



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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Railway Station Travel Planning – Get Involved!

The DfT's *Delivering a Sustainable Railway White Paper* proposed that railway stations adopt travel plans, jointly sponsored by local authorities, train operators and Network Rail. Cycle storage and safe and convenient access for cyclists are potential outcomes.

CTC has been invited to join the steering group for a pilot phase and we would like to hear from any groups, individuals or local authorities interested in creating a station travel plan in their area. Please email chris.peck@ctc.org.uk or phone 01483 238313.

The Campaign for Better Transport has produced some good examples of local rail partnerships - www.bettertransport.org.uk/system/files/Local_Rail_Partnerships.pdf

Government Puts Millions into Cycling

CTC has welcomed the announcement that the Government is putting £140m towards cycling in England. Over the next three years this will fund a variety of programmes including Bikeability cycle training for an extra 500,000 children; another 250 Safe Links to Schools; further Cycling Demonstration Towns and the first large Demonstration City.

The funding includes a contribution from the Department of Health as part of its new obesity strategy and will be channelled through Cycling England, set up to promote cycling in 2005. Making the announcement Secretary for Transport Ruth Kelly said that the results of both Bikeability and Cycle Demonstration Towns are "hugely impressive and prove that by providing the right facilities and support more people are willing to get on their bikes."

CTC Director Kevin Mayne said "What is particularly welcome is the involvement of Ministers not only for transport but also for

children and health. We are keen to see Cycling England get behind local authorities and Primary Care Trusts who want to challenge unnecessary car use and work with local cycling advocates so that the health benefits of cycling can be enjoyed by more people."

www.dft.gov.uk/pgr/sustainable/cycling/cyclingfuture.pdf

CTC's charity arm, the CTC Charitable Trust, is a significant contributor to Cycling England, delivering a range of support for cycle training and local authority effectiveness.

www.ctc.org.uk www.cyclingengland.co.uk

... and Millions for London Cyclists too...

Ken Livingstone, Mayor of London, has announced £62m for walking and cycling in the capital (2008/9), a 20% increase on the last budget. He also plans to encourage London boroughs to adopt area-wide 20mph limits for residential areas.

www.london.gov.uk/news.jsp 22/1/08

Cycling, DfT and a Low Carbon World

With the prospect of mandatory emissions reduction targets emerging from the *Climate Change Bill*, the Government appears at last to be giving a bit more priority to climate change. Until recently its policies tended to concentrate on energy efficiency in the domestic and business sectors rather than transport, but recently there have been some fairly positive developments.

'Towards a Sustainable Transport System'

The Department for Transport (DfT) published its response to both the *Stern Review* (on climate change) and the *Eddington Transport Study* in October. This sets out the Department's strategic direction for the next 7 years and, encouragingly, will in part focus specifically on the 56% of car journeys under 5 miles - easily shifted to cycle trips. Offering bespoke travel advice to households is an option seriously considered, something that's proved highly successful in Darlington, a Cycling Demonstration Town. Another innovation is the inclusion of health in the Department's goals.

Initiatives such as individualised travel marketing and cycle training could therefore do very well out of these moves, but efforts to increase cycling will inevitably row against the

tide until and unless the Government also puts in place policies to halt and reverse road traffic growth and to tackle road danger. Also, with the culture of devolution currently sweeping through government it remains to be seen whether these tentative steps towards healthier and more sustainable transport will bear fruit at the local level (i.e. it's not the Government's job to tell councils they need to address climate change!).

Download *Towards a Sustainable Transport System: Supporting economic growth in a low carbon world (TaSTS)* from www.dft.gov.uk/about/strategy/transportstrategy/



Photo: Jason Patient, www.cycling-images.co.uk

Planning Policies don't Match

In mid-December the Department for Communities and Local Government at last published the supplement to Planning Policy Statement 1 (PPS1), *Planning and Climate Change*, and a consultation on PPS4 - *Planning for Sustainable Economic Development*. The latter offers policy advice in direct contradiction to the values expressed in the former.

PPS1 follows the agenda set by Planning Policy Guidance 13 (PPG13), and establishes clearly that reducing the need to travel through land use planning must be fundamental to meeting our climate change goals. Of course, that message is bundled up with a collection of recommendations on renewable energy, adaptation to climate change etc., but picking out the section on transport and repeating it back to local authorities may help to hammer home the principle that better land use planning will reduce car dependency and benefit cycling.

Draft PPS4, on the other hand, unhelpfully suggests that out-of-town developments may be acceptable, and reverses some of the maximum car parking standards set in PPG13. Mixed messages!

