



CycleDigest

cycling in the urban and rural environment

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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.

www.ctc.org.uk

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The Hovis London Freewheel attracted an impressive 38,000 people and their bikes to the capital on a Saturday at the end of September. Many enjoyed the ride so much that they said they would be cycling to work and school in future.



www.londonfreewheel.com/

Championing the Champions – BIG Lottery Boost for Cycling

As the last issue of *CycleDigest* went to press, The Active Travel Consortium (ATC), of which CTC is a partner, received a £19.9 million award from the BIG Lottery's Wellbeing Fund. Wellbeing aims to increase physical activity, improve mental health and get people eating more healthily.

CTC will receive nearly £5 million over 4 years to employ development officers in 13 locations, who will support and run local 'Cycling Champions' projects, working with a range of local partners.

A cornerstone of CTC's new 5 year strategy is to share our cycling expertise with a whole new audience. The Lottery funding will help CTC Charitable Trust's 'Cycling Champions' Programme (and London Cycling Campaign's parallel programme) bring cycling to sections of society that are known to have lower physical activity levels and are less likely to choose cycling as a lifestyle or transport choice, e.g. older people, the disabled, women and ethnic minorities. With this end in view, our programme will help people who 'champion' cycling at a local level - the groups, leaders, trainers, charities, health trusts and local authorities who have ideas for introducing more physically active lifestyles to

their communities, but need resources and expert support to get started.

The Consortium is led by Sustrans and includes British Cycling, CTC, Cycling England, Living Streets, London Cycling Campaign, the National Heart Forum, the National Obesity Forum, the Ramblers' Association, Transport 2000 (now Campaign for Better Transport) and Walk 21. It is delivering a portfolio of projects that will enable 2 million people to become more physically active by walking or cycling as part of their daily lives.

The Big Lottery Fund, the largest of the National Lottery good cause distributors, has been rolling out grants to health, education, environment and charitable causes across the UK since its inception in June 2004.

For more information and related links see: www.ctc.org.uk/DesktopDefault.aspx?TabID=4904

For details of the announcement of the winning consortia in the Wellbeing Programme see: www.biglotteryfund.org.uk/pr_180707_uk_wb_national_fitness_regeneration?regioncode=uk

For the kind of programmes London Cycling Campaign has been running already, go to www.lcc.org.uk/index.asp?PageID=16



Good News for Cycle-Rail in White Paper

CTC has welcomed the Government's announcement in the Rail White Paper (England & Wales) of a Task Force to represent cyclists during franchise agreements, as well as plans to increase cycle-rail travel, promote cycle access to stations and simplify cycle reservations. CTC urges that the group is given enough money and powers to make a real difference.

CTC is also keen to see the Task Force,

comprising the Association of Train Operating Companies (ATOC), Cycling England, Network Rail and Passenger Focus, providing input into the pilot programme for station travel plans – another welcome innovation in the White Paper.

For the White Paper, which sets out the Government's vision for the next 30 years, see: www.dft.gov.uk/about/strategy/whitepapers/whitepapercm7176/

For news of the winning entries to ATOC's 'Cycle-Rail Awards 2007', see Page 6

News in Brief

TV vote for Connect2

Connect2 is a major proposal from Sustrans to improve local travel in 79 communities by building walking and cycling bridges and tunnels, developing links and even re-instating a ferry.

The project is competing for funding from the Big Lottery's People's £50 Million contest and is already on the final shortlist. It will go to public vote on ITV1 in the week commencing 3rd December. The Million Lottery Giveaway will open at 9am on 26 November at www.thepeoples50million.org.uk; telephone voting will be over the weekend 7-10 December.

To find out more and to register support, visit www.sustransconnect2.org.uk or text Connect2 to 80010.

Rubbish roads need clearing

CTC is supporting an initiative to help clear the roads of debris such as broken glass, metal, gravel and other rubbish. The British Motorcyclists' Federation (BMF) has produced a *Rubbish Roads Ahead* booklet and is writing to every local highway authority urging them to clean-up the areas of carriageway used by two-wheeled vehicles - a perfect complement to CTC's own defect reporting website www.fillthathole.org.uk. Road defects account for 12% of all compensation claims made through CTC's legal team. www.bmf.co.uk/pages/news.php?fullstory=713

Pastoral care on the road

In June, the Vatican issued guidelines for pastoral care on the road, including a set of 'Ten Commandments' for motorists asking them to be charitable and responsible to others, to refrain from drinking and driving and to 'protect the more vulnerable party'. http://212.77.1.245/news_services/bulletin/news/20451.php?index=20451&po_date=19.06.2007&lang=it

Kingston Council becomes an Approved Instructor Training Centre

Following a successful assessment by CTC, Kingston Council in south-west London has become the first London borough to become a National Standards Instructor Training Provider.

