



# CycleDigest

cycling in the urban and rural environment

Issue no. 54

2008

## 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](http://www.ctc.org.uk)

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## Cyclists of the future – Government invests in the young

The Government will spend over £3m on Bikeability cycle training for nearly 80,000 school children in England by March 2009. The money is part of the £140m package announced in January, which will give up to half a million ten to eleven year olds cycle training by 2012. For a list of the 68 local highway authorities awarded cycle training grants in 2008/9, see the Department for Transport's national press release, 17/3/08 at [www.gnn.gov.uk](http://www.gnn.gov.uk)

For more on training see [www.bikeability.org.uk](http://www.bikeability.org.uk) / [www.ctc.org.uk/training](http://www.ctc.org.uk/training)

## 20mph Gathers Pace

More and more authorities are taking up or seriously considering area-wide urban 20mph default speed limits for places such as residential streets and town centres: Hackney, Lewisham, Stafford, Norwich and North Tyneside amongst them – and Mayor Ken Livingstone wants to follow suit in London, if re-elected. Moreover, the latest news from Portsmouth shows what patience, persistence and community support can achieve.

As we've reported in the *CycleDigest* in the past, Portsmouth City Council has been rolling out a 20mph speed limit, area by area, for most of its residential streets. Recently the Council announced that it has met a target of about 1,200 streets, including the city centre and the historic Old Portsmouth district. The speed limit is specifically designed to boost safety for pedestrians, cyclists and older people; encourage walking and cycling; and make streets more useable for the people who live on them.

Cllr Alex Bentley, the council's Executive Member for Traffic and Transportation, said, "The vast majority of Portsmouth people have supported us every step of the way, and have been keen to get their streets covered." Residents were thoroughly consulted and extensive speed surveys were carried out to ensure that the expected reductions are realistic.

The new limit was proposed where the average speed is already 24mph or less. New 20mph signs are placed where drivers enter the new speed restrictions, and 'repeater' signs act as reminders. Road humps are not part of the scheme, although if speeds do not drop on particular roads, residents will be asked if they want additional measures.

Rod King, cyclist and founder of the national 20's Plenty For Us campaign, who recently visited the city, says, "What really impressed me when talking to the public, council officers and councillors was the sense of collective commitment towards making the streets a better place for everyone. The 20mph initiative was a catalyst that enabled the concept of more amenable and safer streets to be discussed and embraced in a way that delivered not just to a few chosen residents, but also to the wider community of the whole city."

[www.portsmouth.gov.uk/yourcouncil/12549\\_12714.html](http://www.portsmouth.gov.uk/yourcouncil/12549_12714.html)

Support from a number of influential organisations for default 20mph limits in urban areas is growing too: from RoadPeace, for example; and the Parliamentary Advisory Council for Transport Safety (PACTS), which, as reported in *CycleDigest* 52, says that the measure should be part of the proposals for the Government's post-2010 Road Safety Strategy.

[www.roadpeace.org.uk](http://www.roadpeace.org.uk) / [www.pacts.org.uk](http://www.pacts.org.uk)

See also [www.slower-speeds.org.uk/](http://www.slower-speeds.org.uk/) and [www.20splentyforus.org.uk/](http://www.20splentyforus.org.uk/)



Photo: 20's plenty for us

## Call for Action on Active Travel

On 28th April, the Association of the Directors of Public Health (ADPH), together with a wide range of transport and health organisations, launched a call for strong measures to promote active travel to improve public health. Picking up from the Foresight obesity report and the Government's Obesity Strategy, the ADPH demands that:-

- 10% of transport budgets is committed to walking and cycling

- 20mph is made the default urban speed limit on all but the busiest strategic routes
- bad driving is tackled
- a 'health check' is carried out on every transport and land use decision.

The 70 organisations backing the call include Sustrans, CTC, Cycling England, Living Streets and the Sustainable Development Commission. Others can sign up too at: [www.adsph.org.uk/](http://www.adsph.org.uk/)

# Eco-Towns: the view from CTC

The Government has announced the 15 short-listed sites around England from which up to 10 new 'eco-towns' will be selected for development. The idea behind the towns is to create places from scratch that offer the opportunity to achieve high standards of sustainable living whilst maximising the potential for affordable housing.

A consultation has been launched on the planning guidelines and on the sites themselves. The detailed transport principles sound excellent, including traffic minimisation with car ownership aimed at just 50% of households and streets designed primarily for pedestrians and cyclists.

However, most of the sites selected are in areas of high road density near cities, often with poor public transport alternatives. Such sites could contribute to the sprawling development in these areas, and lead to substantial increases in car and light goods traffic. Mitigating this threat will be a challenge.

