@ctc.org.uk)

## CycleDigest Survey 2007

Thanks to everyone who returned a *CycleDigest* readership questionnaire. The survey will close on August 17th, so if you haven't responded yet, but want to let us know what you think about this publication, please go to <http://forms.ctc.org.uk/CDRS07/> for an online form. It should only take a few minutes to complete. Call 01483 238323 if you prefer paper.

# Climate must be central to transport spending, say green groups

A coalition of green groups, including CTC, is calling on the Government to focus transport spending on cutting the sector's growing carbon emissions through this autumn's Comprehensive Spending Review (CSR). The Review determines how much money each Government department can spend over the next three years and on what. The groups see this as a golden opportunity to recommend:

- A Carbon Reduction Fund to help local authorities, transport providers and others cut emissions

- Cutting plans to build or widen roads (thereby saving billions)
- Increasing rail-use, with £1 billion a year to improve stations and non-car access
- Boosting low-carbon local and regional transport schemes, including the promotion of cycling

Other coalition members are: CPRE, Friends of the Earth, Living Streets, Railfuture, RSPB, Sustrans and Transport 2000. [www.transport2000.org.uk](http://www.transport2000.org.uk) > News 11/6/07

## Portsmouth First on 20mph

Congratulations are due to Portsmouth for becoming the first British city to impose a 20mph limit on almost all of its residential roads. The bold and enlightened limit is designed to protect and encourage pedestrians and cyclists. Prominent 20mph and 'repeater' signs are being installed and, while road humps are not part of the scheme, residents will be consulted about them should speeds not drop on particular roads. The move has attracted national interest. [www.portsmouth.gov.uk](http://www.portsmouth.gov.uk)

# Highway Code (Story continues from Page 1)

### New words

In the end, with the deadline looming, the Minister suggested a form of words which we thought was enough of an improvement to accept:

*"61 Cycle Routes and Other Facilities. Use cycle routes, advanced stop lines, cycle boxes and toucan crossings unless at the time it is unsafe to do so. Use of these facilities is not compulsory and will depend on your experience and skills, but they can make your journey safer."*

*"63 Cycle Lanes. These are marked by a white line (which may be broken) along the carriageway (see Rule 140). When using a cycle lane, keep within the lane when practicable. When leaving a cycle lane check before pulling out that it is safe to do so and signal your intention clearly to other road users. Use of cycle lanes is not compulsory and will depend on your experience and skills, but they can make your journey safer."*

While this wording is not perfect, it is a marked improvement from earlier versions. Not only does it make it clear that use of cycle facilities is not compulsory, but we are also satisfied that cyclists are now very unlikely to be held liable in civil or criminal law for a reasonable decision not to use a cycle facility.

### Conclusion

In the end, the negotiations were conducted in a very constructive spirit (even if at frantic pace!), and we wish to record our thanks to the officials concerned for this. Even as these negotiations were concluding, new evidence arrived in the form of a study of the safety (or otherwise) of cycle facilities in Copenhagen – probably the largest study of this question conducted anywhere in the world (see page 7). Whilst it shows that cycle facilities encourage more people to cycle, and help them feel safer, actually they

increase the overall risk to cyclists (an improvement in safety between junctions is outweighed by a worsening of safety at junctions). And that is in Copenhagen, where cycle facilities are much better designed and much better respected than those in Britain. If only this evidence had arrived a few months earlier, the outcome of our Highway Code negotiations might have been very different!

So we will continue to work on persuading DfT that one cannot assume that the use cycle facilities is necessarily the safer option – the opposite is often the case. The constructive dialogue that concluded our campaign means we are now much better placed to settle this argument before the next round of Highway Code revisions gets underway. In the long-term, this may prove to be the biggest victory of the campaign.

[www.ctc.org.uk/campaigns](http://www.ctc.org.uk/campaigns)

# Bills Ahoy!

New PM Gordon Brown has given an indication of the Bills likely to be considered during the next session of Parliament. They include:

**A Local Transport Bill.** Parliament is currently considering a draft of this Bill, with a revised version likely to be tabled late this year. It paves the way for metropolitan areas to implement local congestion charging schemes and gives local authorities far greater control over bus services, something only the London Mayor has at present. There will be more flexibility for local authorities to group together to form Public Transport Authorities, who will then be required to produce Integrated Transport Strategies and delivery plans for their area. CTC is planning to work with Transport 2000, Living Streets and others to ensure that traffic reduction, and the promotion of walking and cycling, are also integral to these strategies.

**A Climate Change Bill.** This Bill, already under consideration in Parliament, will require Government to set greenhouse emissions targets to set Britain on course for a 60% cut by 2050. The Government proposes that the targets should be 5-yearly, but environment groups want more regular targets, and greater clarity about what cuts will be made by each sector, including transport.

