



# 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.

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## Cycling Towns & Cities: the Winning List

Bristol and a further 11 towns across England will benefit from a share of £100m to help pioneer ways to increase cycling: £47m comes from Cycling England, while the rest will be made up of match funding from each place to ensure local commitment.

Bristol has been appointed the UK's first 'Cycling City'. It wants to double the number of people cycling over the next three years with the introduction of a variety of schemes, including an on-street bike rental network; 're-cycling' project; cycle centre; and more than doubling the number of children receiving cycle training.



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The 11 new Cycling Towns are Blackpool, Cambridge, Chester, Colchester, Leighton/Linslade, Shrewsbury, Southend-on-Sea, Southport with Ainsdale, Stoke, Woking and York.

CTC congratulates all the winners and looks forward to working with the relevant councils and other bodies to build on the experience already gained from the existing six demonstration towns appointed in 2005. [www.cyclingengland.co.uk](http://www.cyclingengland.co.uk)

## Cycle-Rail Awards – Nominate Now!



The Association of Train Operating Companies (ATOC) is asking the cycling community to identify the 'unsung heroes' who have made a real difference to the experience of cyclists using the rail network.

Nominations for individuals, station and train operators, local authorities and other organisations are welcome.

ATOC have been the Awards' overall sponsors for the past four years, with CTC, Sustrans and Cycling England as supporters. This year sees the involvement of Pindar Graphics, who will sponsor the 'Customer Service Excellence' category. CTC and Cycling England are also sponsoring awards for 'Station of the Year' and 'Best Local Government Contribution' respectively. Closing date for nominations: 5/9/08

Full details, including all award categories, at [www.cyclerrail.co.uk](http://www.cyclerrail.co.uk)

## Funding Boost for Cycle Training in Wales

Plans for a national cycle training standard across Wales have been announced by the Welsh Assembly's Minister for Environment, Sustainability and Housing, Jane Davidson. £250,000 will go towards training more than 100 instructors.

The Minister said, "The Welsh Assembly Government is committed to getting more people to cycle – as a form of transport; as a means of becoming more physically active; and as a way of getting out and enjoying our countryside."

The training standard has already been adopted by a small number of local authorities in Wales, but with the help of a partnership with CTC and the Sports Council, coverage across Wales over the next three years will be possible, alongside the successful Bikeability brand.

[www.ctc.org.uk/resources/Press\\_Archive/WelshAssembly.doc](http://www.ctc.org.uk/resources/Press_Archive/WelshAssembly.doc)

## NHS Employers Should Give Cyclists Their Due, says CTC!

CTC is calling on all NHS employers to pay their staff the going rate for cycling on business. A recent survey from Spokes, the NHS Cycling Network, reveals that many pay much less than the Treasury's approved tax-free mileage allowance of 20p. Some pay nothing.

The NHS should be spurred on by guidance published by the National Institute for Health & Clinical Excellence (NICE) in May that says more needs to be done to encourage staff to cycle. Furthermore, the NHS Sustainable Development Unit in England is consulting on committing to reduce its carbon footprint by 60% by 2050, travel being a target area ([www.doh.gov.uk > news > 29/5/08](http://www.doh.gov.uk/news/29/5/08)).

CTC's briefing for NHS employers and staff on promoting cycling: [www.ctc.org.uk/DesktopDefault.aspx?TabID=5085](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=5085)

Survey from Spokes: [www.networks.nhs.uk/networks/page/1170](http://www.networks.nhs.uk/networks/page/1170)

NICE guidance on *Promoting Physical Activity in the Workplace*: [www.nice.org.uk/guidance/](http://www.nice.org.uk/guidance/)

## Workplace Cycle Challenge for Swindon

CTC, Swindon Council and Great Western Community Forest teamed up for two weeks in July to challenge local workplaces to see who could get the most staff to cycle for 10 minutes or more. In total 35,110 miles were cycled, 33,150 of them for transport purposes, and an estimated 36,465 pounds of CO<sub>2</sub> were saved by people who cycled rather than drove. The programme is funded by CTC & the Big Lottery. [www.swindoncyclechallenge.org.uk](http://www.swindoncyclechallenge.org.uk)

This year, the Parliamentary Bike Ride led by Emily Thornberry, MP for Islington and chair of the Parliamentary cross-party cycling group, attracted around 50 MPs, Lords, Baronesses and guests from the cycling world.



## Healthy Communities

Every town and Primary Care Trust (PCT) in England has been invited to bid for up to £5m each to make their inhabitants more healthy and active. Promoting cycling is recognised as one of the measures that could make a difference.

Bidders have already outlined their plans and a selection will be asked to submit more detailed proposals by September. [www.dh.gov.uk/obesity](http://www.dh.gov.uk/obesity)

## Tough Standards for Eco-Towns, says Government

Housing Minister Caroline Flint has set out proposed 'green' standards for the planned eco-towns (see *Digest 54*). These include creating more options for travel and reducing residents' reliance on the car; ensuring a minimum of one job per house can be reached by sustainable transport; and locating the average home within 10 minutes walk of frequent public transport and everyday neighbourhood services. Earlier this summer, the fifteen experts on the Eco-towns Challenge Panel reviewed all development proposals and expressed concerns about the carbon footprints of potential residents and the over-reliance of some of the developers on road building. They've reported since that the plans are 'shaping up'.