Instead of new towns, CTC thinks that the redevelopment of inner urban areas into 'eco-quarters' would be much more likely to result in genuine traffic minimisation and the dominance of walking and cycling modes.

The consultation, to which CTC will be responding, closes on the 30th June [www.communities.gov.uk/publications/housing/ecotownsgreenerfuture](http://www.communities.gov.uk/publications/housing/ecotownsgreenerfuture)

See *Diary Dates* page 8 for details of a conference on eco-towns and healthy cities.

Bikes at BedZED  
(The Beddington Zero Energy  
Development) at Sutton



Photo: BioRegional

## Act on CO<sup>2</sup>

As part of a package to encourage people to tackle climate change, Environment Secretary Hilary Benn has launched an 'Act on CO<sup>2</sup> Advice Line' for anyone anywhere in England. This offers callers free, tailored, impartial advice from the Energy Saving Trust on how to reduce their carbon footprint. Greening their travel will also be something that people can ask about. 0800 512 012 / [www.energysavingtrust.org.uk](http://www.energysavingtrust.org.uk)

## Civitas UK

Transport Minister Rosie Winterton visited Preston in early March to mark the launch of the new CIVITAS UK and Ireland Network, which promotes sustainable, clean and efficient transport in towns and cities. The initiative includes walking and cycling projects. CIVITAS is a European initiative and Preston, Norwich, Winchester, Bristol and Cork are amongst its 36 members across Europe. [www.civitas-initiative.eu/](http://www.civitas-initiative.eu/)

## Demonstration Towns for Scotland

The Scottish Government is asking local authorities to bid for funding to act as role models by boosting environmentally-friendly transport in their communities. A share of £15m over three years is on offer, on a matched funding basis. The Government and the Convention of Scottish Local Authorities (COSLA) are working together on the initiative.

Scotland's Transport Minister Stewart Stevenson said, "We need to look at new ways of persuading people out of the car and on to more sustainable forms of travel such as trains, buses, walking and cycling." The scheme follows successful pilots in the English towns of Darlington, Peterborough and Worcester.

[www.scotland.gov.uk/News/Releases/2008/03/17083340](http://www.scotland.gov.uk/News/Releases/2008/03/17083340)

## TRANSPORT SECTOR'S 2006 GREENHOUSE GAS EMISSIONS UP

Figures published in January show that CO<sup>2</sup> accounted for about 85 per cent of total UK greenhouse gas emissions in 2006. While emissions from the residential and business sectors decreased somewhat, those from other main sectors including energy supply and transport went up (by 1.5 & 1.3 per cent respectively).

Provisional statistics for 2007 show a drop of two per cent over 2006 for total UK greenhouse gas emissions. Final figures for 2007 will be out in early 2009.

[www.defra.gov.uk/environment/statistics/index.htm](http://www.defra.gov.uk/environment/statistics/index.htm)

## Sustrans has announced...



...that John Grimshaw, its founder and CEO, will step down from his post later this year. John founded the sustainable

transport charity in 1977 and since then has seen myriad projects flourish - the National Cycle Network, Safe Routes to Schools, Bike It, Active Travel, TravelSmart and Connect2 to name but a few.

[www.sustrans.org.uk](http://www.sustrans.org.uk)

Taking John's place from mid-June will be Malcolm Shepherd, who has worked with Sustrans for twelve years and is currently Sustrans' Operations Director. "I am

*passionate about the work that Sustrans does,"* Malcolm says. "My position is unique as I have been fortunate enough to work with the charity during some of its most exciting times. I will be using the next two months to establish my priorities for the coming years to continue to build on the success of this amazing organisation."



Photos: Jon Bewley

## Gwyneth Dunwoody and the Transport Select Committee Inquiry into Road Safety

As *CycleDigest* went to press we heard that CTC's oral evidence session to the ongoing Road Safety Inquiry - due to be on the 23rd April - had been postponed following the death of Gwyneth Dunwoody MP, Chairman of the Committee.

Mrs Dunwoody was a vociferous road safety campaigner who shared CTC's views on many aspects of the subject. As Chairman of the Select Committee she led several castigating reports into the Government's road safety policies - especially regarding traffic law and enforcement. Her contribution to the debate on road safety, and transport more widely, will be sorely missed by CTC and other campaign groups.

When complete the current inquiry will contribute to the process of developing a new Road Safety Strategy to replace the current version, due to expire in 2010 (we expect the consultation to begin later this year). Although Great Britain remains one of Europe's best performers for overall road safety, the rate of improvement is lagging behind our continental neighbours and we are at the lower end of the league table for child, pedestrian and cyclist safety.

The Committee will publish a report in due course and we will review CTC's evidence in a future *CycleDigest*.