Lower speeds for Dublin

Dublin City Council wants to see a radical new speed limit of 30kmh (18.6mph) through some of the city centre to protect cyclists and pedestrians. www.dublincity.ie > press & news 7/8/07

A question of 'will, ambition and vision'

Cycling England (CE) has set out its proposed spending programme for 2008 to 2012. It believes that with £40m in the first year and £70m annually thereafter invested in proven programmes, cycling could make a significant contribution to tackling climate change, congestion and obesity. CE calculates that this would deliver a 20% increase in cycle use in England by 2012 and, once 'recognised as a central component within the transport mix', would also:

- Save between 27 million and 54 million car journeys a year, mainly in congested cities at peak times
- Save 35,000 tonnes of CO₂ each year
- Improve local air quality
- Reverse a generational decline in the numbers of children cycling to school
- Cut the number of cars on the school run by 5%

This will be achieved by:

- Giving every child in England the chance to undertake Bikeability training - cycling proficiency for the 21st Century - before they leave primary school
- Dedicated cycling champions to work with every primary and secondary school in England, within seven years. Half of these will be in place by 2012

- Identify safe routes to school for every child in England
- Build 600 new cycling links to schools, serving tens of thousands of children
- A programme to transform a major English city by delivering a 100% increase in the number of people cycling by 2012
- A further ten Cycling Towns, adding to the present six, delivering increases of 100% in cycling
- A cycling programme with a rate of return of between 3:1 and 4.5:1 for every pound spent.

Politically, things are certainly looking up. In her Labour Party conference speech the new Transport Secretary Ruth Kelly MP promised to give more priority for cycling, in particular more action to provide cycle training in schools. A Government announcement on CE's funding is expected soon.

www.labour.org.uk/conference/ruth_kelly

For the full *Case for Cycling and Bike For The Future* see: www.cyclingengland.org.uk/

Cycling England was formed in 2005 by the Department for Transport to get 'more people cycling, more safely, more often'. For the latest CE publications, see pages 7 & 8.

Professional Support from Cycling England

Do remember that the Cycling England Professional Support Service team, coordinated by Tony Russell of CTC, offers an opportunity to help relieve some of your local authority's workload through the provision of up to 5 days of (free) support. This assistance is also available to other large organisations. Details at: www.cyclingengland.co.uk/engineering3.php

There is also a very useful *Design Checklist* on the Cycling England website with supporting information, and a spreadsheet of funding opportunities, as well as a regular *Scheme of the Month* and *Personality of the Month* slot.

The Parliamentary Advisory Council for Transport Safety (PACTS) has endorsed a long-held CTC position to bring in 20 mph as the default speed limit in urban areas. As part of its proposals for a Road Safety Strategy after 2010, PACTS suggests that a new urban limit, backed up by enforcement cameras, would save lives as well as encouraging more walking and cycling trips. www.pacts.org.uk/

Cycling Creeps Up

Good news from the National Travel Survey (NTS)! Growing levels of cycling, up from 4.2 billion kilometers (2004) to 4.4 billion kilometers (2005) according to Transport Statistics Great Britain, now have back-up from the latest NTS data. Levels of cycling have increased to 39 miles a year per person, 3 more than in 2005. Similarly people are now taking 16 trips a year, rather than 14. We wait to see whether this was a seasonal blip resulting from a hot summer in 2006.

www.dft.gov.uk/pgr/statistics/datatablespublications/personal/mainresults/nts2006/

School Travel Plans Make their Mark

London schools with a travel plan have reduced the number of car journeys by an average 7%, or 1,200 fewer journeys a year.

Half of the capital's schools now have a travel plan, with the rest due by 2009. When all of them are aboard, it is estimated a further 4.5 million car journeys a year will be saved, reducing CO₂ emissions, congestion and improving Londoners' health.

www.tfl.gov.uk (News 10/9/07)

Government Consults on New Cycle Design Guidelines

The Government has been consulting on the long-awaited revision to the guidelines on cycle-friendly infrastructure. *Cycle Infrastructure Design* is mostly positive, but CTC is concerned that it will be widely ignored unless the Government ensures that local councils understand it clearly. CTC's Roger Geffen said: "We are pleased that these guidelines clearly state that councils should consider ways to reduce the volume or speed of motorised traffic as the first option.

"However, the Government now needs to make sure that councils really understand and follow this advice! The impassioned response to the proposed wording of the Highway Code earlier this year showed how strongly cyclists dislike many of the so-called 'cycle facilities', which are ostensibly provided for our benefit. We now need to ensure that we completely wipe out any tendency for councils to choose what the



Photo: Jason Patient

guidelines identify as the least-preferred option – lousy pavement cycle tracks – whenever they decide for themselves that the other solutions are just 'too difficult'."