[www.communities.gov.uk/ecotowns](http://www.communities.gov.uk/ecotowns)  
For CTC's view, see [www.ctc.org.uk/resources/Campaigns/0806\\_CTC\\_Eco-towns\\_con.doc](http://www.ctc.org.uk/resources/Campaigns/0806_CTC_Eco-towns_con.doc)

## Go-ahead for New Devon Eco-Town

Sherford, the Prince of Wales's eco-town in Devon, has been granted planning permission. The new town will provide 5,500 new dwellings, with business and retail premises, schools, open spaces and community facilities. Its transport strategy hopes to restrict car use and remove the barriers to walking and cycling, so the layout, accessibility and provision of cycle parking (domestic and public – and at bus stops) has been given a lot of thought. Sherford has also been hailed as the first planning application of this scale to receive approval under the new Local Development Framework system.

[www.southhams.gov.uk/index/sherford.htm](http://www.southhams.gov.uk/index/sherford.htm)

## Walk England

Transport Minister Rosie Winterton has launched *Walk England*, which will work in partnerships to encourage the activity. Headed by Sustrans, the Consortium also includes CTC, Cycling England, Living Streets, London Cycling Campaign, Ramblers' Association, Campaign for Better Transport and the Department for Transport. [www.walkengland.org.uk](http://www.walkengland.org.uk)

## Get Active Alliance

CTC has joined the Get Active Alliance which aims to offer the Department of Health a package of solutions to help get 1 million more people reaching the recommended levels of activity before the 2012 Olympics. This will be in addition to the 1 million people that the Department for Culture Media & Sport wants to encourage to get active through participation in sport.

## Towards a Sustainable Transport Strategy

Following lengthy consultation across England involving many CTC campaigners, the Government has published documents outlining the delayed progress it is making towards a post-2014 transport policy framework. The work on public attitudes is particularly interesting (see '*Publications*', page 8).

Some of the points CTC and others made have already been taken on-board - such as better integration between the headline aims and the need for stronger land use policies to reduce the need to travel. The promotion of cycling and walking to support an overall improvement to public health is emphasised, but there are more arguments for encouraging cycling and reducing road danger that we will be campaigning for before the strategy is finalised next spring. [www.dft.gov.uk/about/strategy/transportstrategy/tasts/](http://www.dft.gov.uk/about/strategy/transportstrategy/tasts/)

## Sustainable Transport Research

Transport Minister Rosie Winterton has unveiled her Department's priorities for Social and Economic research for the next year, setting out how it will be used to support evidence-based, sustainable transport policies. Key activities are: to continue with six monthly monitoring of public attitudes to climate change; research to inform the refresh of the New Approach to Transport Appraisal (NATA); and a study of transport's impact on the UK's international competitiveness, as highlighted in the Eddington Study. [www.dft.gov.uk/pgr/scienceresearch/unit/evevidenceandresearch1905](http://www.dft.gov.uk/pgr/scienceresearch/unit/evevidenceandresearch1905)

Cycle commuters can now take advantage of CTC's new Bike to Work package providing breakdown cover and £10m third party insurance. [www.ctc.org.uk/commuter](http://www.ctc.org.uk/commuter)

## CTC & Minister on Same Page at Road Safety Inquiry

CTC has welcomed Road Safety Minister Jim Fitzpatrick's reiterated support for 20mph zones when he gave evidence to the Commons Transport Select Committee's Inquiry into Road Safety in May. Unexpectedly, the Minister also agreed that there should be more roads policing – so far the official line has been non-committal, while stressing the deterrent value of traffic calming and speed cameras.

Similarly, Roger Geffen for CTC advocated default 20mph limits in most urban streets and more traffic policing. He also cited the importance of cycle training, street design that encourages low speeds and integrating road safety into wider policy areas so that it contributes to wider quality of life and environmental health objectives. Equally, he highlighted the case for 'safety in numbers', arguing that the more people who walk and cycle, the safer road users are. He said that in order to encourage people to feel confident when travelling by healthy and sustainable modes – or allowing their children to do the same – they must believe that the streets outside their front doors are safe. This, he added, is fundamental to tackling the crises of obesity, climate change and the quality of life agenda.

Consultation is due to begin later this year on the Government's 10-year Road Safety Strategy from 2010.

For a digest of CTC's evidence to the Select Committee's Inquiry, see: [www.ctc.org.uk/DesktopDefault.aspx?TabID=5075](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=5075)

To listen to evidence sessions, go to: [www.parliamentlive.tv/Main/VideoPlayer.aspx?meetingId=1860](http://www.parliamentlive.tv/Main/VideoPlayer.aspx?meetingId=1860)

For the text of Oral and Written evidence, see: [www.publications.parliament.uk/pa/cm/cmtran.htm](http://www.publications.parliament.uk/pa/cm/cmtran.htm) (21/5/08)

At the time of writing, this report is based on the uncorrected transcript, i.e. neither witnesses nor Members have had the opportunity to correct the record. The transcript is not yet an approved formal record of these proceedings.