**A Planning Bill** to take forward proposals in the Planning White Paper (which is currently out for consultation). It proposes an independent Infrastructure Planning Commission to take decisions on nationally significant projects, which could include large road schemes as well as major traffic-generating developments (such as airports). Its decisions will be taken in accordance with National Infrastructure Policy Statements which will be subject to public consultation, but environmental and community groups fear that this will severely limit the scope for local communities to object to specific major infrastructure projects in their area.

[www.parliament.uk](http://www.parliament.uk) > Bills and Legislation



## ATOC Launches National Cycle-Rail Awards 2007

The Association of Train Operating Companies (ATOC) is calling for cyclists, cycling clubs, train and station operators, local authorities and travel information providers throughout the country to nominate the best examples of integrated rail and cycling initiatives for the 2007 National Cycle-Rail Awards.

ATOC have been the awards' overall sponsors for three years. The 2007 programme, supported by CTC and Sustrans, will also have a category sponsored by Cycling England. CTC is to sponsor Station of the Year.

There are 8 categories:

- Best Local Government Contribution
- Customer Service Excellence
- Most Innovative Approach to Cycle-Rail Integration
- Best Provision of Cycle-Rail Information
- Cycle Parking Provision
- People Award

- Station of the Year
- Train Operating Company of the Year

George Muir, ATOC's Director General, said: "We are delighted once again to support the National Cycle-Rail Awards. This involvement demonstrates our continued commitment to work with colleagues from rail, cycling and associated organisations to achieve better integration between bike and rail.

"Our aim is to make rail easier to use for cyclists by highlighting what can be done to improve facilities and care for cyclists using the railway. We want to recognise the people and ideas that are making this integration happen. In so doing, we hope to encourage more passengers on to the railway and offer a convenient and healthy alternative to the car."

Details and entry form at:

[www.cyclerrail.co.uk](http://www.cyclerrail.co.uk)

Deadline Friday 7th September 2007.

## EU Third Railway Package – not all wrapped up

We have a start – in principle – for securing bike-rail travel across Europe, but there's still a long way to go in terms of EU legislation. The European Parliament and Council of Ministers seem unable to thrash out parts of the Passengers' Rights Bill, including the requirement for all international trains to have space for cycles by 2009 (2012 for domestic services). However, the options for UK local and regional services to follow suit with the Rail White Paper remain.

## Improving Coastal Access?

The Government has launched a disappointing consultation on increasing access to the English coast.

Richard George, CTC off-road campaigner, said: "Open access to the coast would have been great news for everyone, including cyclists – after all only 60 miles of coastal bridleway are available to them. Unfortunately it looks as though cyclists have been forgotten. CTC will be putting this point across as strongly as possible in its response to the consultation."

For the consultation see:

[www.defra.gov.uk/corporate/consult/naturalenvironment.htm](http://www.defra.gov.uk/corporate/consult/naturalenvironment.htm) - deadline 11/9/07

## CTC teams up with CycleActive MTB

CTC is to work alongside CycleActive, the UK's leading MTB training company, to further develop and deliver a range of CTC Mountain Bike Skills Training Courses.

For CTC's Mountain Bike Skills courses go to [www.ctc.org.uk/mtb](http://www.ctc.org.uk/mtb); for CycleActive skills courses see [www.cycleactive.co.uk](http://www.cycleactive.co.uk)

## MPs Urge Government to "Keep Cycling on Track"

A Westminster Hall debate in May saw MPs from all three major parties press the Government to support the measures that CTC is calling for in its "Keep Cycling on Track" cycle-rail campaign. The debate, raised by Martin Linton MP, revealed backing for: cycle-rail commitments in this summer's Railways White Paper; a cycle-rail innovation fund; the inclusion of cycle provision in forthcoming rail franchise agreements; and for UK ministerial support for proposed European legislation that would require cycle carriage on trains in the next few years (see above).

Full debate at: [www.parliament.uk](http://www.parliament.uk) > Hansard > 8/5/07 > Westminster Hall

For CTC's Keep Cycling On Track Campaign and to take action, see [www.ctc.org.uk/cyclerrail](http://www.ctc.org.uk/cyclerrail)

## New Ministers and Shadows

CTC welcomes an almost completely new ministerial team at the Department for Transport. Ruth Kelly takes over as Transport Secretary, supported by junior Minister Rosie Winterton (whose roles include 'walking, cycling and sustainable transport' as well as 'local roads and traffic') and Under-Secretary Jim Fitzpatrick (whose portfolio includes road safety). Tom Harris also stays as an Under-Secretary, still responsible for rail but no longer for cycling – instead he takes on strategic roads and the Highways Agency.