PPS1: www.communities.gov.uk/publications/planningandbuilding/ppsclimatechange

PPS4 consultation (closes 17/3/08): www.communities.gov.uk/publications/planningandbuilding/consultationeconomicdevelopment

STOP PRESS

As Digest went to press, the Department for Health launched its strategy to tackle obesity and the National Institute for Health and Clinical Excellence (NICE) published guidance on creating physical environments to promote physical activity. Both documents are welcome and helpfully suggest that health professionals play a greater role in the local planning process.

Meanwhile the NICE guidelines recommend that *"those responsible for all strategies, policies and plans involving changes to the physical environment" should "Assess in advance what impact (both intended and unintended) the proposals are likely to have on physical activity levels. (For example, will local services be accessible on foot, by bicycle or by people whose mobility is impaired?) Make the results publicly available and accessible"*.

Obesity Strategy: www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_082378

NICE guidance: www.nice.org.uk/guidance/index.jsp?action=byID&o=11917

Low Carbon Cities

With the help of the Carbon Trust and the Energy Saving Trust, Bristol, Leeds and Manchester will be developing tailored action plans to cut their CO2 emissions under the Low Carbon Cities Programme, funded by Defra. Promoting cycling to work is one of the energy saving measures that the cities could well undertake. www.gnn.gov.uk > National news release 8/11/07.

Statistics on local and regional CO2 emissions for 2005 have been published at: www.defra.gov.uk/news/2007/071120a.htm. Overall, 28% of end-user emissions assigned to local authority areas are attributed to road transport.

Funding

- Over the next three years, local transport will benefit from the latest Capital Settlement of £4billion. Announcing the funding for local authorities, Transport Minister Rosie Winterton said: *"Tackling congestion, improving road safety and providing genuine alternatives to the car are essential to people's quality of life and the economy. And without good local transport none of this is achievable."* www.dft.gov.uk/pgr/regional/ltp/capital/ltpsettle07/
- In a recent Parliamentary Question, Theresa Villiers MP asked what proportion of the DfT's spending has been devoted to encouraging cycling in each of the last five years. In her answer, Rosie Winterton said 'cycling spend' was £60.3m for 2006-7, via money from Local Transport Plan settlements and London's transport grant. The Minister added that this was only a partial picture because this figure does not include other schemes – traffic calming and 20mph zones, for example – which also encourage cycling. The recognition that such measures do help cycling is welcome. www.theyworkforyou.com/wrans/?id=2007-12-10b.164629.h

Transport Statistics for Great Britain: 2007 Edition

Published in November, this shows that cycling in 2006 rose a little in comparison with 2005, from 4.4 to 4.6 billion vehicle kilometres. The number of cyclists killed in 2006 was 146 (148 in 2005). For this and many more statistics on road traffic, casualties, speed and transport emissions, see the full publication at: www.dft.gov.uk/transtat [Regional Transport Statistics \(2007 Edition\)](#) have also just been published on this site.

SUSTRANS WINS £MILLIONS FOR CONNECT2

A public vote has landed Sustrans, the sustainable transport charity, with £50m from the Big Lottery Fund for its five year Connect2 project. The money will go towards 79 UK schemes designed to connect up networks for walkers and cyclists by providing links such as crossings and bridges over busy roads, railway lines and rivers.

One of the schemes welcomed by cyclists is a new bridge across Newstead Road in Weymouth, thus completing the Rodwell Trail, and making it part of a motor-traffic free route to Portland. It should benefit access to the Olympic sailing events taking place in the area in 2012 too. The original application for the bridge was made by CTC's West Dorset branch.

Sustrans' local authority partners are poised to go and will be adding matched funding. www.sustransconnect2.org.uk/

Refreshing NATA

At the same time that TaSTS emerged (*see front page*), the DfT decided it was also the moment for a 'Refresh' of the *New Approach to Appraisal* (NATA), originally conceived in the Integrated Transport White Paper of 1998. Some aspects of their proposals are welcome, such as the recognition that the health impacts of walking and cycling schemes upon adults have economic value. Also, climate change is an identified theme.

The Department acknowledges that NATA's original intention to be 'mode neutral' – meaning not favouring road schemes over rail – hasn't happened yet. They propose that planners will decide goals and then objectively generate a variety of options – say road, rail, bus or cycling - to reach those goals. But the *Refresh* doesn't propose altering some of the fundamental problems with the costing of time, whereby business travellers in cars are assigned a higher time value than cyclists or pedestrians; or the fact that any scheme that reduces car use must be penalised through lost fuel tax revenue to the Treasury. Equally, NATA doesn't offer a way of appraising a 'local sustainable transport plus less travel' option – something we feel it certainly ought to include.