### New Chair

Mrs Louise Ellman MP (Labour/Co-op, Liverpool, Riverside) is the new Chair of the Transport Select Committee, following the death of Gwyneth Dunwoody MP in April. Mrs Ellman is an existing member of the Committee and a Co-Chair of the Parliamentary Advisory Council for Transport Safety (PACTS).

# News in Brief

## Cyclists and cycling - latest figures

- The latest headline figures for road casualties in Great Britain from the Department for Transport reveal mixed results about cycle casualties. Fatalities have fallen from 146 in 2006 to 136, with the figure for child deaths falling to 13 from the extraordinary high of 31 in 2006. Adult fatalities have risen slightly. Overall road fatalities have dropped below 3,000 for the first time since records began around eighty years ago. On cyclists' serious injuries the news is less good – a 6% increase to 2,428.
- Meanwhile, cycle use reportedly dropped to 4.2bn vehicle-kms, having risen steadily from 4.0bn in the late 1990s to 4.6bn in 2006. This may be a statistical blip, and/or it may be the effect of last year's wet summer, but it's not good news. More encouragingly, the proportion of drivers breaking speed limits continues to fall. The fact that 49% of them break the speed limit on built-up 30mph roads is still worrying, but it's a big improvement on 65% in 2001.

See [www.dft.gov.uk](http://www.dft.gov.uk) > transport statistics (road casualties; traffic, speeds & congestion).

## 'Careless' or 'Dangerous'?

The number of drivers in England and Wales prosecuted through the courts for 'dangerous' driving fell by over a third between 2003 and 2006, while the number of penalty notices issued for 'careless' driving offences (excluding the use of a hand held mobile phone while driving) was up 101% from 2005 to 2006.

CTC believes this means that more and more dangerous drivers are merely getting a ticket for 'careless' driving, something that reinforces the impression that driving dangerously is not really a serious crime.

The figures also show that the largest offence group dealt with by police action in 2006 was speed - 2 million of them (40%).

The offence of using a hand held mobile phone while driving shows a national total of 168,500 in 2006.

[www.justice.gov.uk/docs/motoring-offences-and-breath-stats-2006.pdf](http://www.justice.gov.uk/docs/motoring-offences-and-breath-stats-2006.pdf)

For CTC's views on law and enforcement, particularly the distinction between 'dangerous' and 'careless' driving, see [www.ctc.org.uk/campaigns](http://www.ctc.org.uk/campaigns) > what we do > safe drivers and vehicles

The London Cycling Campaign is calling for nominations for the capital's best cycling projects. Deadline 24/10/08. For more see [www.lcc.org.uk](http://www.lcc.org.uk) > what we do.

## Overhaul for driving testing & training

The Government is consulting on proposals to reform the way people learn to drive and how they are tested. More realistic assessments of someone's fitness to drive alone, more focused and efficient learning, better training and testing of instructors and a wider range of opportunities for drivers to acquire skills post-test are up for discussion. [www.dsa.gov.uk/](http://www.dsa.gov.uk/) > consultations (deadline 8/9/08)

CTC will be posting its response at [www.ctc.org.uk/campaigns](http://www.ctc.org.uk/campaigns)

## No to 'super-lorries'

Proposals to introduce heavier, longer super-lorries onto British roads have been rejected by Transport Secretary Ruth Kelly. [http://nds.coi.gov.uk/environment/dft/\(3/6/08\)](http://nds.coi.gov.uk/environment/dft/(3/6/08))

## Toughening up on international HGVs

The DfT is consulting on measures to tackle non-UK drivers and hauliers who flout the rules of the road. Offenders could face fines and having their vehicles immobilised, for example. Vehicle Operator and Services Agency examiners will also have the power to issue fixed penalty notices for a range of offences such as breaking driving hours, weight or vehicle safety regulations. [www.dft.gov.uk/consultations](http://www.dft.gov.uk/consultations) (deadline 17/10/08)

## Cul-de-sac cycling kids

Research commissioned by Cycling England shows that parents are limiting when, where and how their children cycle, mostly through safety fears. Over three quarters ban their children from cycling independently, or limit their cycling to such a degree that Cycling England concludes that we are witnessing the sad emergence of 'Cul-de-sac Kids' – children restricted to cycling circuits of their immediate road or neighbourhood streets. Parents, however, do find cycle training reassuring. Contact [info@cyclengland.co.uk](mailto:info@cyclengland.co.uk).

## Lords debate cycling

For an entertaining Lords debate on the environmental and health benefits of cycling, see [www.theyworkforyou.com/lords/?id=2008-04-02a.1107.2](http://www.theyworkforyou.com/lords/?id=2008-04-02a.1107.2). Opening the debate, Lord Berkeley, Secretary of the All Party Parliamentary Group on Cycling, said, "Cycling is very good for you; I certainly feel fitter when I cycle."