The two opposition parties have also conducted reshuffles. Theresa Villiers becomes Shadow Transport Secretary for the Conservatives, and Susan Kramer takes on this role for the LibDems. John Leech stays on as junior LibDem shadow minister – he has recently spoken up for cycling and specifically for a 20mph default speed limit for most urban streets.

# Cyclists Need More Protection from HGVs Say Campaigners

In the spring, CTC, London Cycling Campaign (LCC) and RoadPeace, the charity for road crash victims, welcomed the latest stage of Transport for London's (TfL) *Share the Road* awareness campaign, which aims to minimise the risks to cyclists from lorries. However, the three organisations say that far more needs to be done by local and national government, police and

hauliers alike to tackle a very serious problem. For example, they'd like to see better enforcement of the law, improved instruction for lorry drivers, good cycle training, life-saving mirrors and exclusion of the most dangerous HGVs from busy city roads. More than half of all cyclist fatalities on London's roads result from collisions with HGVs. [www.tfl.gov.uk](http://www.tfl.gov.uk)

## Women and Lorries in London

Goods vehicles were involved in 18 of the 21 collisions in which a woman cyclist was killed in the capital between 1999 and 2004, according to an internal TfL report leaked to *The Times*. For male cyclists, the proportion (31 out of 66 fatalities) was much lower. The report's author speculated, without any evidence, that the difference might be because women were more likely to obey red lights, placing themselves at greater risk. We suspect that a more likely explanation is that women cyclists may be less confident about occupying the middle of a lane at junctions (in accordance with recommended best practice), preferring to hug the kerb instead. Whatever the reason, we'd like TfL to share the data so that road safety and cycling organisations can discuss how to address this very serious issue.

## Buses, Coaches and Cyclists

The Road Operators' Safety Council (ROSCO), which aims to promote road safety among owners, employees and operators of road transport vehicles, recently ran a campaign to encourage its drivers (mostly bus and coach) to overtake cyclists at a safe speed and distance. [www.rosco.org.uk](http://www.rosco.org.uk)

## LCC, Lorries and the EU

London Cycling Campaign has launched a letter-writing campaign in support of an EU Directive that would require all trucks to be fitted with mirrors that give a better view of cyclists and pedestrians. [www.lcc.org.uk/index.asp?PageID=846](http://www.lcc.org.uk/index.asp?PageID=846)

## Abergele Coroner Criticises CPS

After a three week inquest, a coroner criticised the failure of the Crown Prosecution Service (CPS) to bring any kind of bad driving prosecution against driver Robert Harris, whose bald-tyred car killed 4 cyclists after skidding on ice at Abergele in January 2006. He also criticised failures of communication between the police and local authorities over gritting the roads in icy conditions. Harris was convicted last year for driving with three bald tyres, and fined £180, plus 6 penalty points and £35 costs. CTC Campaigns Manager Roger Geffen said: "The CPS needs to be far more robust in prosecuting for dangerous driving in cases where any normal person would regard the driving as having the potential to endanger life and limb. It is high time the legal system took road safety far more seriously." [www.ctc.org.uk/campaigns](http://www.ctc.org.uk/campaigns)

## BMA Almost Reverses its Support for Helmet Compulsion

The British Medical Association came amazingly close to overturning its 2-year-old policy of supporting compulsory helmet-wearing at its Annual Representatives Meeting. A motion "That BMA policy on cycle helmets is not consistent with current evidence and should be reconsidered by the Board of Education and Science" was proposed by Doctors Peter Ward and Steven Watkins – the latter being the Director of Public Health in Stockport and Chair of the Health and Transport Group. The motion was narrowly defeated by 97 to 117. CTC warmly congratulates Drs Ward and Watkins for their tireless persistence in pressing the BMA to reconsider the latest evidence on the effects of helmet-wearing and helmet laws.

## Ministry of Motorcycling?

The Commons Transport Select Committee has urged that the Government's Motorcycling Strategy should do more to tackle speeding and pollutant emissions associated with motorcycling - but the Government has rejected the Committee's proposals.

The Committee had called on the Government to look at ways to reduce pollutant emissions (Recommendation 11), citing evidence from CTC which showed that, per mile travelled, the UK's motorcycle fleet is still more polluting than the car fleet. Sadly the Committee did not pick up on additional evidence from CTC showing that, per mile travelled, motorcycles are also far more likely than cars to be involved in injuring both pedestrians and cyclists - and they even supported the Government's proposals to give more freedom for local authorities to admit motorbikes into bus lanes (Recommendation 10). However the real disappointment must be the Government's response to Recommendation 5, which proposed action to curb motorbike speeding. The reasons for rejecting it could have come straight from the tabloid motoring pages.