For the consultation document see: www.dft.gov.uk/consultations/open/infrastructuredesign/ (deadline 5/11/07)

For an outline of CTC's response: www.ctc.org.uk/DesktopDefault.aspx?TabID=4920

Cycle Facilities Encourage Cycling but Don't Improve Safety

As mentioned in *Digest 51*, three Danish researchers have published what is probably the largest ever study of the safety impacts of cycle facilities. Based on analysis of 8500 cyclist collisions, 1500 traffic counts and 1000 interviews, the researchers found that cycle facilities do indeed encourage more people to cycle and make cyclists feel safer; yet the reality is that they actually reduce cyclists' safety, with improvements between junctions being outweighed by increased risk at or near junctions. The researchers conclude that well-designed cycle facilities do have their place (after all, the health benefits of the extra cycling will far outweigh the increased injury risk which, in the wider scheme of things, is still pretty low). However, nobody should assume that it is necessarily safer for cyclists to use them – if anything, this research rather suggests the opposite.

Executive summary at www.trafitec.dk/publikauk.htm (the full report is in Danish).

CTC Responds to...

• Local Transport Bill and new proposals for Local Transport Plans

In its responses to a draft Local Transport Bill (mainly England & Wales) and accompanying proposals on the future of local transport planning, CTC argues that public acceptance of the Government's plans for local road pricing schemes would be greatly strengthened if the revenues were earmarked for cycling and other sustainable transport improvements.

The Government wishes to remove Local Transport Plans from 2011 and proposes to replace them with two documents: 10-15 year integrated transport strategies and shorter term implementation plans. CTC has objected to these proposals, fearing that projects focused on cycling will be lost in longer-term plans. We also say that the requirement for local transport policies to take account of climate change needs strengthening, and that the Bill needs to include measures to promote integration of transport modes, such as cycling and public transport.

We also want the Bill to address the licencing of pedicabs, now very popular in London. There are no powers there, however, to ensure that the vehicles or drivers are safe and legal, while outside London it is virtually impossible for pedicabs to ply for hire at all. CTC would prefer to see a nationwide legal framework so that responsible pedicab operators can provide a valuable addition to the cultural life of our towns and cities – with the potential to become a genuinely sustainable transport option too.

For CTC's responses to both consultations and links to the Bill, see: www.ctc.org.uk/DesktopDefault.aspx?TabID=4922

• ... Planning White Paper (England & Wales)

CTC has expressed concern about the White Paper's proposals to speed up the delivery of major infrastructure projects, including road schemes. CTC's local campaigners already have enough difficulty arguing the case for cycling provision in major road projects, and the Paper's proposals for a Major Infrastructure Projects Commission would reduce the opportunities for local consultation still further.

CTC has proposed a specific guidance document on incorporating cycling measures into major projects. We have also joined members of the Planning Disaster Coalition (including Friends of the Earth, Transport 2000 and the CPRE) in writing to the Secretary of State for Transport setting out our concerns about the White Paper's implications for transport. www.ctc.org.uk/DesktopDefault.aspx?TabID=4628

EC Drops Plans for Mandatory Daytime Running Lights

The European Commission has dropped controversial plans to require all motor vehicles to have front lights switched on at all times when the vehicle is in use - day or night. Not only was this strongly opposed by thousands of CTC members, pedestrian groups, motorcyclists and others writing to their MEPs last year, but new evidence has also shown that the introduction of rules on 'Daytime Running Lights' (DRL) have worsened road safety in Austria, Bulgaria and Poland – exactly as we had feared. We will now press the UK Government to introduce rules that the automatic use of DRL should be limited to vehicles with dedicated low-glare lights controlled by light sensors so that they only come on in low light. www.ctc.org.uk/DesktopDefault.aspx?TabID=4681

Velo City 2007

What happens when nearly 1,000 cycling enthusiasts from all corners of the globe get together in Munich for a week? Velo-city! CTC's Sara Basterfield reports back

Velo-city is the European forum that convenes every two years to discuss strategies to promote cycle transport. This year it was held in Munich, Germany from 12 – 15 June 2007 at the Gasteig Conference Centre. Under the overall title *From Vision to Reality*, its themes were:

- **A plus in quality of life** - through city-friendly, socially-friendly and environmentally-friendly mobility
- **New chances on the employment market** - the economic factor
- **Mankind and health** - the 'win win' factor
- **Modern urban and regional development** - workable models for a future worth living for

Participants had free use of a bike for the week, enabling us to sample Munich's popular 'Call a Bike' scheme. We also had free use of Munich's very comprehensive and integrated public transport as the hosts also gave us a MVV Mobility Ticket.

Campaigners, local authority officers, other cycling professionals and academics found it a useful experience for all sorts of reasons and, on the behalf of *CycleDigest*, I asked several of them to share their highlights.

Networking

The networking opportunities were fantastic, both in terms of getting to know UK people better and, as over 50 countries were represented, for widening out one's network to Europe and well beyond.