# CTC's Cycling Champions: t

At the start of this year, CTC Charitable Trust commenced a £6.3 million programme targeted at bringing 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. These include groups like older people, the disabled, women and ethnic minorities. The funding enabled CTC to employ 13 development officers for four years to work with community groups and partner organisations in 13 locations across England. The BIG Lottery Fund will provide £4.5 million towards the project with the remaining funding coming from partner organisations.

The Champions programme is part of a wider portfolio of activities which is being delivered by a consortium of leading walking, cycling and health organisations led by Sustrans and including CTC, Living Streets, London Cycling Campaign, the Ramblers' Association, the Campaign for Better Transport and Walk 21. Overall, the portfolio of projects will enable 2 million people to become more physically active by walking or cycling as part of their daily lives.

Six months into the project, we asked our new Officers to reflect on their experiences so far:



## Viv Carnea: Bradford

**Major project?** Manningham Women on Wheels for the S. Asian community there - it was especially important to the women to learn to cycle outside their neighbourhood. Attendance was variable, progress slow and confidence low as many hadn't ridden before.

But they were determined and highly motivated and, by the end, four were able to ride a short distance. Further sessions with another group, including four returners, saw the numbers of women who could ride rise from two to nine - they were ecstatic! The two groups will now come together for a meeting about to how to sustain the group & their cycling.

**Biggest challenge?** Taking on two public events on consecutive Saturdays in June, i.e. 5 Miles to Fabulous (CTC's annual ride for women) and the launch of our Champions project with the ride of the Deputy Lord Mayor into the city. But, hey, it meant we hit the headlines with a double page spread in the 'Telegraph & Argus' (& 2 more articles to follow), plus local radio coverage.

**Best moment?** It was great to be pulled aside by a woman to whom I had chatted about the project, to say that she had got advice about the best bike for her, bought one, practised for a while on back roads - and then deliberately rode on a route where she had had a cycle accident some time before. She has had some serious health issues recently & hopes that returning to cycling will be an aid to recovery.

**Future plans?** Work with high schools to make cycling more of a reality for teenagers - and their families (there is a lot of interest); work with businesses to set up a cycle commuting scheme/competition, getting them on board over the autumn/winter (e.g. cycle scheme, commuter club, workplace cycle champions), ready to launch in April 09; and maintenance courses for cycle champions.



## Richard Monk: Colchester

**Major project?** Cycling Champions got off the ground with a Special Schools Skills Day at Colchester Institute, which gave young people who don't usually have access to cycling a fun taster and introduction to cycling.

**Biggest challenge?** Colchester has not only got a new Cycling Champion but is also one of the 10 towns newly awarded Cycling Town status (see front page). It has big plans to make cycling easier for as many as possible.

**Best moment?** I enjoyed being involved in Bike Week and organising rides. Working with youngsters with special needs is very rewarding.

**Future plans?** I will be launching a big event for In Town Without My Car/In Town With My Bike in September and am already developing programmes with MIND, for mountain biking and for extending Bikeability cycle training. I will also be updating [www.ctc.org.uk/colchester](http://www.ctc.org.uk/colchester)



## Amanda Salt: Derby

**Major Project?** CTC's 5 Miles to Fabulous - working with several organisations to provide a start venue offering breakfast and amenities, cycle checks, free fruit from the healthy eating '5-A-Day' group, first aid, cycle leaders and marshals, complementary therapy as rewards, links with a carnival, volunteers for water and

sticker stops each mile, press releases and publicity, liaison with community groups...

**Biggest challenge?** Moving people forward from an initial meeting or email when they are very keen to develop a cycle group to actually doing something about it.

**Best moment?** From a simple request for a cycle map I arranged cycle training for a lady who fell off a bike 20 years ago. She participated in 5 Miles to Fabulous, met other ladies, has been out cycling with them and appeared in a press article.

**Future plans?** Women's BME groups, Headway cycle group, mountain biking skills for young offenders, cycle training for a 're-cycle' group...



## Clive Andrews: East Hampshire

**Major Project?** We've established Alice Holt Forest as a Cycling for All centre, with regular visits from new cyclists who have a variety of physical and learning impairments.

**Biggest challenge?** Cars seem to be the default means of transport in this rural location, making roads quite busy, with little specific cycle provision. Encouraging cycling here is a challenge.

**Best moment?** One of our regulars has multiple sclerosis with balance and eyesight problems. He visits to ride off-road tandem. The other day we encouraged his wife to ride on the front of the tandem he uses, instead of me.

**Future plans?** We're looking beyond disability and encouraging cycling among groups like the elderly, carers and people returning to cycling after illness.

# the story so far



Supported by

**The National Lottery®**  
 through the Big Lottery Fund


## Elizabeth Barner: Leicester

**Major project?** The Peepul Centre Bicycle Project. Beginning in April 2008, we offered family rides and classes for adults who wanted to learn to ride. The interest was tremendous, with over 60 people signing up and 20 attending the first three learn-to-ride sessions.