The Select Committee's report ("Fifth Report 2007"), and the Government's response ("Eighth Special Report 2007"), can both be downloaded from [www.publications.parliament.uk/pa/cm/cmtran.htm](http://www.publications.parliament.uk/pa/cm/cmtran.htm)

For CTC's policy on motorcycles, see: [www.ctc.org.uk/DesktopDefault.aspx?TabID=4790](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4790)

## Free Sheffield's buses!

Sheffield Cycle Campaign is supporting the Council's *Free Sheffield Buses and Trams* campaign, welcoming cameras at Hillsborough Corner to enforce bus lanes. This should go a long way to freeing the lanes of motorists (who aren't entitled to use them), thus making them safer for cyclists (who are). The campaign group has regularly monitored bus lane abuse in the city, with frightening results. [www.pedalpushers.org.uk](http://www.pedalpushers.org.uk)

## Latest Gains for Cycling...

### Cambridge Town Centre: Proof in the Pedalling

Cambridge Cycling Campaign has been celebrating the Council's decision to make permanent the lifting of a city centre cycling ban, originally introduced in the early 1990s. The ban was laid aside on a trial basis in summer 2005 to see if Cambridge cyclists and pedestrians could share space safely and without conflict – and they could! The campaign group, which has worked patiently and persistently for this result, also put a lot of energy into promoting responsible cycling during the experimental period. For more, including the background and history, see: [www.camcycle.org.uk/campaigning/pressreleases/2007/070208CityCentreCycling.pdf](http://www.camcycle.org.uk/campaigning/pressreleases/2007/070208CityCentreCycling.pdf)



### Morecambe Promenade: Now Open to Cyclists

Just weeks after the first anniversary of the Cycling Demonstration Town Project, the ban on cycling along Morecambe Promenade was lifted at Easter. Following a public consultation last year, Lancaster City Council sent a request to Government to change ancient byelaws that prohibited cycling. New signs will ensure both walkers and cyclists enjoy its shared use, supported by regular patrols by council officers. The route is an essential link in the city's cycling network. [www.celebratingcycling.org](http://www.celebratingcycling.org)

### Towpaths: London Permits Abolished

British Waterways (BW) London now allows cyclists to ride on its towpaths without a permit (unless signs specifically prohibit it). The abolition of the permit system in London is a pilot for abolishing it nationally. BW asks cyclists to ride considerately and avoid unsuitable stretches. [www.waterscape.com](http://www.waterscape.com)

## Sustrans' Connect2 Lottery Bid on Course

Sustrans, the sustainable transport charity, has selected the final 79 community projects from around the UK for its 'Connect2' bid to the *Big Lottery Fund's Living Landmarks: The People's Millions* competition. Connect2 is up against five other schemes with the winner to be decided by a televised public vote this winter. Connect2's projects will offer improved and sustainable transport links from river bridges to road crossings, inspirational in design but sensitive to the area's character and the needs of the local community. [www.sustransconnect2.org.uk](http://www.sustransconnect2.org.uk)

## Road Surfaces and Cyclist Fatalities

According to an answer to a parliamentary question, in 2005 seven cyclists were killed in 'personal injury road accidents' in which a 'poor or defective road surface', 'deposit on road' or 'slippery road' was reported as a contributory factor by the attending police officer. <http://tinyurl.com/2jx8nk>

For CTC's on-line road defect reporting facility see: [www.fillthathole.org.uk](http://www.fillthathole.org.uk)

You can report rights of way obstruction too through: [www.clearthattrail.org.uk](http://www.clearthattrail.org.uk)

## News in Brief

### Cambridge park & push

It's not easy to carry a pushchair and shopping on a bike, so Clare Rankin, walking and cycling officer for Cambridge City Council has launched a free scheme to encourage and support the parents of young children to cycle. People can now cycle into town with children and swap their bike for a pushchair at Park Street Cycle Park. [www.cambridge.gov.uk/cycling](http://www.cambridge.gov.uk/cycling)

### Glasgow lends bikes to school children

Glasgow City Council has introduced a bike lending scheme for school children who live in inner-city areas to help them get to school safely and healthily.

### Eastbourne targets green tourism

Eastbourne is challenging visitors to go green with a new campaign promoting holidays in the UK and cycling and walking as tourist activities. [www.visiteastbourne.com](http://www.visiteastbourne.com)

### Sustainable Sutton

Travel advisors are visiting homes in Sutton offering tailored travel packs including public transport maps, local leisure guides, cycle training information and guides on green driving, home shopping and car clubs. Smarter Travel Sutton, a partnership between Sutton Council and Transport for London (TfL) aims to contact 79,000 homes by October and cut residents' car use by six per cent. 020 8770 5070.