Fun and inspiring

It was great fun and really inspiring to be amongst so many people from such a diversity of backgrounds, all committed to cycling. As with CCN/CTC cycling conferences (see Diary Dates) and other like events and workshops, participants draw strength from being with others who share the desire for cycling to become more widespread.

Cycling as a norm

It was good to be based in Munich, a city where cycling is more a 'norm' than is usual in our UK cities. Munich has an excellent public transport system and is also the home of BMW. Even so, cycling is very much part of the transport mix, with a comprehensive network of cycle lanes (though not without their problems!) and an efficient public bike rental system.

Other countries share our struggles and problems

Discussion with some of the delegates from countries where cycling levels are higher and cycling is more commonplace than in the UK revealed that even there cycling officers and activists still often struggle to get proper provision and promotion for cycling.

The UK tops the European league for obesity and other problems relating to inactivity. However, Velo-city was a useful reminder that, unfortunately, rising levels of obesity are a growing trend and other countries face these problems too. Sweden, for example, is experiencing worrying adverse trends as more people shift from cycling and walking to car travel. Stockholm may have introduced a congestion charge but the many small towns in Sweden have almost no congestion problems and driving and parking is easy.

International perspectives

Perspectives on cycling from other parts of Europe, as well as from North America and developing countries shed fresh light on our own situation. One striking example, which is a powerful demonstration of how much impact using a cycle can make, came from an African project. They found that equipping health workers with bicycles enabled each of them to complete two or three times as many patient visits as they could on foot, thus doubling or trebling productivity.

Some African countries may be yet able to avoid allowing the car to dominate in the way it has in Europe. A participant from Ghana mentioned what a powerful message was sent out by the mayors of Brussels, Munich and Copenhagen, as they vie with each other to establish 'cities of cycling', showing how desirable the activity is for **modern** cities. He planned to take this message back home, showing the world that cycling is a modern, fashionable transport mode rather than the poor relation of the motor car. Some cities in Ghana already have the cycling levels to which these European cities aspire.

Debate on EU-focused cycle campaigning issues

It was refreshing to be able to share ideas and consider campaigning in a European-wide context.

Information on other countries' activities

For example, participants learnt that: Norway is instigating a programme of maintaining cycle paths; and the Czech Republic is advancing cycle tourism routes (an extension to the German network).

What did the UK contribute to Velo-city?

Delegates representing Britain in a campaigning or professional capacity presented a wide variety of topics including:

- The Cycle 50% Programme - The London Borough of Merton Trial (Dr Paulo Camara, London Borough of Merton)
- Increasing cycling – Measures to promote cycling and the benefits for everyone (Rob Parsey, the Royal London Borough of Kingston upon Thames)
- Promoting cycling in the City of Cambridge (David Bradford, & Clare Rankin, Cambridge City Council)
- Cycle parking – Accident or Design (Roger Stocker, London Borough of Southwark)
- Effective skills training in cycle infrastructure design for urban development professionals (Dr John Parkin, University of Bolton)
- How the development of cyclist training courses benefits cycling and cycle promoters: shared experience from the UK and Switzerland (Kevin Mayne, CTC & Bea Fehr, IG Velo, Switzerland)
- Benchmarking – how it can help UK cycle training providers deliver best practice (Sara Basterfield, CTC Charitable Trust)

London (presented by Xavier Brice from Transport for London) featured in a plenary session on 'Strategies to Secure Mobility in Metropolises by Promoting Cycling', along with Copenhagen, Paris and Munich. Participants were very impressed by London's progress in cycling.

Papers from UK delegates were well received and in some cases recognised as innovative, so it's clear that the UK has much to contribute in terms of practical ideas for promoting cycling.

What can be applied in the UK?

UK participants suggest that the following ideas from Velo-city could be implemented or, where they already exist, should be further developed in the UK:

Public bike rental schemes

- *Velib* in Paris and Lyon and other similar public bike rental schemes in smaller cities. Since Velo-city, the Paris scheme has received a lot of publicity, Ken Livingstone has visited Paris and it looks likely that London will introduce something similar.

Inter-modality

- Promoting *inter-modality with cycling* supported as a key element of the mix

could work much better than it does now. Luneburg Radspeicher is a small town example of this type of initiative in Germany. Promoting inter-modality is already happening to a limited extent, but much more could be done to facilitate this through:

- Joint working between local authorities and train operating companies
- Better and more secure off street cycle parking at stations, better routes to stations, more cycle carriage on trains
- Targeted marketing at commuters especially the outer London boroughs, home counties and other large cities

Networks of Cycle Friendly Towns

- *Establishing a network of cycle friendly towns and cities* whereby membership provides access to funding whilst placing more responsibility on the town or city to be more proactive in its support for cycling. North Rhine Westphalia in Germany has an established network and Norway has recently set one up.