Accessibility is also poorly addressed, a problem perpetuated by the more recent 'Accessibility planning' methodology, which is very helpful towards public transport, but omits walking and cycling almost entirely. It fails to recognise that the biggest impediment to walking and cycling accessibility are major roads and junctions. DfT has also announced a revision of Accessibility Planning, so CTC will take the opportunity to call for a methodology for scoring the 'cycleability' of different roads.

CTC will be responding to the consultation on the NATA Refresh (late March) and contributing to the debate that TaSTS has started. www.dft.gov.uk/consultations/open/consultatarefresh/

Government to Study Cycle Safety

CTC has welcomed plans for a major Government study into factors affecting cyclists' safety

We understand the Department for Transport (DfT) plans to look firstly at how to improve the collection of data on cycle safety - a comparison of hospital admissions and police data suggests that cyclists' injuries are under-reported in the latter. DfT also proposes to weigh up the safety impacts of cycle facilities (cycle lanes and cycle tracks) and wider measures such as traffic reduction and lower traffic speeds. This is all very welcome.

We also hope that the project will include an assessment of the risks of cycling compared with other day-to-day activities, to place the issue in context - after all, the health benefits greatly outweigh the risks and the study needs to avoid generating headlines of the 'cycling is really dangerous' variety.

It needs to identify the main causal factors affecting cyclists' safety too. For instance, we need to know much more about what vehicles are involved in cyclists' collisions, where they occur (e.g. what types of junction) and what kinds of manoeuvres are being made by those involved. We also need an even-handed assessment of the contribution of dangerous or illegal behaviour to cyclists' injuries. There is a widespread belief that lawless cycling (red light jumping etc) contributes significantly to both pedestrians' and cyclists' own injuries, but no evidence to support this. What data there are suggests that dangerous driving (e.g. speeding or mobile phone use) plays a much greater role.

Meanwhile the **Commons Transport Select Committee** has announced an inquiry

looking at road safety in general. CTC will argue for lower speed limits, better street design and more emphasis on driver awareness campaigns backed by tougher and better-enforced road traffic law. The aim must be to make speeding, mobile phone use and other forms of dangerous driving as socially unacceptable as drink-driving has now become.

In the background to all this, work is likely to begin soon on overhauling the Government's **Road Safety Strategy** - a new version for the coming decade is due out in Summer 2009. CTC is planning a major road safety initiative for later this year - watch this space for more information!

Other Road Safety News

Road safety is set to be a major issue for CTC in 2008 with a number of developments in the pipeline:

- The new offence of **'causing death by careless driving'** (Road Safety Act 2006), comes into force in the spring. We remain concerned that, instead of tougher penalties for drivers who kill, it could result in cases being treated as 'careless' when previously the more serious offence of 'causing death by dangerous driving' would have been used. In any event, the new offence still does not address the mismatch between the tough sentences now available for drivers who kill compared with those whose driving is potentially lethal but where nobody actually dies (including cases where



Photo: Jason Patient, www.cycling-images.co.uk

someone is maimed instead). CTC and other road safety groups will be monitoring the new legal framework carefully.

- The Crown Prosecution Service has meanwhile launched new guidelines on **prosecuting bad driving** under the new offences. It advises that drivers who crash while using mobile phones should be prosecuted for dangerous (rather than careless) driving, in response to mounting evidence that using either a hands-free or hand-held mobile causes a four-fold increase in a driver's risk of crashing, and that the level of impairment is about the same as being at the drink-drive limit.
- The Sentencing Guidelines Council (SGC), also responding to the new offences, is now consulting on a draft guideline for the **sentencing of drivers who kill**, drawing on the results of an earlier Sentencing Advisory Panel consultation. Media publicity has highlighted the SGC's recommendation that drivers who kill should sometimes face community sentences only. Our view is that many of the problems lie not with the SGC's proposals but with the legal framework itself. We did not support the introduction of the new 'causing death by careless driving' offence in the first place (see above), and have

since argued that it should be used only in very limited circumstances (the fact that someone died strongly indicates either a 'dangerous' driving offence or 'manslaughter'). A community sentence may well be the appropriate penalty in those rare cases where causing death by careless (rather than dangerous) driving is the right conviction (i.e. where someone happened to die in a situation where a 'careful and competent driver' could not reasonably have foreseen 'danger'). However even then we will continue to argue that this should always be backed up by an appropriate length driving ban.