[www.parliament.uk/parliamentary\\_committees/transport\\_committee.cfm](http://www.parliament.uk/parliamentary_committees/transport_committee.cfm)

For CTC Scotland's response to a future Scottish Road Safety Strategy, see:

[www.ctc.org.uk/resources/Campaigns/0804\\_CTC\\_Scot\\_Exec\\_Road-Safety-Strategy-v2\\_con.doc](http://www.ctc.org.uk/resources/Campaigns/0804_CTC_Scot_Exec_Road-Safety-Strategy-v2_con.doc)

## New Chief for Living Streets

Tony Armstrong is Living Streets' new Chief Executive. Until recently, Tony led the Government's national Obesity Programme, and has a background in national policy on neighbourhood renewal and health improvement. Tony says, "I'm very excited to take on this new role. Living Streets is a fantastic organisation, and has an agenda which focuses on improving people's everyday quality of life. We have a positive vision of bringing life back to our streets, with high quality public space and more people walking."

[www.livingstreets.org.uk](http://www.livingstreets.org.uk)



## Free Mirrors for Lorries to Save Cyclists' Lives

Transport for London (TfL) is handing out 10,000 free safety mirrors, or 'Fresnel' lenses, to freight companies operating in the capital to help drivers see cyclists. More than half of all cycle deaths on London roads follow collisions with goods vehicles.

[www.tfl.gov.uk/corporate/media/newscentre/archive/7695.aspx](http://www.tfl.gov.uk/corporate/media/newscentre/archive/7695.aspx)

For TfL's cycling pages see: [www.tfl.gov.uk](http://www.tfl.gov.uk) and click on 'cycling'.

# News in Brief

### Toughening up on drink-driving

Scotland's Justice Secretary Kenny MacAskill says that police in Scotland should be able to conduct random breath testing operations to detect drink drivers. He also wants the legal blood alcohol concentration to be lowered from 80mg per 100ml of blood to 50mg.

[www.holyrood.com/content/view/2224/10051/](http://www.holyrood.com/content/view/2224/10051/)

### Money for road safety projects

Sixteen local authorities are to receive funding from the Department for Transport's Road Safety Partnership Grant scheme. Road safety groups Brake, the Child Accident Prevention Trust (CAPT) and the Royal Society for the Prevention of Accidents (RoSPA) will also benefit. The money will go towards various projects, including young cyclists' education and a number of initiatives covering skills for young drivers.

[www.dft.gov.uk/pgr/roadsafety/rspg/roadsafetypartnership0809](http://www.dft.gov.uk/pgr/roadsafety/rspg/roadsafetypartnership0809)

### Lower limit for A road

A reduced speed limit - down from 70mph to 50mph - has been imposed along a stretch of the A77 in Scotland where 30 people were killed in crashes between 1996 and 2005. Since 2004, a group representing the police, council, safety camera partnership, fire and rescue, broadcasting stations, Arney and Transport Scotland, has been dedicated to improving safety on the road through engineering, education, encouragement and enforcement.

[www.a77safetygroup.com/](http://www.a77safetygroup.com/)

### Mobile message getting through?

Three quarters of people believe that drivers who use their mobile phones are needlessly risking their own and other people's safety, according to research published a year after the introduction of tougher penalties for the offence. The research also showed that 90% of the public believes using a phone at the wheel has a negative impact on a person's driving. A survey of police forces in England and Wales indicates that 185,000 drivers were caught using hand-held phones in 2007.

[www.gnn.gov.uk](http://www.gnn.gov.uk) DfT press release, 27/2/08

### Texting driver banned and imprisoned

At the end of February, a 25 year-old driver received a 4 year custodial sentence and a 5 year driving ban for the death of a 19 year-old cyclist in Southampton. The motorist was texting on her mobile phone at the time.

# Road schemes out, sustainable travel in?

- A report jointly commissioned by Buckinghamshire County Council and local branches of Friends of the Earth concludes that a mix of measures - including good bus and train services, travel plans encouraging walking and cycling, and small infrastructure projects - would be cheaper and better than a planned road building project called the 'A418 improvements'. The findings also suggested that the road schemes would not necessarily help Aylesbury's local economy. The report, which the council is considering, was prepared by Steer Davies Gleave. It is available at [www.bettertransport.org.uk/system/files/A418\\_alternatives.pdf](http://www.bettertransport.org.uk/system/files/A418_alternatives.pdf)

Unfortunately, the Government's current appraisal and funding systems favour road building, an obstacle that campaigners for sustainable transport, including CTC, have stressed in their responses to a recent consultation on the New Approach to Appraisal: [www.ctc.org.uk/resources/Campaigns/0803\\_CTC\\_DfT\\_NATA-Refresh-1\\_con.doc](http://www.ctc.org.uk/resources/Campaigns/0803_CTC_DfT_NATA-Refresh-1_con.doc)

- The Welsh Assembly's Deputy First Minister and Minister for the Economy and Transport, Mr Ieuan Wyn Jones, has confirmed that plans for a seven-lane highway (A494) in Flintshire have been scrapped. The scheme, which attracted well over 2000 objections, was subject to a public inquiry last year.