Route Planning Systems

- *Creating online route planning systems* could be further developed here in the UK along the lines of the North Rhine Westphalia computer cycle route planning system. The website can be used in German and in English and allows users to feed in criteria such as whether they want to avoid steep gradients.

BYPAD (Bicycle Policy Audit)

- *BYPAD has become a European quality standard for cycling policy standards.* Following the conference, one participant is already looking at using this in his local authority.

Increasing the desire for cycling by positive promotion

- *Marketing cycling as part of a modern, desirable lifestyle as shown by the Radlust project ('the joy of cycling').* This project from the University of Trier looked at shortcomings in the ways that cycling is promoted in Germany. It contrasted promoting bicycles with promoting cars. Cars are marketed using positive images such as freedom, pleasure and so on. Although car manufacturers do, of course, have huge marketing budgets, it is nevertheless valid to apply these principles to marketing cycling.



Sara's personal highlight - Velo-city Radl Night

Quantifiable benefits

- *Identifying quantifiable benefits* – the African example quoted earlier demonstrates that the bicycle enables health workers to do twice or three times as many visits in a day as on foot. In some of our congested cities, the bicycle could often enable peripatetic workers to get around faster and more cheaply than by car.

Empowering the disadvantaged

- Various presentations from African countries demonstrated that the *cycle can be used to empower people*. This could also be applied to tackle social exclusion in deprived areas in the UK.

Using health as a marketing tool

- *Promoting and emphasising the health benefits of cycling* could be used more extensively in the UK.

Improving and extending professional training

- *Professional training* could be extended further to all of those involved in promoting and providing for cycling.

Social and cultural change

- Velo-city also served to highlight the extent to which increasing cycling and making it an everyday, normal way of getting around is dependent on *social and cultural change*.

Of course, we are well aware that some ideas mentioned above are already happening in some places in the UK – Cycling Demonstration Towns and developments in on-line mapping projects, to name by two (*Digest 49 & 50*). We do our best to highlight them in *CycleDigest* – but if you know of any scheme or initiative that we haven't yet covered, please get in touch!

Personal highlight – Velo-city Radl Night

The mass bike ride escorted by ADFC and police was almost called off due to very heavy rainfall that evening. However, we cyclists are a hardy bunch and it went ahead, starting at the Chinese Tower in the English garden, taking in Schwabing, the Old Town and going alongside the Isar river. It was a truly memorable experience and included cycling through one of the main road tunnels normally available to motor traffic only.

Following Velo-city, I've made a note to try to be positive and upbeat when discussing cycling, especially with those who are either new to it or about to start. It is easy to see the negatives that result from some social, cultural and political factors underpinning British systems, along with a lack of commitment and political will.

However, focusing on the negatives can be counterproductive and potentially off-putting to those thinking of taking up cycling - no-one wants to join a losing team! Since joining CTC in 2003, I think that cycling in the UK has steadily become higher profile. Whereas it may be taking much longer than I would like for it to become mainstream, it is definitely heading in the right direction.

My thanks to everyone whose contributions helped me write this article.

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Cycle-Rail Awards 2007

A healthy array of winning entries for ATOC's (The Association of Train Operating Companies) National Cycle-Rail Awards 2007 made the presentation ceremony on 25th October both positive and inspiring. With supportive words from Tom Harris, Under Secretary of State for Transport, ATOC's Director of Communications Ed Funnell and Christian Wolmar of Cycling England, cycle-rail transportation certainly has some powerful advocates. The Awards not only recognise progress, but also help publicise best practice for others to follow – all good news for cycling and cyclists.

The range of prize-winning schemes was striking: special trains, helpful links (website and cycleways), partnerships & community collaborations; an anti-theft initiative, bike rental, facility surveys, cycle storage and cycling strategies were all honoured. The winners were as follows:

...for Customer Service Excellence:

'one' Railway, for supporting the London to Southend charity bike ride with a special service and extra coaches. **Highly Commended:** First Capital Connect's investment in rail-cycle integration at 33 stations and improved security for cycle storage areas.

... for Best Local Government Contribution, sponsored by Cycling England:

Fife Council for a £500,000 cycleway, a partnership funded project that links Markinch station to Glenrothes, making integrated cycle-rail travel easier for the town's residents. **Highly Commended:** Surrey Council for its work with the county's train operators delivering a major expansion of secure cycle parking at stations, which has led to an impressive increase in daily use. Dorking, for example, has benefited from expansive new shelters.



Fife Council

... for Most Innovative Approach to Cycle/Rail Integration:

National Rail Enquiries for introducing a simple and very popular website link to each train operator's cycle policy. **Highly Commended:** OYBike for its self-service bicycle rental stations, operated through mobile phones.