- Finally, the Government will be consulting on plans to increase the sanctions for **speeding offences** - for instance, driving at 45mph in a 30mph zone is set to be increased from 3 to 6 penalty points. We will argue that the thresholds should be lower - 3 points for driving at 44mph in a 30mph zone is still woefully inadequate, given that this more than doubles the risk of killing a pedestrian compared with sticking to the posted speed limit.

Roger Geffen, CTC Campaigns and Policy Manager

For CTC's responses to road safety and legal consultations, with related links, see www.ctc.org.uk/campaigns > [our campaigns](#) > [safe drivers and vehicles](#)

News in Brief

Pupil wins £10,000 to fuel bike campaign

Sixteen-year-old Tom Sparks has convinced the Scottish Government to back his cycle-to-school campaign to the tune of £10,000 from the Young Persons Challenge Fund. Tom's 'Pedals Not Petrol' project at James Gillespie's High School in Edinburgh, will award points to pupils for every day they cycle to school to convert into high street shop vouchers. The funding will also go towards an after-school bike club and a website.

100+ businesses sign up to sustainable travel planning

More than 100 companies have signed up to the Government's National Business Travel Network dedicated to promoting sustainable travel plans to help tackle climate change whilst maintaining profitability. Members include Asda, AstraZeneca, B&Q, BAA, BBC, BMW, Boots, British Land, BSKyB, BT, Capshop, Computershare, Cooperative Bank, Deloitte, Debenhams, E.ON UK, EDF Energy, GSK, HBOS, IBM, ICI, IKEA, National Express, Next, O2, Orange, Pfizer, Royal Bank of Scotland, Sainsbury's, Somerfield, Virgin Trains and Vodafone. The Network forms a part of the cross-government climate change campaign, ACT ON CO2. www.nbtn.org.uk

Capital Benchmarking

The London Cycling Benchmarking Project, funded by Transport for London, has been very successful so far with eight visits now completed. A further three visits are due in 2008 and a Consolidation Workshop planned for April 2008. The best practice case studies from Hackney, Lambeth and Islington are now at www.ctc.org.uk/Default.aspx?TabID=4501#Hackney

Camden appoints Cycling Champion

Cllr Paul Braithwaite has become the first Cycling Champion for the London Borough of Camden. A committed cyclist, Cllr Braithwaite will spearhead Camden Council's efforts to ensure cyclists' interests are properly considered.

News from Scotland

Stewart Stevenson, the SNP's Minister for Transport in Scotland, was the keynote speaker at Cycling Scotland's conference in November. He spoke very positively about the contribution cycling could make to every one of the Scottish Government's core policy objectives – particularly health, the environment and social inclusion – and floated the idea of a new Cycling Action Plan for Scotland, now under discussion.

The very next day the SNP-led Government announced its first budget, including a very healthy £33m of direct support over the next three years for promoting sustainable and active travel. But it also included £3,177m over the same period for the building and maintenance of motorways and trunk roads.

All of this provided plenty of food for thought at CTC Scotland's own conference a fortnight later. An excellent turn-out from CTC's local groups and campaign networks in Scotland discussed future priorities for campaigning, projects to encourage more people to cycle (e.g. around the health agenda), and the organisation of CTC Scotland itself.

A summary of the CTC Scotland conference is at:

www.ctcscotland.org.uk/conferences/actions.php

For more on Cycling Scotland, see www.cyclingscotland.co.uk/

Scotland's National Planning Framework

The Scottish Government has issued a discussion draft on the second National Planning Framework, a strategy for Scotland's long-term spatial development to 2030. Cycling advocates may want to respond, for example by building on the document's statement that *'The challenges for land use planning are to create urban environments which facilitate walking and cycling'*. Deadline for responses is 15/4/2008.

www.scotland.gov.uk/consultations

Update from Demonstration Towns

Cycling England's six 'Cycle Demonstration Towns' (CDTs) reported back to other local authorities on their experiences so far at a conference in November. Aylesbury, Brighton & Hove, Darlington, Derby, Exeter and Lancaster with Morecambe are all using the money in different ways but were all able to report early signs of increased cycle use.