Mr Jones said: "In reaching my decision I have taken account of the concerns raised by the inspector that the overall size of the scheme would have a significant impact on the landscape and would affect walking and cycling routes."

<http://new.wales.gov.uk/topics/transport/news/?lang=en>

## Cycle Theft Down in Nottingham

Nottingham has introduced a cycle theft reduction strategy, based on thorough analysis of the problem together with research into successful schemes elsewhere.

The action plan covers three strands: intelligence, prevention and enforcement. One of the first public moves was to issue 'Bike Passports' to help people record their machine's details, while 'Smartwatering' - the application of a forensic fluid to cycles enabling owners to be identified - was offered at bike security events. Enforcement activity involved covert and overt surveillance of cycle parking areas and weekly information-sharing between the Police, Community Protection and local security.

Since the scheme began in September, there has been a marked reduction in reported cycle thefts across the city division, from an average of thirty per week down to fewer than fifteen. Another rewarding outcome was a van-full of offenders following one of the regular covert surveillance operations around the city centre.

The scheme is a result of a close working partnership between The Community Protection Directorate, The Crime & Drug Partnership, the Police (in particular the Safer Streets Team) and private security at locations such as the Victoria Centre and the University.

For more, see the next edition of Pedals' newsletter. Pedals is Nottingham's cycle campaign group, which has supported the initiative and provided input.

[www.pedals.org.uk](http://www.pedals.org.uk)



## Cyclists and Crossrail – CTC presses for the best

CTC is campaigning hard for the best possible provision for cyclists on Crossrail, a proposed rail service from Maidenhead and Heathrow in the west into Essex and Kent in the east.

Giving evidence to the Crossrail Bill Select Committee in the House of Lords, CTC argued that cycles should be allowed on trains through the tunnelled section under London - banned under Crossrail's initial proposal. CTC also wants to make sure that the opportunity to install cycle parking at central London stations along the route is not missed and that Crossrail will follow a lorry policy to ensure that conflicts and collisions between cyclists and construction traffic are minimised.

For more, plus the uncorrected transcript of the proceedings, see:

[www.ctc.org.uk/DesktopDefault.aspx?TabID=4952](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4952)

## Local Transport Money in Wales

Funding for local transport schemes in Wales will amount to £117.6m for 2008-09. While much of this will go towards roads and road infrastructure, a further £10m will fund the new *Safe Routes in Communities* programme, which helps local authorities develop safe routes for walkers and cyclists and improve accessibility for all. £3.3m has gone to *Walking and Cycling* scheme projects.

<http://new.wales.gov.uk/news/presreleases/2076471/?lang=en>

# Benchmarking Update

The local authority benchmarking project, launched originally by CTC in 2000, helps officers learn from each other and determine good practice in promoting and providing for cycling. Over the years, the project has expanded, developed and attracted partners – and it's still going strong...

## London Boroughs

The London project, customised to the London context and funded by Transport for London (TfL), began in November 2006. Eleven London Boroughs (inner and outer) have taken part, with visits to Haringey, Barking & Dagenham and Sutton in 2008. A Consolidation Workshop to help participants take forward the learning from the project and to discuss ways to support them in future is planned for late April. At the TfL Cycling and Walking Conference on 9 April (*Learning from Others*), CTC, TfL and LB Hackney jointly presented the project to over 150 delegates.

## Benchmarking in Other Regions

In 2007, local authorities from the North East, South West, Eastern, Midlands and the South East regions participated in Regional Development Workshops funded by Cycling England. The North West and Yorkshire and the Humber regions have also both benefited from a second round of Regional Development Workshops held in Manchester and Leeds. In all cases, we have involved some authorities unable to be part of the original project as well as the original benchmarking participants.

Participants appreciated the opportunity to network with their benchmarking partners again. They updated one another on recent successes which included some innovative projects, reviewed their action plans and considered ways to tackle obstacles to progressing them.

For benchmarking case studies and best practice see [www.ctc.org.uk](http://www.ctc.org.uk), and click on link on home page.