### Hi-tech storage in Russell Square

Sekura-Byk, a firm specialising in hi-tech cycle stands using smart-card operated equipment instead of locks and chains, is installing a round-the-clock cycle park near Russell Square in London. The £24,000 project will be in the basement car park of a multi-tenanted office building. Half of the pre-paid spaces has already been sold to office workers.

## Bikeability Goes Nationwide

Bikeability, or 'cycling proficiency for the 21st Century', is now rolling out across England, aiming to ensure that no child leaves primary school without the chance to receive on-road cycle training. This is a timely move in view of recent Cycling England research showing a 50% decline in cycling over just one generation. [www.bikeability.org.uk](http://www.bikeability.org.uk)

The research is available in a report by Claire Halsey, *Setting the Wheels in Motion*. Call 020 7260 2700 or see [www.cyclingengland.co.uk](http://www.cyclingengland.co.uk)

For CTC's Cycle training see [www.ctc.org.uk/training](http://www.ctc.org.uk/training); hotline 0870 607 0415

# Commuter Cycling Studied

**John Parkin of the University of Bolton describes his model of the relationship between the ward level proportion of cycle commuters and factors that may influence cycling, and reveals some of his findings and their implications for policy.**

The model covers the 8800 wards in England and Wales, uses census 2001 data and a wide range of independent variables, classified as either being socio-economic or related to geography or transport. The model estimated a saturation level of approximately 43% and this agrees with some of the highest proportions of trips made by bicycle in towns in The Netherlands.

## Male/Female

It is well documented that there is a higher propensity for males to cycle than for females, and the model replicated this finding. The relative readiness to take risk is a common starting point for a discussion on this difference, but other factors may include the need sometimes for specific attire for cycling, for physical effort or a relatively higher reluctance to undertake an activity which does not, at least at the moment, conform to the norm.

## Car ownership

Unsurprisingly, the model linked higher car ownership with lower levels of cycling, suggesting perhaps that policy interventions to increase the use of the cycle will only be successful if they have a sufficiently strong influence on rising car ownership levels.

## Socio-economics

Findings on the socio-economic class of a household were mixed: the propensity to cycle was most pronounced with higher proportions of households defined as being 'higher professional', and more economically deprived households were much less likely to cycle. This suggests that the more socially deprived are a section of society which, at least currently, is unlikely to be responsive to policy interventions to promote cycle use.

## Cultural restraints

Higher proportions of non-white people in a ward were found to be linked with lower proportions that cycle to work, suggesting the importance of some form of cultural constraint. The promotion of cycling to black and minority ethnic communities may therefore have to be undertaken in different ways than for the population as a whole.

## Distance, density and maintenance

It is not surprising that a higher proportion in a ward with a greater distance to travel to work has the effect of reducing the proportion that cycles to work. The most recent National Travel Survey data indicates that 76% of journeys under 1 mile (1.6km) were carried out on foot and strongly suggests that cycling should be seen as 'competing' with walking as well as car driving.



Photo: Jason Patient

Not unexpectedly, a greater population density was found to be linked with larger proportions that cycle. Interestingly also, it was found that districts with higher proportions of both principal and non-principal roads which have no theoretical structural life remaining have lower proportions that cycle. Local authorities should take the needs of cycle traffic seriously in maintenance planning: good maintenance may have a positive effect on the choice of the bicycle for travel.

## Hilliness

Hilliness was found to be by far the most significant determiner of the proportion that cycled to work in a district. While it may be argued that hilliness is not a policy-sensitive variable, on the other hand roads, particularly motorways, have a great amount of design thought expended on their vertical geometry to limit it. The very significant suppression of cycling associated with hilliness indicates that designers should very seriously consider the vertical geometry of cycle routes.

## Off-highway

The measure for the proportion of route in a district that is off-highway remained a significant variable and was therefore left in the model. The question of causality arises however: rather than such provision stimulating cycling, it may have been good levels of cycling in a district that created a need for a more extensive cycle network.