Also, the Wheel Ability Cycle Club. Organised with the Disabled Children's Inclusion Service, this six-week club grew from taster sessions. Parents and staff said they 'had never seen the young people so engaged.'

**Biggest challenge?** People who have never ridden before who don't know if they want to own a bicycle or not! Getting machines to them for a few hours at a time has been more involved than major diplomacy, once we include use, transport, storage, maintenance and adjustment.

**Best moment?** An hour into the first session of the Peepul Centre project, most of those adults who had never ridden before were suddenly able to pedal on their own. They were exuberant, thrilled with their achievement, and suddenly free to terrify us in traffic!

**Future plans?** There are so many! Amongst many others:

- The Peepul Centre Bicycle Project will continue, with more training and regular rides.
- We hope that a grant will fund a full year of a teenage cycle club for those with special needs, including supplying cycles for them to take home.
- 40 young women are planning a sponsored ride based around the BAPS Shri Swaminarayan Mandir on 30 August and
- Shubaan Muslim Youth Group are planning two fundraising rides for charity.

For more about the Peepul Centre, see [www.peepulcentre.com/](http://www.peepulcentre.com/)



## Mark Gumbs: Manchester

**Major project?** Developing relationships with existing groups that are working to promote cycling to see what scope there is for partnerships and shared activities.

**Biggest challenge?** Persuading people that the four main green flag parks in Manchester are a good place for community cycling. One of the parks has excellent infrastructure for cycling and the warden is very supportive, but 2 weeks before Bike Week someone was allegedly assaulted by a man on a bike! It can only get better....

**Best moment?** A session at Boggart Hole Clough park, where we had the use of a full running track for two hours. Only three people turned up - one had special needs, and the others were a mum and her 9-year old daughter. The 9-year old never stopped smiling, talking, laughing and even made up some games for us to play as she had just done her level 1 Bikeability training in school. She went away with freebies and a prize of gloves and glasses. What an inspiration she should be to all 9 year olds - 3 hours on her bike on a Saturday morning! Where are all of her friends? She is going to bring them with her next time - hopefully!

**Future plans?** To keep representing CTC, my family and cyclists in a positive manner, breaking through the many barriers that are out there and linking with as many groups as possible who don't yet know or understand how good our service is.



## Martyn Bolt: North Yorkshire

**Major project?** The project is unique in its sheer geographical size, covering the whole of North Yorkshire, taking in 1 county council, 1 unitary and 8 district council authority boundaries.

A major project so far was manning a stall at the 150th Great Yorkshire Show, which attracted record numbers - indirect beneficiaries of our project. Over 200 people registered on a cycling promotion we ran, so they became direct beneficiaries, and potential future cycling champions. Our stall was visited by the Duke of Edinburgh!

**Biggest challenge?** This was and still is breaking into our partner local authorities and getting the cross-service corporate buy-in needed to hit our key target groups of females, older people and disabled riders. Too often cycling gets pigeon-holed in one service, and I am slowly getting through the local government restrictions.

**Best moment?** Working with hosts (North Yorkshire Sport) who give you the support you need to do the job, the independence to get on with it and the inclusion as part of their team whilst recognising the independence of CTC. It doesn't get much better than this!

**Future plans?** There are many future plans. Introductions to a major bus company may lead to a ground-breaking change in rural integrated transport - not yet bikes on buses, but we are working towards Utopia!

If anyone would like to help by introducing me to communities or becoming a Champion themselves please contact me at [martyn.bolt@ctc.org.uk](mailto:martyn.bolt@ctc.org.uk) or 01423 545576



## Helen Biggerstaff: Reading

**Major project?** The Everybody Active - a weekly session for adults with learning/physical disabilities. We have some fantastic adapted bikes, sponsored by the Learning Disability Board and we regularly attract 30 people. Sport Reading ran a taster at the Tour of Britain last September and it was pretty apparent that

a regular session was required. So when I started in February it was the first thing to develop. I am about to devise an educational session for inclement weather!

**Biggest challenge?** Co-ordinating numerous partners for Bike Week. This was a great success in Reading with over 30 events taking place. A family competition ran through the week, with the winners collecting £500 of Centre Parc vouchers, after accumulating the most time on their bikes. We had lots of new cyclists wanting more!! I'm now working on getting volunteers to run regular sessions for women and families. Looking forward to Bike Week '09!

**Best moment?** Persuading a severely autistic service user to have a ride on a trike. He had come along to 3 sessions to watch and not take part. On the 4th week he jumped on a bike and rode around the stadium. He has returned every week since and absolutely loves it.

**Future plans?** The imminent launch of the Asian women's cycle club and building on the *Cycling for Health* session that takes place every Friday at Palmer Park.

## CHAMPIONS CONTINUED



## Karen Carter: Rochdale

**Major project?** We have Rochdale's Canal Festival coming up where we'll be supporting family-led rides along the canal.

**Biggest challenge?** Pulling together all the agencies that are involved in cycling and working more cohesively across the borough to avoid repetition.