# News in Brief

## Cycling in Salford takes off

A Salford City Council report highlights the improvements for the city's cyclists, such as a massive increase in cycle parking. It feeds into the council's wider initiative to improve public attitudes towards investing in environmentally sustainable transport and a healthier lifestyle. Salford now plans to get local authority staff, including teachers, cycling by subscribing to the Government's *Cycle to Work* scheme (which helps organisations loan cycles tax-free to their employees – [www.dft.gov.uk](http://www.dft.gov.uk)). [www.salford.gov.uk](http://www.salford.gov.uk) > press release > 14.2.08

## Boroughs win prizes

At the 2008 London Transport Awards, the Borough of Bromley was named *Transport Borough of the Year* for progress in green travel, road safety and sustainable construction. Meanwhile Hounslow won two prizes for 'most improved transport borough' and 'cycle improvements', recognising its work on bus priority, cycle facilities and training, school travel planning, walking and its 'try cycling to school' and 'Cyclicious' schemes.

The Awards are supported by Transport for London, London Councils, London First and London TravelWatch, in association with *Transport Times*.

[www.transporttimes.co.uk/news/item/13/387](http://www.transporttimes.co.uk/news/item/13/387)

## Cycling for health in Nottingham

The NHS in Nottingham is launching a 'Cycling for Health' initiative to encourage the public to cycle as a health-giving activity. Local health trainers and Ridewise, a local cycle training provider, are teaming up for a pilot project.

Helen Ross, project lead for the Primary Care Trust, has helped develop the scheme in conjunction with Cycling England and the regional public health team at the Government Office East Midlands.

[www.nottinghamcity-pct.nhs.uk/news/press-releases-2008/31/1/08](http://www.nottinghamcity-pct.nhs.uk/news/press-releases-2008/31/1/08)

## No ban for bus lane, says Bricycles

Bricycles, the cycle campaign group in Brighton & Hove, opposed council plans to exclude cyclists from bus lanes on the A259 coast road between Brighton and Peacehaven. To Bricycles' delight, Brighton & Hove City Council has now reversed the proposal. Bricycles' Tony Green explained "We understand that neither Brighton nor East Sussex councils obtained the necessary approval from the DfT." See the group's new look website [www.bricycles.org.uk/](http://www.bricycles.org.uk/)

## More say on council spending

The Department for Communities and Local Government is consulting until June 10th on a strategy to give people in every local authority area more influence on how public money is spent. A community empowerment White Paper, which will explore such ideas, is expected this summer.

[www.communities.gov.uk/publications/communities/participatorybudgeting](http://www.communities.gov.uk/publications/communities/participatorybudgeting)

## All accreditation to eco-tourism

VisitBritain has launched a new programme to promote a "rapid, widespread and significant increase in the adoption of sustainable tourism principles". The Green Start accreditation scheme will encourage tourism businesses to adopt good practice by, for example, promoting eco-friendly travel such as cycling.

[www.visitbritain.com/en/campaigns/green](http://www.visitbritain.com/en/campaigns/green)

## Surf but turf bikes off

Surfboards and other luggage will be welcome on board CrossCountry's extra summer train services from Manchester and Newcastle to Cornwall, but CTC understands that, sadly, bicycles won't.

[www.ctc.org.uk](http://www.ctc.org.uk) news release 3/4/08

## Riverside boon

The opening of Ashford's Riverside Cycleway in Kent (on Sustrans' National Route 18) has made local CTC member Ted Prangnell, very happy. Ted, who has been keenly involved in the development of the route for years, says it "will be of tremendous benefit to cyclists using it for leisure, utility, shopping, and commuting purposes, plus disability scooter riders, roller bladers, and pedestrians." Details of NCN 18 are available from

[www.sustrans.org.uk/](http://www.sustrans.org.uk/)

## Council hires out adapted cycles

Under their 'Wheels for All' initiative, Wyre Borough Council has introduced a scheme to hire out three specially adapted cycles to help people with disabilities get around Fleetwood. Information on routes is also available. [www.wyrebc.gov.uk](http://www.wyrebc.gov.uk) and search for Wheels for All Tel.: 01253 863100

## Websites...

Log onto [www.ctc.org.uk/DesktopDefault.aspx?TabID=4974](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4974), for a new page on CTC's website that provides:

- a step by step guide to successful fundraising
- questions on application forms
- jargon buster
- funding sources
- and a newsletter

[www.routes2ride.org.uk/scotland](http://www.routes2ride.org.uk/scotland) is a new interactive website from Sustrans for people exploring Scotland by bike.

# Discovering Lost Ways: A Change of Direction

By Colin Palmer

The *Discovering Lost Ways* project resulted from the 2000 Countryside and Rights of Way Act (England & Wales) requirement to complete the recording of the Definitive Map by 2026 - after which no more historic routes may be recorded.

Consultants were appointed to develop a methodology that was tested in Wiltshire, Cheshire and Shropshire - but after seven years and much spending, not a single new path has been recorded (although Cheshire may open some new routes as a result).