... People Award:

PC Jerry Isterling, a Crime Reduction Officer with British Transport Police, for his work with three TOCs, Network Rail and Evans Cycles. The judges said that Jerry went 'that extra mile' to educate owners on how to avoid cycle theft through a series of 'surgeries' at theft hotspots at train stations across the South and South East. **Highly commended:** Martin Bright, a retired teacher, and Simon Geller, an IT consultant, for voluntarily conducting and collating an extensive survey of cycling facilities linked to Northern Rail's operations and stations – crucially underpinning the operator's cycle strategy.

... Station of the Year, sponsored by CTC:

Haddenham and Thame Parkway, as an example of Chiltern Railways' work to give the local community, such as the 'Haddenham Safe Walking and Cycling Group', a say in the way their station develops. **Highly Commended:** Guildford station, SWT, to recognise a significant expansion in cycle storage, including six double-decker racks.



Chiltern Railways

...Train Operator of the Year:

Northern Rail for developing a strategy (www.cyclingengland.co.uk/engineering.php) that should be a blueprint for other operators. Strongly committed to promoting cycling, the company is always on the look out for additional space for cycles when trains undergo refurbishment, and they work with local authorities and the cycling community to make stations more cycle-friendly. **Highly commended:** Chiltern Railways for working with local authorities and local cycling awareness groups to provide better for cyclists at its stations.

ATOC's Awards have the support of CTC, Cycling England and Sustrans. For more see: www.cyclerail.co.uk

Cycle-friendly Supertrams are Go!

Local campaign group, Pedal Pushers, has reached agreement with Sheffield Supertram to put on 'Cyclists' Specials' from the city's Cathedral to Waterthorpe (Rother Valley) on the last Sunday of each month - from September to November initially but with the aim of this becoming permanent in the New Year, if cost-effective. www.pedalpushers.org.uk

Government Hangs on to Bridge

Much to many campaigners' delight, the six lane, motorway-style Thames Gateway Bridge was rejected in July by the Inspector following a public inquiry in 2006. London Cycling Campaign (LCC) supported by CTC, used its expertise to highlight the adverse impact the bridge would have on walking and cycling. In particular, they argued that it would be an 'obstacle course' for cyclists who would have to share a dedicated cycleway with pedestrians at a maximum speed of 10mph.

Despite the Inspector's recommendation that the bridge should not be built, the Government plans to reopen the public inquiry!

Cycling groups are urged to read the Inspector's Report as it could be useful to those fighting inappropriate road schemes across the country. www.persona.uk.com/thamesgateway

Insecurities over Railway Cycle Parking

Sixty percent of respondents to Transport 2000's Weakest Link survey said that they would not feel safe leaving their bike at the railway station. T2000 (now Campaign for Better Transport), launched the exercise to find the best and worst train stations to travel to in England and Wales. More results at: www.bettertransport.org.uk > rail > poor stations

News in Brief

BIG funds cycle repair

A not-for-profit cycle repair service in Doncaster, staffed mainly by adults with learning disabilities, is set to expand with £65,215 from the Big Lottery.

Tour de France inspires workplace cycle challenge

Staff from over 250 London businesses, which took up Transport for London's (TfL) workplace cycle challenge, rode into work this summer. The challenge ran at the same time as the *Tour de France* visited London and then raced through Europe.

For more on TfL support for workplace travel plans, see www.anewwaytowork.org

Trips on the NCN

Sustrans reports that during 2006 across the whole of the National Cycle Network (NCN) there were over 338 million walking and cycling trips, with cycling taking account of 168 million of them. Children made 52 million trips on the NCN, over 12 million to school, and the rest for leisure and play. By the end of 2006 the Network extended to 11,300 miles.

www.sustrans.org.uk > National Cycle Network > Route Monitoring Report 2006

New heights for MTBs

With partnership funding, Kielder Trail Reavers, a community-based independent riders' group, has unveiled 17 kilometres of new mountain biking trails, linking the 2,000ft summit of Deadwater Fell with Kielder village, Northumberland.

www.forestry.gov.uk/ > News 20/9/07 'Bikers on top of the world'

Going on a cycling holiday

Research from MINTEL (a global supplier of consumer, product and media intelligence) found that Britons spent around £120 million on 450,000 dedicated cycling holidays in 2006. The firm also estimates that a further 2.25 million holidays included some kind of cycling element, such as a day's bike hire or a mounted city sightseeing tour. MINTEL believes that the greatest future scope for the cycling holidays market lies in combining biking with mainstream holidays. www.mintel.com

Ride the Golden Way in Salisbury

A new seven mile circular waymarked route around Salisbury in Wiltshire for cyclists and walkers, christened The Golden Way, has been developed by the Cyclists Opportunity Group for Salisbury (COGS) and delivered by the Salisbury Cycle Liaison Panel. Call 01722 434325 for leaflet.

New Publications...