For the results from the CDTs, see:

www.cyclingengland.co.uk/dt_cycling-towns-of-the-future-conference-2007.php

Bill could be a Blow for London Cyclists

CTC has responded to a Private Bill that introduces several potentially anti-cyclist provisions. Sponsored by Westminster Council (on behalf of all London councils) and Transport for London, the Bill seeks to give boroughs in London the power to remove 'any item deposited on the highway' - not excluding cycles. Furthermore, they are proposing to enable local authorities to vary the level of penalty notice handed down to cyclists on the pavements. We would prefer that first offenders be offered the chance to attend cycle training. One positive idea in the Bill is to make Advanced Stop Lines stricter and allow them to be enforced by cameras – something we would like to see undertaken nationally, not just in the capital.

www.tfl.gov.uk/corporate/about-tfl/publications/2878.aspx

for CTC's response see www.ctc.org.uk/DesktopDefault.aspx?TabID=4948

20mph in North Tyneside

North Tyneside Council has made orders for 20mph speed limits in several local estates, as part of a programme to cut road casualties. The limit will apply to nearly 80 roads, a number of them near schools. Extensive consultations have been carried out with residents and the police. Enforcement measures vary: some streets have no traffic calming features, whilst speed cushions and humps have been installed or are planned for others. www.northtyneside.gov.uk

Partnerships & Agreements

What are LSPs and LAAs and what's in them for cycling?

Chris Peck, CTC's Policy Coordinator investigates

In November the Government published an array of documents setting out the 'new performance framework' for local government. This reforms the process of agreeing priorities and targets on a variety of social, economic and environmental indicators. Local Strategic Partnerships in England (LSPs - see box) have chosen up to 35 from 198 indicators and decided, in negotiation with national government, 'stretch targets' to work towards in a Local Area Agreement (LAAs - see box).

Three of the national indicators cover cycling directly. Numbers 175, 176 and 198 in turn cover access to facilities and employment by sustainable transport and mode of travel used to access school. On top of these there are others that could also usefully relate to cycling: two indicators on childhood obesity, two on adult and child participation in sport and two on adult and child road casualties.

Funding sources from several different Government departments are being rolled into one locally administered grant stream (and reduced in the process!) to be channelled specifically towards meeting LAA targets. So far the Department for Transport has succeeded in preventing the Local Transport Plan grant from being absorbed into this stream.

Although the possibility of directing further funding and attention towards sustainable transport measures seems attractive, the fear remains that the Government's devolutionary agenda will not alter the situation in the many local authorities where cycling and sustainable transport receives very little attention.

CTC is preparing an information sheet on getting the best out of LSP/LAAs for cycling. For a copy when it's available, please contact chris.peck@ctc.org.uk / 01483 238313

For more on the national indicators, to be implemented from April 2008, see: www.communities.gov.uk/localgovernment/performanceframeworkpartnerships/nationalindicators/

For more on LSPs and LAAs generally, see: www.neighbourhood.gov.uk

What are Local Area Agreements?

LAAs are three year arrangements made between local authorities, through discussion with LSPs, and national government. National government will assess the performance of local authorities based on how well they meet their LAA targets.



Photo: Jason Patient, www.cycling-images.co.uk

What are Local Strategic Partnerships?

Now becoming fully operational, LSPs are led by local authorities but involve stakeholders such as health authorities, local businesses, emergency services and non-governmental organisations. The intention is for them to bring together the shared interests of the above groups, leading to a local decision-making process that is both inclusive and efficient. CTC campaigners' experience with pilot LSPs so far indicates that the quality of decision making and discussion varies greatly, but some have found them a useful channel for negotiating better provision for and understanding of local cycling.

Budget Power for the People

Following successful pilot schemes, the Government is increasing the number of areas where people are given a direct say in how council money is spent. This will enable communities to take control of budgets through community-led debates, neighbourhood votes and public meetings. Initiatives can include better transport solutions. Training for local people on how council budgets work and how priorities are set is also on offer.

Newcastle, Bradford, Sunderland, Salford, Manton and Lewisham will now be joined by Thanet, Wiltshire, Dartford, Sefton, Cornwall, Lancaster, Mansfield, Suffolk, Leicester, Wirral, Reigate & Banstead and Buckinghamshire. Communities Secretary Hazel Blears wants all local authorities to follow suit within five years.

For more see 'community kitty' national press release 4/12/07 at www.gnn.gov.uk/

Government Petitions for Petitions

The Government is consulting on proposals to require councils to respond to petitions submitted by local people. Under the proposed new measures local people could ask their local councillor to trigger a 'select committee' style hearing to debate the issue if the council ignores a petition or the response is unsatisfactory. Petitions could relate to any issue for which the local authority has responsibility, including cycling. www.communities.gov.uk/publications/localgovernment/petitionscalls

Crossing News from Gateshead

Gateshead has installed a £60,000 'double-decker' Pegasus crossing to help ramblers, horseriders and cyclists get over the busy A692 Watergate Bank to the Tanfield Railway Path. The light-controlled feature has two push-button controls, one low down for pedestrians and cyclists, the other higher up for riders, so that they don't have to dismount.