Consequently, Natural England has decided that in future it will act in a supporting role to volunteers and Local Authorities rather than funding and managing the research and claim process itself, and is suggesting a "fundamental review" of the legislation to make the process less difficult.

However, this would be subject to "consensus among stakeholders", which effectively provides landowning organisations with a veto over any improvements to the system.

The best we can expect, therefore, is some smoothing of the present legislative structure - as government is "not persuaded of the need for further legislation".

This means that it is now up to enthusiasts - cyclists and others - who want to see "lost ways" rescued to do the research and make the claims, but this will only be effective if the work is done closely with individual Local Authorities to ensure that this effort will indeed result in new bridleways and restricted byways for cyclists to use.

Meanwhile, the 2026 deadline has effectively been abandoned.

[www.countryside.gov.uk/LAR/Access/DLW](http://www.countryside.gov.uk/LAR/Access/DLW)

[www.naturalengland.org.uk/about/board/feb08/NEBPU0910-DiscoveringLostWays.pdf](http://www.naturalengland.org.uk/about/board/feb08/NEBPU0910-DiscoveringLostWays.pdf)

## Action!

Write to, or attend your Local Access Forum (LAF) and ask how they intend to research and claim public ways in their area. To find out more about your nearest LAF, ring your council or consult its website.



## Concerns for Iconic Cycle Path

As reported in the last *CycleDigest*, plans to utilise part of the Bristol and Bath Railway Path for Bus Rapid Transit have been causing serious concern to cyclists. As the path is one of Sustrans' flagship cycle routes, the charity objected officially and the Save the Railway Path Campaign has been active against the proposal. For the latest developments, including the Council's reaction to the protests so far, see

[www.railwaypath.org](http://www.railwaypath.org) / [www.sustrans.org.uk/](http://www.sustrans.org.uk/) / [www.bristolcyclingcampaign.org.uk](http://www.bristolcyclingcampaign.org.uk)

## 'Improving the response to road injury and death', RoadPeace Conference, 7th April, London

### Report by Chris Peck, CTC's Policy Coordinator

A very broad range of speakers gave extensive background and discussion on a variety of subjects, from road crash investigation and the workings of the coroners' courts to better assisting bereaved relatives.

One of the most interesting and thought-provoking sessions was on the subject of strict liability in the case of road collisions. Adopting strict liability means that insurers automatically pay out to the injured party in the event of a collision, unless a fault can be proved in the injured party's behaviour that led to the crash. Although this is common throughout Europe it contrasts with the situation in the UK where a cyclist injured in a collision with a motorised vehicle has to prove the other party is at fault in order to gain compensation. The disadvantage to strict liability (as it operates elsewhere in Europe) is that the pay-outs are at a standardised rate relative to the damage incurred - and these tend to be lower than the compensation for equivalent injuries in the UK.

The keynote speech was given by London Mayor Ken Livingstone, who has long been associated with RoadPeace. He used the platform to reaffirm his support for making the default urban speed limit in London 20mph - a key long-term goal of CTC.

See [www.roadpeace.org](http://www.roadpeace.org) for the presentations.

### CTC Funds Bursaries

CTC has funded two MSc studentships focused on cycling. The bursaries, worth £2,500 each, were awarded to students Sepha Brook (University of Surrey) and Ciaran Meyers (Institute for Transport Studies, Leeds). Sepha will be studying the effects of feedback about their cycling activity on returning or novice cyclists; while Ciaran will test the hypothesis that cycle lanes encourage drivers to overtake cyclists with less room than on standard road layouts.



Sepha Brook and John Meudell, CTC Deputy Chairman

## Village to Village – the story of a (cycle?) bridge

Whether a proposed new bridge over the A27, linking the villages of Tangmere and Boxgrove, would or would not cater for cyclists as well as pedestrians, is a matter that CTC's local representative Roy Fairchild has been pursuing ever since the plans were first in the offing.

Actively backed by West Sussex County Council, Roy was disappointed to find the Highways Agency call it a 'footbridge' when they publicly announced the start of construction at the beginning of this year. An exchange of correspondence followed, in which slopes, width, bends and potential pedestrian v cyclist conflict were all cited as problematic factors. Finally, though, there was no ignoring the fact that a nearby cycle bridge, also over the A27, is almost identical in design. As far as Roy is aware, moreover, its operation has been conflict-free. Roy is now happily assured that the 'Cyclists Dismount' signs he dreaded for the Tangmere bridge won't be installed for now, although the Agency will be monitoring how well users interact.

Roy pinpoints the outsourced safety audit as the inspiration for official doubts about allowing cycling over the bridge. Consequently, he advises anyone wanting to challenge a decision that has its origins in such an audit, to scrutinise and question the process and its results very closely indeed.