*A review of the policy implications of these findings was presented at the 39th Universities' Transport Studies Group Conference in Harrogate in January. The results have been accepted for publication in the academic journal 'Transportation' and will be forthcoming shortly.*

## Websites...

[www.nationaltrust.org.uk/carfreedaysout](http://www.nationaltrust.org.uk/carfreedaysout) (or call 0870 458 4000) - for suggestions on the best National Trust properties to visit by cycle

[www.newlifeformainroads.org.uk/](http://www.newlifeformainroads.org.uk/) - see Transport 2000's New Life for Main Roads website for a report on a study tour looking at walking and cycling in Denmark and Sweden

[www.tfl.gov.uk](http://www.tfl.gov.uk) - Transport for London's relaunched website, including section on cycling in the capital

[www.ltw.org.uk](http://www.ltw.org.uk) - see London Travelwise bike pages; includes discussion forum and 'Bikes Mean Business' section on workplace cycling

[www.discoversuffolk.org.uk](http://www.discoversuffolk.org.uk) - website for the Suffolk project to encourage more people to visit the quieter areas of the county, boost sustainable tourism and support rural businesses including pubs.

## Fall and Rise

A BMRB Sport data survey has revealed that the numbers of 11-19 year olds cycling at least twice a week have decreased by almost 25% over the last ten years. However, there's good news for cycle commuting: the research firm found that the number of people in full time employment who cycle regularly has increased by 35% in the last 6 years. The survey also discovered that for 1.2 million people, cycling represents their only sporting activity (30% more than in 2001); and that regular cyclists are more likely to be environmentally conscious.

[www.bmrb-tgi.co.uk](http://www.bmrb-tgi.co.uk) / [www.bmrb.co.uk/sport](http://www.bmrb.co.uk/sport) / 020 8433 4000

## For local authorities...

- Look out for any keen new councillors who might like to join Cycling England's (CE) Cycling-Champions email discussion group.
- CE's Professional Support Services team could help relieve some of your authority's workload with five days of (free) support! Also their website's Design Checklist has been supplemented by a comprehensive linked 'portfolio' of concise guidance and examples.

For both of the above, see [www.cyclingengland.co.uk/engineering.php](http://www.cyclingengland.co.uk/engineering.php)

- Recognising the need for a single resource for local authority cycling practitioners, CE is funding the newly formed Local Authority Cycling Association (LACA) for the next two years to provide a central contact and information point; website and email forum; conferences; and a conduit for communications and initiatives with Cycling England, DfT and other national organisations such as CTC and Sustrans. [www.localauthoritycycling.org.uk/](http://www.localauthoritycycling.org.uk/)

## Cycling on the Up in Sustainable Towns

All three pilot Sustainable Travel Towns show an increase in cycling, according to interim findings. Darlington has seen a massive 79% increase, Peterborough 25% and Worcester 36%. Various methods have been employed to achieve the shift, but a key component for each town is the 'Smarter Choice' technique of Individualised Travel Marketing. Gillian Merron, then Under Secretary of State for Transport, wrote to all Chief Executives in England saying: *"I hope that you and your authority will agree that smarter choices can bring substantial benefits on improving the environment and health as well as reducing congestion. It may, therefore, be a strong consideration when your authority sets future budgets."*

[www.dft.gov.uk/pgr/sustainable/demonstrationtowns/](http://www.dft.gov.uk/pgr/sustainable/demonstrationtowns/)

## New on Local Transport Plans (LTPs)

### Government's response to the House of Commons Transport Committees report on Local Transport Planning and Funding

Find out what the forthright House of Commons Transport Committee thinks of the LTP framework so far and what the Government thinks of the Committee's thoughts. Entertaining to and fro on the official LTP guidance, delivery, targets, indicators, capital/revenue funding, the Transport Innovation Fund and much more – particularly on the tension the Committee identified between national and local priorities and the way LTPs were assessed and scored. 17 pages. £6 ISBN 10 0215032705 / Tel: 0870 600 5522 / [customer.services@tso.co.uk](mailto:customer.services@tso.co.uk); download free from [www.publications.parliament.uk/pa/cm/cmtran.htm](http://www.publications.parliament.uk/pa/cm/cmtran.htm)

### Review of the Take-up of Smarter Choices in Local Transport Plans: Case study findings

(Department for Transport (DfT)) Reviews all LTPs for reference to 'Smarter Choice' measures and looks in detail at 10 Plans. Concludes that the extent to which Smarter Choices are embedded in LTPs "varies considerably". Provides insight into local decision-makers' attitude to sustainable travel and why some authorities do better than others.