More good news from Gateshead – the Millennium Bridge, built in 2001, has led to a huge increase in the numbers of people crossing the River Tyne by cycle, according to Gateshead Council. Before the bridge opened, around 50,000 cycle trips were being made each year over the Tyne Bridge, but the Millennium Bridge has now attracted an additional 94,000.

www.gateshead.gov.uk

Bedford Station Gets 50% Increase in Bike Parking Capacity

First Capital Connect has delivered 120 more cycle parking spaces and binned the hated 'wheelbender' units at Bedford station. They have also provided a specific area for motorbikes, which had previously taken up cycle spaces. This follows monitoring of the use of cycle parking by local users, and a partnership between Bedfordshire Council and First to fund the work.

With almost all of Bedford & Kempston within a 15 minute (3 mile) bike ride of the station, and many London commuters having to catch early trains before the bus services get going at normal daytime frequencies, the choice for many is to drive or cycle, and increasing numbers are finding that cycling is best. Next on the agenda is St Albans, where road conditions mean that driving to the station can take well over 20 minutes of slow and tiring motoring, replaceable by a 5-10 minute bike ride.

Bus and Bikes - the Ideal Company

By Dave Holladay, CTC

When Hitrans (the statutory transport partnership in the Highlands & Islands of Scotland) specified cycle carriage on the bus service linking Tarbert, Kennacraig, and Claonaig ferry terminals across the Argyll Peninsula, they had to shuffle buses around to get the appropriate vehicle to the operator; but it speaks volumes when the same hard-headed commercial bus operator, West Coast Motors, actually orders a new bus to the same specification for use on an existing route and elsewhere on rural services. After its introduction last summer, the new vehicle carried over 100 bikes, providing valuable additional passengers.

The vehicles are Optare Solos, an increasingly popular small bus for rural bus routes. The first bike bus versions were used in Sheffield for the Bradfields/Rivelin Rural Links network - reported to be carrying around 30 bikes per month. Practically any route with this sort of vehicle, where off-peak (i.e. school

time) loadings are low, can become a bike bus, and in some instances the driver will appreciate having another person to talk to!

The ultimate level of use reported in the UK is on Stagecoach's Express interurban route through Moray, which serves the MTB trails at Fochabers and takes up to 8 bikes on a coach - 16% of the seated capacity. Almost all Stagecoach Express coach services carry bikes, including Oxford Tube, but boarding points may be limited for obvious reasons. Stagecoach also carries bikes on the AD122 Hadrian's Wall and the 505 Windermere-Coniston bus services.

CTC would love to see more operators prepared to do this. We're also looking at the Veluwe Park region in the Netherlands where all bus services after 09.30 carried bikes for a small fare in 2006 and 2007.

Kirklees Greenway Network Best in Europe

Yorkshire's traffic-free greenway network in Kirklees has won first prize for mobility in the 2007 European Greenway Awards. The award recognises the activities of Sustrans and Kirklees Council for encouraging and promoting the use of this purpose built, motor-traffic free route for walkers, cyclists and wheelchair users. CTC's Right to Ride representative and member of the Kirklees Cycling Forum, Melvyn Gibson, puts it down to the combined and focused efforts of Sustrans and the Forum. *"Now that they have recognised the strategic and leisure potential,"* he says *"Kirklees Council has been spurred on to building more and more routes on old railways."*

Oxford Campaigns Conferences

CTC, Cycle Campaign Network (CCN) and Cyclo, the Oxford Cycle Campaign, held a very well attended day-long best practice seminar in Oxford for local authority officers on 16th November. The meeting discussed issues of road design and cycle infrastructure, particularly the promotion and application of the 'hierarchy of solutions'. For the presentations see: www.ctc.org.uk > campaigns and policy > campaigning events

The next day CTC, CCN and Cyclo also organised a national conference on climate change and cycling. Around 100 delegates heard from keynote speaker Mark Lynas, author and activist on climate change, participated in a debate on facilities for urban cycling (particularly the

relatively new concept of 'cycle permeability') and a series of workshops led by expert campaigners. Notes from some of the workshops, including planning gain for cyclists, major road crossings and cycling & the media are available on the above mentioned website. You'll also find CTC Campaigns and Policy Manager Roger Geffen's presentation on *Cycle Campaigning: Where are we at and where are we going?* And *Filtered Permeability: Giving the advantage to the bike* by Steve Melia.