All along, Roy and the County Council have been motivated by a desire to see the welcome addition of a new facility to be enjoyed by walkers, people in mobility vehicles and cyclists, particularly children cycling from Boxgrove to school in Tangmere – something that it is the County's policy to encourage.

Tim Yair, the Cycling Officer for West Sussex, says, "West Sussex County Council is committed to improving options for sustainable travel between communities. This bridge between Tangmere and Boxgrove is a good example of how two communities, cut off from one another by a busy road, can be linked together."

## New Publications...

### Cycle Helmet Wearing Rates in 2006 (Road Safety Research Report No. 84, Dept for Transport)

The Department for Transport (DfT) has repeated its ongoing study of levels of cycle helmet use. *Cycle Helmet Wearing Rates in 2006* shows that a continuation in the overall gradual increase in helmet use observed in previous years' surveys. The headline figures are in the following table:

		Adults		Children	
		Major roads	Minor roads	Major roads	Minor roads
2004-2006	<b>Males</b>	<b>31.8%</b>	<b>13.4%</b>	<b>13.6%</b>	<b>6.4%</b>
	<b>Females</b>	<b>30.9%</b>	<b>21.8%</b>	<b>29.2%</b>	<b>18.4%</b>
	Males	28.8%	10.9%	10.8%	5.4%
	Females	29.7%	13.1%	26.3%	11.4%

The study found that helmet use for adults on central London's main roads was 60.9% compared with just 28% on main roads everywhere else. (However the counts in London were only taken on weekdays – informal observation suggests that helmet-wearing rates at weekends are very much lower). The report also provides detailed breakdowns of how helmet use varies between major and minor roads, for children and adults, for people of different ethnic origin, for different types of bicycle and different weather conditions.

Interestingly, the surveyors counted roughly twice as many men cycling on main roads as women (12,913 men and 6,432 women) and almost three times as many boys as girls (926 boys to 318 girls). On minor roads males outnumbered females among both adults and children by about three to one. Other surveys have shown that as cycle use increases, the proportion of cyclists who are female also goes up. In Holland, where cycling accounts for 28% of journeys, there are more cycle trips made by women than men.

When the DfT first studied helmet use in 1998, it found that promotional campaigns were strongly linked with reductions in cycle use, a question they avoided looking at in subsequent studies. We hope they will return to this issue in the major cycle safety study they are about to commence (see *CycleDigest* 53).

Full report: [www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme1/cyclehelmets.pdf](http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme1/cyclehelmets.pdf)  
Summary: [www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme1/report84findings.pdf](http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme1/report84findings.pdf)

## New Publications... CONT

### The benefits of physical activity for women throughout the life course (Sustrans)

New information sheet (FH11) reviewing the evidence for benefits of physical activity for women throughout their lives. Concludes that it's vital and explains how walking and cycling (e.g. for the trip to school) can help. 6 pages.  
[www.sustrans.org.uk](http://www.sustrans.org.uk) > Sustrans Projects > Active Travel

### Traffic Management and Streetscape

#### Local Transport Note 1/08 (Dept for Transport)

Recent years have seen a welcome growth in interest in the visual impact of 'improvements' to the road network. Such improvements have traditionally been engineering-led with functionality and overcautious design often overriding aesthetics. CTC welcomes reduced clutter and improved visual clues because it often benefits cyclists.

This new LTN recognises the increasing importance of urban design considerations and acknowledges that the principles of good traffic management are in line with good streetscape design, encouraging a more flexible application of design guidance. 52 pages (ISBN 978 0 11 552942 9)

[www.dft.gov.uk/pgr/roads/tpm/ltnotes/](http://www.dft.gov.uk/pgr/roads/tpm/ltnotes/) or £22 from the Stationery Office  
[www.tsoshop.co.uk](http://www.tsoshop.co.uk) / 0870 600 5522 / [customer.services@tso.co.uk](mailto:customer.services@tso.co.uk)

### World Transport Policy and Practice (13.3)

An issue devoted to cycling with an in-depth look at Denmark, Germany and the Netherlands identifying what policies and interventions work to boost cycling levels. Edited by John Whitelegg.

[www.eco-logica.co.uk/pdf/wtpp13.3.pdf](http://www.eco-logica.co.uk/pdf/wtpp13.3.pdf)

### Copenhagen City of Cyclists: Bicycle Account 2006

The seventh in a row of 2-yearly assessments of the city's record on cycling. Includes the most recent survey of road users, key figures and cycle policy targets. Another world.