**Best moment?** Meeting a group of teenage girls from Asian backgrounds. They want to learn to cycle with a view to developing a project linked into the Duke of Edinburgh Award scheme. This could potentially include learning to cycle, cycle maintenance and a residential cycle tour.

**Future plans?** To link in with the relevant services to run a borough-wide training package for youth and community workers, who would deliver to teenage groups over the coming years to sustain the project. It will also identify key volunteers to be trained as instructors to deliver to their own communities. This framework will be used as a template for working with other agencies.



## Juliet Jardine: Sefton

**Major project?** Working with girls in high schools. They have enjoyed building up their cycling skills, so that they have the confidence to ride in traffic. I hope to get a lot more girls cycling in the future.

**Biggest challenge?** Recruiting volunteers to help with all the projects in Sefton.

**Best moment?** Getting one 14-year-old girl to ride a bike and to hear her phone her mum afterwards, and telling her she wanted a bike for her birthday. I was glad to give her the opportunity to be like her friends.

**Future plans?** To give everybody the opportunity to ride a bike in Sefton - even the ones who haven't got a bike.



## Steve Marsden: Sheffield

**Major project?** Setting up a steering group comprising the local authority, PCT, education people, local businesses, disability interests, and cycle trainers - keeping them happy and engaged is challenging.

**Biggest challenge?** *Cycle Back to Health*, which started in July - a pilot project that we hope to roll out over the area.

**Best moment?** I've had so many memorable moments from riding in Dalby Forest with my hero Steve Peat (ex world champion downhill), to meeting an inspirational lady who has a disability called lupus. Looking into her family garage I saw three tandems and lost count of her 15+ bikes. She wants to get back to cycling and, by gum I will do my best to help her!

**Future plans?** My next challenge is Sheffield's first cycle festival (31st August - [www.ctc.org.uk/DesktopDefault.aspx?TabID=5086](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=5086)). I can't believe how lucky I am to be working with such fantastic and enthusiastic people.



## Tamina Oliver: Swindon

**Major Project?** SENSational Cycling, an exciting project offering Bikeability cycle and road safety awareness training to young people with Special Educational Needs. Initially, a local qualified instructor is delivering sessions but two teachers are training to become Bikeability instructors who will adopt this role in the second phase to ensure the project's

sustainability for at least the next four years. Incorporating cycling skills training into the school's curriculum within PE will facilitate this.

**Biggest challenge?** Coming into a completely new role in an unfamiliar town with no contacts whatsoever, and having to establish myself within the community while trying to find my way around literally and metaphorically, plus simultaneously trying to institute some structure in my project and launch activities.

**Best moment?** Running alongside a specially adapted bike peopled by two individuals with learning difficulties. We had a fantastic conversation and it was a joy to watch them laugh and smile in delight while I panted round yet another circuit!

**Future plans?** Possibilities abound for the future, e.g. a maintenance and skills training course for young people culminating in a weekend expedition, and a series of Bikeability sessions and leisure rides for low-income families.

For more on CTC's Cycle Champions project, including details on how to get involved, see: [www.ctc.org.uk](http://www.ctc.org.uk)

If you'd like to contact any of the Champions, their email addresses all follow the same formula: [firstname.surname@ctc.org.uk](mailto:firstname.surname@ctc.org.uk)

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

## News from Scotland

### • Cycling Action Plan

CTC is representing all Scottish cyclists on a multi-agency Board set up to produce a Cycling Action Plan for Scotland (CAPS) to get more people cycling more often, and help meet Scottish Government objectives. Initial public awareness raising is through a simple questionnaire.

<http://cyclingscotland.msol.org.uk/winabike/>

There will be public engagement events in the summer and a major stakeholders' conference on 7th October in Perth. More from Cycling Scotland:

[www.cyclingscotland.org/cyclingactionplanforscotland.aspx](http://www.cyclingscotland.org/cyclingactionplanforscotland.aspx)

### • Cycling Assessments Published

Cycling Scotland has published a qualitative assessment of local authority cycling policy, building on a similar study in 2005.

According to the report, 28 of the 32 local authorities in Scotland have improved cycling policies; and the best performer is Fife, while most improved are Falkirk and West Dunbartonshire.

Overall, strengths include staff resource allocation, school travel plans, strategy & scheme consultation and individual promotional measures. Areas where a need for further development has been identified include political leadership, funding, inter-departmental coordination, 'integration of cycle network planning principles within development and roads planning' and road traffic reduction measures.

Cycling Scotland says that: "In many cases, local authorities are too focused on local priorities to deliver the strategic objectives being asked of them. There is a need for consistent transport policy at a national level and a long term approach taken to sustainable investment and strategy."