The next CTC/CCN conference is due in Cambridge in May 2008, hosted by Cambridge Cycling Campaign. Details when confirmed will be available on CTC's website, or email righttoride@ctc.org.uk

As One Path Opens...

A cry of protest, headed by Sustrans, has greeted proposals for a high speed bus route alongside much of the Bristol and Bath Railway Path, the most popular route on the National Cycle Network. Sustrans is all for high quality public transport schemes, but not if they undermine walking and cycling facilities. They argue that reallocation of road space into dedicated bus lanes would be a much better option.

www.sustrans.org.uk > News release 23/01/2008

Ride Beside the Seaside – by-laws lifted in Lowestoft

Waveney District Council in Suffolk has accepted changes in by-laws that will allow cyclists to ride along Lowestoft's seafront promenade. County planners advised against the move on grounds of public safety, and some councillors feared that cyclists and pedestrians could be a dangerous mix, but the local council favoured the idea as public opposition dwindled and sound support manifested itself in letter after letter in the *Lowestoft Journal*.

CTC's Right to Ride representative, John Thompson, advocate of the scheme for years, said "I'm delighted by this change of heart by the majority of the Council's elected members. The Lowestoft seafront runs parallel to London Road South (A21), the main entrance and exit road to and from the southern end of the town. It is always very busy, particularly at commuter times. It is clear from talking to people and letters to the local press that this road is one of the biggest deterrents to more cycling in Lowestoft.

"As the sea front runs parallel, cyclists will have a motor-traffic free route, which won't involve any further distance other than a few hundred yards along a short residential road.

"Although there are other things that need to be done to make Lowestoft more cycle-friendly, I am confident that this will encourage more cycling. Lowestoft already has above average cycling levels so it will be interesting to see how much higher they get.

"It could also make a contribution to encouraging more cycle touring in the area. Waveney's gentle terrain and quiet country lanes makes it ideal for newcomers and families. What better to finish a ride than with a cup of tea or ice cream on Lowestoft's lovely seafront and perhaps a swim?"

Branch Line Revitalised

Part of a former Great Western Railway branch line in Warwickshire, first opened in 1876, has been re-vitalised. The line that connected Alcester to the Stratford-on-Avon railway at Bearley had mixed fortunes and was closed and re-opened on a number of occasions. It carried grain, imported through Bristol, to the mill at Great Alne and some of the flour produced was distributed by rail to Birmingham. During World War II it took workers from Coventry to the Maudslay Motor Works, which had been re-sited for strategic reasons at the direction of the Government in Great Alne.

The section of line in Alcester was acquired some years ago by the Town Council. Recently, together with Stratford District Council and Warwickshire County Council, a partnership was formed to create a shared-use cycleway and footway. The need for this facility together with other cycle provision was identified as part of the 'Bikes in Alcester' project during the initial public consultation stage of the local Market Town Initiative.

The works undertaken include widening, tarmacing and drainage improvements. An all weather surface is therefore now available to those using the route for travel from residential areas to centres of employment and for people cycling and walking for leisure.

The last phase of 'Bikes in Alcester' funded by the District and County Councils starts this year with further improvements to connections between residential and employment areas.

The consulting engineer to the works was David Miller, a CTC member.



New Publications...

Top Tips for Campaigners by Tess Kingham and Jim Coe (National Council for Voluntary Organisations)

Report on the patterns characterising winning charity campaigns over the past decade, giving ten key elements to success, from selecting the right issue to promoting a campaigning culture in a whole organisation. Also looks at what goes wrong. Read this for the voice of experience – and for inspiration. 52 pages.

Call 020 7520 2577 for a paper copy (free, but charge for p&p).

Download: www.ncvo-vol.org.uk/ce

Means of transportation to work and overweight and obesity: A population-based study in southern Sweden by Martin Lindström

Study of almost 17,000 participants that found that walking and cycling to work significantly reduces the risk of overweight and obesity; and that public transportation is significantly negatively associated with overweight + obesity and obesity among men.

www.sciencedirect.com/ (search for title)

What's the evidence? Cycling & Health (Cycling England)

Report reviewing all the available evidence on the health benefits of cycling, pulling it together in one place. An essential reference guide for health practitioners & those promoting the 'cycling is good for you' message. 27 pages. 020 7260 2782

Download: www.cyclingengland.co.uk

New Publications... cont./**Transport Trends - 10th edition (Department for Transport)**

An introduction to the major trends in transport and travel in Great Britain over the past 25 years, intended as a companion volume to *Transport Statistics Great Britain*. Free. 020 7944 4846 / publicationgeneral.enq@dft.gsi.gov.uk

Download:

www.dft.gov.uk/pgr/statistics/datatablespublications/trends

Making personal travel planning work: research report (Department for Transport)

Report, prepared for the DfT by ITP Ltd, on Personal Travel Planning (PTP), a technique that delivers information, incentives and motivation to individuals to help them make sustainable travel choices. Says that PTP has been reported to reduce the number of car driver trips by 11%, and the distance travelled by car by 12%; and that it offers value for money for local authorities. 163 pages. Summary and case studies also available separately.