[www.info4local.gov.uk/documents/publications/257890](http://www.info4local.gov.uk/documents/publications/257890)

### Long Term Process and Impact Evaluation of the Local Transport Plan Policy: Final report

(Atkins, PricewaterhouseCoopers LLP and Warwick Business School for DfT) Considers the extent to which the application of the LTP framework by local authorities has met DfT aims and objectives and how it can be improved in the light of experience. Says that, "The most important lesson from the first round is that the LTP policy remains relevant and useful" and that "there is sufficient strong support for it to continue into a third round." The authors suggest, however, that: "The policy has shifted away from its original localist focus ... to support delivery of DfT's national priorities." Makes very detailed recommendations to both central and local government. 262 pages

[www.info4local.gov.uk/documents/publications/235760](http://www.info4local.gov.uk/documents/publications/235760)

## New Publications...

### Manual for Streets (Depts for Transport and Communities & Local Government)

Guidance for practitioners involved in the planning, design, provision and approval of new residential streets, and modifications to existing ones. It aims to increase the quality of life through good design that creates more people-orientated streets. Whilst cycling may not have been as integrated into the advice as we might have liked, there are many encouraging aspects to this guidance, including designing for low speeds, an emphasis on accommodating cyclists on the road and permeability of developments by cycles. Let's hope that many of the Manual's principles are incorporated in advice for existing roads and other forms of development. And it has an index! £22.50. ISBN: 978 0 72 773501 0; download free from [www.communities.gov.uk/index.asp?id=1509196](http://www.communities.gov.uk/index.asp?id=1509196)

### Development of a risk analysis model for footways and cycle tracks - Transport Research Laboratory Report PPR171

Report aiming to develop a methodology for setting cost-effective maintenance standards for footways and cycle tracks, based on the estimated risk of injury for defects of different sizes, and the numbers of pedestrians and cyclists who use footways and cycle tracks of different categories.

The findings include an estimate that the risk of a cycling injury due to a cycle track surface defect is about 75 injuries per million km cycled. It also contains some useful data on the usage of different categories of cycle track: measured as 12-hour flows, the data range from between 100-300 cyclists for category 1 cycle tracks, to 44-69 cyclists for category 3 tracks.

However, the researchers sadly found no data from which to estimate the risk of a cycle injury as a function of the size of the defect – they were only able to do this for pedestrians. So, despite the report's title, the "risk analysis model" is based on pedestrian flows only. Whilst the reason for this is understandable - i.e the lack of good information about cycle injuries due to surface defects - it's a shame this wasn't mentioned in the section on "further research needed"! 74 pages. £35 hard copy / £25 pdf / Tel 01344 773131 [publications@trl.co.uk](mailto:publications@trl.co.uk) [www.trl.co.uk](http://www.trl.co.uk)

### Safety and perceived risk of cycle facilities in Copenhagen

By Søren Underlien Jensen, Trafitec; Claus Rosenkilde & Niels Jensen, City of Copenhagen. Before-and-after study covering the construction of one-way cycle tracks and lanes, blue cycle crossings and raised exits. Examines the effects on road safety; motor, cycle and moped volume; and the impact on cyclists' perceived risk and satisfaction. Concludes that: "The construction of cycle tracks in Copenhagen has resulted in an increase in cycle traffic of 18-20% and a decline in car traffic of 9-10%. The cycle tracks constructed have resulted in increases in accidents and injuries of 9-10% on the reconstructed roads."

[www.trafitec.dk/publikauk.htm](http://www.trafitec.dk/publikauk.htm)

### Cycling policy: an overview

DfT document on the Government's cycling aims with details of the organisations responsible for the management and delivery of cycling policy in England, Northern Ireland, Scotland & Wales. The Government's aim, it says: "... is to encourage more people to cycle as cycling helps tackle pollution caused by motor vehicles, congestion and also promotes good health". FAQ section looks at Cycle to Work schemes; pavement cycling; cycling through red lights; carriage on buses, trains & light rail; provision & upkeep of cycling infrastructure; and cycling training. 23 pages. [www.dft.gov.uk/pgr/sustainable/cycling/cyclingpolicyoverview](http://www.dft.gov.uk/pgr/sustainable/cycling/cyclingpolicyoverview)

### Cyclecraft by John Franklin

(Stationery Office)  
New edition of the definitive guide to safe and enjoyable cycling, extensively revised and updated. Now targets both adults and children, with special advice for parents. £12. ISBN: 978 0 11 703740 3 [www.cyclecraft.co.uk](http://www.cyclecraft.co.uk)

### Murder Most Foul by J.S. Dean

Reprint by RoadPeace of the 1947 study of the 'road deaths problem', written by the then President of the Pedestrians Association. The pamphlet is a comprehensive attack on the expectation that vulnerable road users - pedestrians and cyclists - should assume more responsibility for their safety than those who actually pose them harm in motor vehicles. Still relevant today. £6. 020 8838 5102 / [info@roadpeace.org](mailto:info@roadpeace.org) /