[www.cyclingscotland.org](http://www.cyclingscotland.org) - click on 'National Assessment'

**Bike Week 2008** - a grand total of 1,693 events took place around the UK, attracting 352,155 participants. People from all walks of life joined in, including companies, families, commuters, celebrities, MPs... Bike Week this year teamed up with Nokia and Sport Relief. For more see [www.bikeweek.org.uk](http://www.bikeweek.org.uk)

## Station Travel Plans

The Association of Train Operating Companies (ATOC) and the Department for Transport (DfT) have announced the 31 railway stations that will be included in a pilot travel plan project, aiming to reduce numbers driving to stations. Crucial to this process will be improving cycle access and storage. Many of the pilots are located in towns that have recently received extra funding for cycling (see front page), including Bristol, Southend, Stoke, Colchester and Leighton Buzzard. Existing Cycling Towns are also included with Darlington – birthplace of the railways – and Derby, the site of one of CTC's Cycle Champions projects (see page 4). [www.atoc-comms.org](http://www.atoc-comms.org) > news release 11/7/08

CTC is on the project's steering group and will be ensuring that cycling is integrated into each proposal.

We'd be interested to hear from any groups or individuals who are regular users of the stations involved - email [chris.peck@ctc.org.uk](mailto:chris.peck@ctc.org.uk).

## New Fund for Community Rail Services

Rail Minister Tom Harris has unveiled the £60,000 Designated Community Rail Development Fund, which will help deliver improvements at local stations including more cycle parking. [www.dft.gov.uk/pgr/rail/strategyfinance/strategy/community/](http://www.dft.gov.uk/pgr/rail/strategyfinance/strategy/community/)

## New Chief for Highways Agency

Graham Dalton is the new Chief Executive of the Highways Agency, taking over from Archie Robertson. Graham has been working as the DfT's Director of Projects, National Networks, responsible for the delivery of major rail investment projects.

## BHS Awards Highway Agency

The Highways Agency has received a 'Route Creation Award' from the British Horse Society for a new bridleway over the M11 between Whittlesford and Thriplow in Cambridgeshire. The bridleway should also be useful for cyclists on village to village travel.

## Councillor to Champion Cycling in Essex

Borough and County Councillor Phil Baker is Essex's 'Cycling Champion'. A keen cyclist, Cllr Baker says, "I'll be taking the message out that we can all improve our quality of life and beat congestion by cycling and getting fit at the same time."

## Play, Travel & Exercise - all in the Kent Countryside

Kent County Council (KCC) has launched its 10-year Countryside Access Improvement Plan. Not only does it want to help more people walk, ride and cycle in the countryside for leisure and to keep fit, but it also hopes the Plan will play a practical role in reducing traffic volume and safeguard and enhance public rights of way in the face of new development.

Under the Countryside and Rights of Way Act 2000, all local highway authorities are required to prepare a Rights of Way Improvement Plan. KCC says it has been aspirational in its approach, going beyond National Government requirements. [www.kent.gov.uk/countrysideaccess](http://www.kent.gov.uk/countrysideaccess)

## London Enjoys 91% Rise in Cycling

London Mayor Boris Johnson announced during Bike Week in June that cycle use in the capital has increased by 91% since 2000, with over half a million cycle trips being made each day. He also committed £55m for cycling for this year. [www.tfl.gov.uk](http://www.tfl.gov.uk) > news centre 16/6/08

## Planning Aid

Communities Secretary Hazel Blears has announced a major expansion of Planning Aid to ensure that people have the advice, skills and professional support they need to have a proper say in the planning process. [www.planningaid.rtpi.org.uk/](http://www.planningaid.rtpi.org.uk/)

## Underpass not Passed Over, thanks to CTC Campaigner

John Taylor, one of CTC's leading volunteer representatives in Scotland, is delighted to report that cyclists will enjoy the use of an existing underpass beneath the A75 at Dunragit, SW Scotland (GR NX 140578) rather than an at-grade crossing. Feeling that the latter would have "totally spoiled two miles of otherwise excellent provision," John didn't merely object, but also convened an on-site meeting for a Transport Scotland (TS) engineer, the council's cycling officer, Scottish Natural Heritage officer and the Local Community Council Chairman. As a result, the TS engineer eventually got the underpass designed in.

The importance of this facility is its situation in a bottle-neck where it was difficult to see another way of proceeding. It will go towards the completion of National Cycle Route 73, the link from R7 at Newton Stewart and Stranraer (for Ireland), and allow cyclists from points east to access the wonderful Rhins (Mull of Galloway) peninsula without having to suffer trunk road traffic.

It is particularly pleasing that it is only three miles from John's first campaigning success in 1985, which was also an underpass on the same road, and which, again, will be used for R73 (such a clairvoyant!).

## News in Brief

### One-way forward

CTC has strongly backed plans by Kensington & Chelsea Council to try out new ways of making one-way streets two-way for cycling. K&C wants DfT to change the rules that disallow 'no entry' signs with an 'except cycling' plate underneath. DfT insists this could undermine drivers' willingness to abide by 'no entry' signs, but evidence from the widespread use of this sign in continental Europe, indicates otherwise. For CTC's position see [www.ctc.org.uk/DesktopDefault.aspx?TabID=5088](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=5088)

### Bus lanes & motorbikes – CTC backs LCC's anti petition

CTC has given its support to London Cycling Campaign's petition calling on the new Mayor of London, Boris Johnson, not to allow motorcycles in bus lanes on major roads. For more on CTC's position see [www.ctc.org.uk/DesktopDefault.aspx?TabID=4790](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4790) For LCC's campaign see [www.lcc.org.uk](http://www.lcc.org.uk)

### EU 'City-Bike' Project

CTC has been successful in a bid to assess best practice in the provision of 'City-Bike' schemes, such as Vélib' in Paris. CTC is the lead UK partner in a consortium of 15 organisations from 9 countries. The project will run for three years and will involve reviewing existing schemes and developing a manual of best practice.