Free from DfT Publications (contact details above) or download from www.dft.gov.uk/pgr/sustainable/travelplans

Understanding the travel needs, behaviour and aspirations of people in later life /**Understanding the travel aspirations, needs and behaviour of young adults (Department for Transport)**

Two publications based on follow-up interviews with *National Travel Survey* respondents. Happily older people see the bicycle as a 'pleasant way to travel around'; sadly, the report on young adults says, 'The distances travelled by bicycle by this age group are perhaps surprisingly low.' Car travel was their main mode.

www.dft.gov.uk/pgr/scienceresearch/social/

Home Zones: Challenging the future of our streets (Department for Transport)

Although not intended as a design manual, this is a useful good practice guide on Home Zone design and scheme development. Looks at the process, community involvement, design,

implementation and what has been achieved. 100 pages. Free.

Printed copy including a CD of scheme summaries, from DfT Publications, PO Box 236, Wetherby, West Yorkshire, LS23 7NB

0870 122 6236 / dft@twoten.press.net

Download: www.dft.gov.uk/pgr/sustainable/homezones/cfos/homezoneschallengingthefuture5739

Sustainable design, climate change and the built environment (CABE)

Briefing paper setting out what the Commission for Architecture and the Built Environment (CABE) will do to address the issues of sustainable design for places and space, climate change and the action needed from the public and private sectors. 8 pages.

Download:

www.cabe.org.uk/AssetLibrary/10661.pdf

CABE is also developing an online resource on sustainable design with England's core cities www.cabe.org.uk

The Environment in your Pocket (Defra)

Annual booklet giving trends and statistics on environmental issues, with several indicators of sustainable development and a section looking at pressures on the environment. Includes coverage of transport. 76 pages. Free. 08459 556000 / defra@cambertown.com

www.defra.gov.uk/environment/statistics/eiyp/index.htm

2007 Survey of Attitudes and Behaviour in Relation to the Environment (Defra)

Report giving a picture of what people in England think, and how they behave, on issues relevant to the environment, including transport and climate change. Of interest to those trying to understand attitudes to car use, reasons for driving and local utility travel and useful reading for anyone looking to 'sell' cycling as an environmental benefit.

www.defra.gov.uk/environment/statistics/pubatt/index.htm

Defra has also discovered that parents and the retired are more likely to adopt pro-environmental behaviours

www.defra.gov.uk/news/2007/071123b.htm

Crap Cycle Lanes – 50 worst cycle lanes in Britain (Warrington Cycle Campaign/Eye Books Ltd)

Small, hardcover book inspired by the renowned 'Facility of the Month' feature at www.warringtoncyclecampaign.co.uk.

Images and assessments blend humour with serious messages about the need to address some laughable deficiencies in provision for cyclists. Royalties go to the Cyclists' Defence Fund - www.cyclistsdefencefund.org.uk

£4.99. ISBN 1 – 903070 – 58 – 9. 0845 450 8870 / info@eye-books.com / www.eye-books.com/index_imprints.asp

Mobile phone use by drivers 2005-2007 (TRL)

DfT commissioned a study of some 100,000 vehicles at 30 sites in the South East, suggesting that the number of car drivers using hand-held mobile phones at the wheel has dropped: 1% were seen committing the offence, compared with 1.7% the year before. Download from Reports and Publications > Free reports at www.trl.co.uk

Diary Dates...**18th March 2008
Bolton University
Infrastructure Design for
Cycle Traffic**

Topics include:

- Innovation in design;
- Design and the safety audit process;
- Facilities and national standard cycle training;
- Differentiation between guidance and standards;
- Shared surfaces and tactile paving.

Specialist speakers drawn from local authorities, consultancies and user groups, including Guide Dogs for the Blind.

£150 / £55 concessionary (see website for terms)
01204 903 657, lh4@bolton.ac.uk
<http://data.bolton.ac.uk/cyclingconference>

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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