...from Cycling England

Prepared by or with the involvement of the local authority professional support service:

- **Cycling on Sea Fronts / Promenades:** offers a list of places where cycling is permitted, together with a table explaining the nature of each facility, what its legal status is and the experience so far
- **Cycling in Pedestrian Areas:** easy to access information in the form of a table on places where cycling in a pedestrian zone is permitted 24/7 or during commuter hours. Includes explanations of the correct signage
- **Cycle Projects Funding:** lists possible sources of funding for capital and revenue cycle projects, compiled to help Local Authority officers identify additional funding sources over and above Local Transport Plan funding
- **Cycle Route Maps:** guidance on producing cycle maps, including a look at liability and what makes a good map. With examples.

All the above at: www.cyclingengland.co.uk/engineering.php

Valuing the Benefits of Cycling

Detailed study by SQW Limited commissioned by Cycling England to examine the economic benefits of cycling and its contribution to Government objectives. Reckons that, on conservative estimates, a 20% increase in cycling trips between 2005 - 2015 will release a cumulative saving of £500m:

Policy Area	Saving (£millions)
Premature deaths (adult)	£107
NHS costs (adult)	£52
Absence from work (adult)	£87
Pollution (all)	£71
Congestion (all)	£207
Total	£523

Publication and executive summary available at: www.cyclingengland.org.uk

The Economic Impact of Cycle Tourism in North East England

Report conducted by the Institute of Transport & Tourism (University of Central Lancashire), Loughborough University and Sustrans, as part of the Regional Cycle Tourism Project funded through One NorthEast's Single Programme.

Shows how in 2006, four cycle routes in the North East had a combined worth of over £13 million to wider regional economy. Andy Cope, Director of Sustrans' Research and Monitoring Unit, said: "By further supporting home-grown cycle tourism, a low-carbon form of tourism, the UK will not only realise economic benefits but will also

have the opportunity to help minimise the effects of climate change - a healthy return on investment for both the UK economy and the planet." www.sustrans.org.uk

Design Manual for Bicycle Traffic (CROW)

Newly translated, this comprehensive design guide from the Netherlands is a revision of the seminal *Sign up for the Bike* guidance from 1993, which heavily influenced the UK's own *Cycle Friendly Infrastructure* (now undergoing revision - see Page 3). Chapters on planning cycle facilities; functional design; basic information (e.g. on cycle dimensions); networks and routes; road sections; intersections; maintenance & furnishings; cycle parking; and evaluation and management. With numerous illustrations, diagrams and tables. 388 pages. Cost: around 77 euros / ISBN 978 906628 494 4 / www.crow.nl/shop

Cycling and Society (Ashgate Publishing)

Edited by Dave Horton, Lancaster University; Paul Rosen, University of York; and Peter Cox, University of Chester

Chapters on the past, present and potential futures of cycling by an international group of historians, geographers, sociologists, engineers and planners. Considers how the social sciences help us to understand the past, present and potential, discussing shifts in cycling practices and attitudes, and opening up important critical spaces for thinking about the prospects for cycling. Contents are wide-ranging, including a look at the fear of cycling; barriers to cycling; bicycle messengers; and women's professional cycle racing in the late 19th century. £55.00 / ISBN 978 0 7546 4844 4

The Cyclist's Companion (Think Books, published in association with CTC)

Comprehensive guide to all sorts of cycling facts, figures, history and stories, with foreword from newscaster, cyclist and CTC President, Jon Snow. £9.99 / ISBN 978 1 845250 48 5

Cycling to Work - A beginner's guide by Rory McMullan (Green Books)

Small, punchy and colourfully illustrated paperback, including chapters on the reasons for cycling to work, buying a bike, getting started, riding in traffic, cycle maintenance, finding bike buddies and cycle-friendly workplaces. Excellent inspiration for any doubter. 96 pages, £4.95 / ISBN 978 1 900322 12 6 / Tel. 01803 863260 / www.greenbooks.co.uk

City Cycling by Richard Ballantine (Snowbooks)

Full colour manual on cycling in town, from selecting the best bike to advice on tactics for riding in traffic, bike skills and basic maintenance. £9.99 / ISBN 978 1 905005 60 4

London Cycle Guides (updated)

Set of 14 cycle route maps developed by London Cycling Campaign (LCC) and Transport for London. With information on official cycle routes and quieter roads (all ridden and recommended by cyclists) as well as cycle parking at stations and motor-traffic-free routes. Durable. 020 7222 1234 / www.tfl.gov.uk/cycling (or from London cycle shops).