### Are We There Yet? A Comparison of Transport in Europe

(Commission for Integrated Transport)  
Report comparing UK transport to that in other European States. Finds that the UK has some clear strengths (e.g. road safety) and weaknesses (e.g. its performance on long-term, continuous promotion of walking and cycling policies). Among the data compared are figures on travel patterns, car ownership and travel, walking, cycling, road safety, environmental performance, freight and aviation. [www.cfit.gov.uk/docs/2007/ebp/index.htm](http://www.cfit.gov.uk/docs/2007/ebp/index.htm)

### Helping You with Your Journey: Highways Agency Business Plan 2007/08

Heavily 'customer first' plan majoring on promises to improve network management and information for drivers. "Yet," said Archie Robertson, its Chief Executive (HA

Press Release 27/3/07), "technology doesn't replace the need for road capacity. This year we'll start work on eight major schemes to remove bottlenecks..." This sits oddly with an undertaking to publish later this year its first Sustainable Development Action Plan. "Climate change," the Plan says "is central to our current concerns on the environment and we will make our contribution to tackling this..." Though it mentions a commitment to work on travel plans with local authorities and large employers, a search through this 52 page document for the words 'cyclists', 'cycling' and 'cycle' revealed one reference to 'cycling' (in Leicestershire) one to 'lifecycles', one to 'recycled plastic' and another to 50% 'recycled' paper, upon which it is so semi-sustainably printed. 52 pages. 0870 1226 236 / [highwaysagency@twoten.press.net](mailto:highwaysagency@twoten.press.net) [www.highways.gov.uk/aboutus/14772.aspx](http://www.highways.gov.uk/aboutus/14772.aspx)

### The Purbeck Cycle Routes Map

Joint-funded guide to help people enjoy the ultimate "out-of-car" experience in the Purbeck area by cycling instead. 40p from local Tourist Information centres, free from [www.purbeck.gov.uk](http://www.purbeck.gov.uk)

### 2007 Mini Guide to Hadrian's Wall Country

Comprehensive manual of accommodation and walking and cycling routes surrounding the famous Roman landmark. Free from Tourist Information Centres / 01434 322002 / [www.hadrians-wall.org](http://www.hadrians-wall.org)

## Diary Dates...

### 22 September 2007 In Town Without My Car!

Established annual event when town centre streets across Europe close to traffic, and open up solely for people to enjoy walking, cycling, street theatre, live music, dancing, public art and children's play areas

### 16 – 22 September European Mobility Week

Theme: Streets for People  
Asks for at least one permanent measure contributing to modal transfer from private car to environmentally-sound means of transport. [www.itwmc.gov.uk](http://www.itwmc.gov.uk)

## The Cycling Buds of Spring

CTC and the Cycle Campaign Network's (CCN) joint spring conference, hosted by the Derby Cycling Group in May, took cycling and young people as its main theme.

David Clasby and Mike Madin talked enthusiastically about Sustrans's expanding Bike It project from a local and national angle. Bike It officers work with schools to teach, advise, and set up activities on cycling, with demonstrably successful results. David, Derby's officer, said that there were lessons to be learnt from the rejuvenation of the Welsh language, which sparked off in schools, spread to parents and is now the fastest growing language in Europe. [www.sustrans.org.uk](http://www.sustrans.org.uk) > Sustrans Projects > Bike It

Bella Stewart, Co-ordinator of Derby's Cycling Demonstration Town project, explained that the city's bid for the status focused on the under-25s and described the work so far, mainly on 'soft' measures [www.cyclederby.co.uk](http://www.cyclederby.co.uk)

Andy Salkeld, Leicester's Cycling Co-ordinator, looked at building a bike culture. Apart from photo competitions, training and social enterprise projects (and much more), exploiting existing surges of cycling interest have achieved a lot too: instead of bulldozing an unofficial BMX site, for instance, the council worked with users to make it safer and then put on a festival attracting 4,000 people.

Two Bicycologists from a collective who want to see cycling recognised as a socially responsible way to challenge car culture and advance a sustainable and just world, gave a presentation on their ideology and promotional work (e.g. long cycle rides, stopping to talk with communities and offer them games and activities) [www.bicycology.org.uk](http://www.bicycology.org.uk)

Helen Ross, Public Health Development Manager, Nottingham Primary Care Trust (PCT), examined the role of cycling in daily life as one of the solutions for unhealthy physical inactivity – and as a weapon in the battle against climate change. Her own PCT has made the link and engaged in programmes to make it active.

Finally, Dr John Stubbs (Dept of Geography, University of Derby/Derby Cycling Group), presented his thoughts of the focus of future cycle campaigning. Backing his case with calculations and graphs, Dr Stubbs argued that the shift from car to cycle will only happen if campaigns concentrate on transport demand management policy, rather than on the cycling element alone. Full presentation at [www.ctc.org.uk](http://www.ctc.org.uk) > get involved > campaigning events.

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