[www.vejpark2.kk.dk/publikationer/pdf/464\\_Cykelregnskab\\_UK.%202006.pdf](http://www.vejpark2.kk.dk/publikationer/pdf/464_Cykelregnskab_UK.%202006.pdf)

### Parking Policy and Enforcement: Operational Guidance to Local Authorities (DfT)

Explanation, update and advice. Also intended as source of information for the public. Very useful indeed. 168 pages (ISBN 978 0 11 552943 6)

[www.dft.gov.uk/pgr/roads/tpm/tmaportal/tmafeatures/tmapart6/betterprkop\\_ationalguid/](http://www.dft.gov.uk/pgr/roads/tpm/tmaportal/tmafeatures/tmapart6/betterprkop_ationalguid/) or £19.50 from The Stationery Office.

[www.tsoshop.co.uk](http://www.tsoshop.co.uk) / 0870 600 5522 / [customer.services@tso.co.uk](mailto:customer.services@tso.co.uk)

### Travel is Good (CSS, formerly the County Surveyor's Society)

Report looking ahead to life in 2030. Warns of a "gridlocked and polluted existence" if we don't adopt imaginative solutions, cohesive leadership and (unsurprisingly for CSS) sustained investment in transport infrastructure. Chapters on travel & civilisation, travel & a changing society, the public realm, congestion (recommends the pursuit of road pricing and up-front investment in alternative travel choices) and climate change. 62 pages. [www.cssnet.org.uk/](http://www.cssnet.org.uk/)

### Regional Sustainable Development Indicators for the English Regions (Defra)

Regional versions of the UK Government's indicators of sustainable development providing a perspective of sustainable development in each. Includes transport-related indicators (e.g. getting to school, accessibility etc). With figures for environmental equality and for wellbeing for the first time.

[www.sustainable-development.gov.uk/progress/regional/index.htm](http://www.sustainable-development.gov.uk/progress/regional/index.htm)

### The Ridgeway National Trail Companion

2008 edition of the illustrated, practical guide to the 87mile National Trail. For those sections open to cyclists, there's information on cycle shops and hire. 96 pages. £5.60. Send cheque payable to 'National Trails Trading' to: National Trails Office, Environment & Economy, Holton, Oxford, OX33 1QQ.

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

## Diary Dates...

20th May 2008

### Carfree Communities: The Challenge for Ecotowns and Healthy Cities

Bristol Marriott Royal Hotel, College Green, Bristol

Keynote Speaker: Rosie Winterton, Minister of State for Transport.

- What are car-free neighbourhoods?
- How do they work in other countries?
- What advantages and problems do they bring?
- Is the UK market ready for such innovations?

Organised by Carfree UK and the University of the West of England for anyone with an interest in the Eco-towns, urban regeneration or healthy cities. Supported by the DfT. Expert speakers and break-out sessions. Fee applies. <http://carfree.org.uk> / 0117 328 3303 / [sc.unit@uwe.ac.uk](mailto:sc.unit@uwe.ac.uk)

14-22 June

### Bike Week 2008

Sponsored by Nokia, this year's mass participation cycling event has a 'Free the Family' theme, challenging people to get out of their cars, step away from the TV and onto their bikes.

For further information on organising and/or participating in events, log on to [www.bikeweek.org.uk](http://www.bikeweek.org.uk) / 0845 612 0661.

Bike Week began as a grass-roots organisation in 1923 and receives funding from the Department for Transport, Cycling England, Transport for London, Northern Ireland Executive, The Welsh Assembly Government and The Scottish Government. Bike Week also receives funding from the cycle industry via Bike Hub. The partners that run Bike Week are drawn from the whole cycling community including the cycle industry, Cycling England and Cycling Scotland, Sustrans, CTC and Cycle Campaign Network.

28th June 2008

### Bike Project Seminar

Peepul Centre, Leicester

Free event for people involved or wanting to start grassroots bike projects in Leicester and beyond.

- Exhibitions, displays and secure bike parking from 10am to 3pm
- Presentations from 11am include - Bikes 4 All, CTC Cycling Champions, Sustrans Bike It, Bike Film Festival, Bikeability, Shubaan Youth Club, Peepul Centre, Leicester Road Club, Cyclemagic, ACE & Connect2
- Guided rides to regeneration & bike projects in Leicester from 3pm
- Leicester Bike Film Festival from 6pm

Register in advance for FREE lunch & seminar packs sponsored by [www.bikes4all.org.uk](http://www.bikes4all.org.uk), [www.1lesscar.org.uk](http://www.1lesscar.org.uk) & [www.bikefilmfestival.org](http://www.bikefilmfestival.org)

Book at [Cycle-city@Leicester.gov.uk](mailto:Cycle-city@Leicester.gov.uk) or Leicester City Council, Transport Development, 91 Granby Street (York House), Leicester LE1 6FB.



CycleDigest is also available at [www.ctc.org.uk](http://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.

Published by CTC, Parklands, Railton Road, Guildford, Surrey GU2 9JX

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