A Critical Review of the Legal Penalties for Drivers Who Kill Cyclists or Pedestrians by Jake Voelcker (Thesis)

Critically reviews the regulation of motor vehicles in Britain, and in particular the prosecution of drivers who kill cyclists and pedestrians. Looks at court transcripts and newspaper reports to discover whether drivers convicted of killing vulnerable road users are less harshly punished than other criminals who cause death without intent. Concludes that drivers are less harshly punished, due to a bias in the criminal justice system because of a lack of representation of vulnerable road users amongst the judiciary, policy makers and legal officials. Mentions CTC comment and policy. www.jake-v.co.uk/cycling

Spaceshaper: a user's guide (Commission for Architecture and the Built Environment)

Practical toolkit to help communities and professionals identify the strengths and weaknesses of public spaces and ways to improve them. Considers, amongst other things, access, design, community and use. Guide free to download; costs involved in engaging Spaceshaper services. www.cabe.org.uk/AssetLibrary/9463.pdf 020 7070 6700 / spaceshaper@cabe.org.uk / www.cabe.org.uk/spaceshaper

Tackling Obesity: Future Choices

Gloomy report from The Government Office for Science, headed by chief scientific adviser Sir David King, on the future of the UK's health. They suggest that by 2050 obesity could cost the NHS £45.5 billion a year, with over half of all adults

obese. The report blames the current crisis on 'the abundance of energy dense food, motorised transport and sedentary lifestyles', and calls for an increase in cycling and the redesign of the built environment to help tackle both climate change and obesity.

www.foresight.gov.uk/Obesity/Obesity_final/20.pdf

Active Design - Promoting opportunities for sport and physical activity through good design (Sport England, produced in partnership with David Lock Associates)

Guidance and information to townplanners, architects and urban designers on how to put opportunities for physical activity, including cycling, at the heart of new housing and community developments. Covers accessibility, amenity and awareness, with clear, check-list approach and case studies.

Download from:

www.sportengland.org/active_design_complete.pdf

Unfit for Purpose: How Car Use Fuels Climate Change and Obesity (Institute for European Environmental Policy and Adrian Davis Associates)

Authors: Adrian Davis, Carolina Valsecchi and Malcolm Fergusson

Report making the link between car use, obesity and carbon dioxide emissions, pulling together available and comparable national data, focusing on the UK. Suggests that reverting to the walking patterns we had before owning a car, when physical activity included more regular walking to work, to the shops and to escort children to school, could be an important part of national programmes to fight climate change and obesity. Download from: 'publications' at www.ieep.org.uk

Cutting Your Car Use by Anna Semlyen (Green Books)

Updated colour edition of this personal guide to car traffic reduction. Doubles as a tool to help organisations tackle car dependency of staff and change travel habits. £4.95; bulk discounts apply. ISBN 978 1 900322 15 7 / Tel. 01803 863260 / www.greenbooks.co.uk

Websites...

www.bettertransport.org.uk

Bright, new look website for the newly named Campaign for Better Transport, (formerly Transport 2000)

www.saveatonne.com

Features ten effortless actions for individuals to adopt to save money, energy and a tonne of CO2. Walking and cycling are amongst the recommendations.

Diary Dates...

Friday 16th November 2007, 10.30 – 15.30

Best Practice Seminar: Infrastructure for cyclists & the principles of planning for cycling

Oxford Town Hall

Supported by Cycling England, CTC and CCN (Cycle Campaign Network); hosted by local campaign group, Cyclox

Designing and planning for cyclists present many challenges for local authority officers. This FREE seminar draws together a range of experts to talk through the professional support services now available, best current practice and the implications of the publication of the DfT's draft *Cycle Infrastructure Design* (see Page 3) - and, vitally, how to apply the 'Hierarchy of Solutions'.

Saturday 17th November 2007, 10.30 – 16.45

Cycling for the Climate (CTC/CCN Autumn Cycle Campaigns Conference, hosted by Cyclox)

Cheney School, Oxford

A day to explore cycling in the context of climate change, plus a look at improving conditions for cycling on the roads to tempt more people to take up this environmentally benign mode of transport. Renowned author Mark Lynas will set the scene and consider what climate change means for cycle campaigners. Also on offer: debate on cycle friendly planning and urban design, in particular the concept of 'cycle permeability'; afternoon workshops and updates on current campaigning; and closing panel discussion, chaired by Dr Alison Hill of Cycling England. Cost: £17

For further details of both events and to book, visit www.ctc.org.uk/DesktopDefault.aspx?TabID=3428 or call 01483 238326 / cherry.allan@ctc.org.uk

Sunday 18 November 2007

World Day of Remembrance for Road Traffic Victims

Initiated by RoadPeace 14 years ago and adopted by the United Nations in 2005.

For details of Remembrance services in your area: www.roadpeace.org

CycleDigest is also available at www.ctc.org.uk – Campaigns and Policy – Get involved. Save Paper! If you would prefer to receive notice that the latest issue has been uploaded onto our website, email the address below. Please also let us know if you no longer wish to receive this publication. Views expressed in this publication do not necessarily reflect those of the editor or the policies of CTC. Material from the CycleDigest may be reproduced in any form for the purposes of campaigning and in the promotion of cycle use, provided the source is acknowledged.

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