### CTC to support Cycling England

CTC will be coordinating Cycling England's professional support for local authorities for the next three years. This contract, managed by consultant Arup, will continue and extend the support we have been providing to local authorities through Cycling England since 2005. [www.cyclingengland.co.uk](http://www.cyclingengland.co.uk)

### Parking powers

The DfT is consulting on giving authorities in England the power to enforce against parking at dropped footways and double parking, without having to indicate the restrictions with signs and markings (London authorities are already empowered to do this). CTC would like to see this applied to the obstruction of 'cycle gaps' by parked vehicles too. [www.dft.gov.uk](http://www.dft.gov.uk) > press releases 29/7/09 (deadline for response 21/10/08)



# Creating a Cycling Culture



Martin Lucas-Smith, Co-ordinator of Cambridge Cycling Campaign with Cambridge MP David Howarth and *Cycling 2020*

## Report on the Spring CTC/CCN Conference

Cambridge Cycling Campaign (CCC) hosted the CTC/Cycle Campaign Network conference in May, a fitting location given that the university city already has the highest rate of cycling in the UK.

Opening the day, Cambridge MP David Howarth remarked that cycling must no longer be marginalised as a form of on-road transport, but moved up the agenda even if this meant being not so accommodating to less environmentally friendly modes.

In his keynote speech on 'Changing the Culture of Cycling', former Guardian cycling columnist Matt Seaton also stressed the need for cycling to be 'normalised', pointing to the benefits that the increased take-up in London has done to its image as an everyday activity.

CCC's Martin Lucas-Smith then launched *Cycling 2020*, a vision for the future of cycling in the city, based on lessons from the group's constant

engagement in the local political process and best practice from the UK and beyond (see below for details).

Tom Bogdanowicz, London Cycling Campaign (LCC), reported on the boost that former Mayor Ken Livingstone's measures gave cycling in the capital and set out LCC's hopes of successor Boris Johnson. Simon Geller, from Sheffield's cycle campaign group, explained how his group developed a strategy for promoting cycling in the city and some of the methods used to achieve campaigning objectives.

In the afternoon, Phillip Darnton gave an entertaining account of the work of Cycling England, the organisation he chairs. Now funded to the tune of £140m, it is well on the way to delivering various significant initiatives, including Bikeability training and the Cycling Demonstration Towns project (see front page).

Delegates spent the rest of the day in workshops on online mapping, marketing, media and recruitment, and CTC's Chris Peck rounded off with a summary of the national picture.

For a more detailed report, see: [www.camcycle.org.uk/newsletters/78/article2.html](http://www.camcycle.org.uk/newsletters/78/article2.html)

For news of our autumn conference in November, hosted by Warrington Cycle Campaign, see [www.ctc.org.uk/campaigns](http://www.ctc.org.uk/campaigns)

## New Publications...

### Cycling 2020 (Cambridge Cycling Campaign (CCC))

CCC's vision for cycling in and around the city. Looks at: the case for cycling and providing for it; bad infrastructure; barriers to cycling; reallocation of roadspace; area-wide solutions; reducing, managing & taming traffic; legislation & enforcement; cycle parking; good design in cycle crossings; and new developments round Cambridge. Wise, readable and inspiring guide. 40 pages. [www.camcycle.org.uk/cycling2020](http://www.camcycle.org.uk/cycling2020)

Also from CCC is a report on catering for cycling in new developments: [www.camcycle.org.uk/planning/guidance/newdevelopments/](http://www.camcycle.org.uk/planning/guidance/newdevelopments/)

### The CTC guide to family cycling by Dan Joyce (James Pembroke Publishing)

Covers everything about cycling with children, with advice on choosing equipment and clothing, teaching and riding skills, cycling to school, days out and, essentially, how to make your cycling trips a success. And much more. £9.99 ISBN: 978-0-9548176-4-0

From all good bookshops and direct from [www.ctc.org.uk](http://www.ctc.org.uk)

### Bicycle Parking Manual (Danish Cyclists' Federation)

Comprehensive guide to the cycle parking problem - or, indeed, to the 'anarchic parking habits' caused by inadequate provision. FREE hard copies from [pablo@celis.dk](mailto:pablo@celis.dk), while stocks last (supply name, title, company/organisation, full address) or download from [www.celis.dk/Bicycle\\_Parking\\_Manual\\_Screenversion.pdf](http://www.celis.dk/Bicycle_Parking_Manual_Screenversion.pdf)

### Road Conditions in England 2007 (DfT)

Find out how your local authority and the Highways Agency have been doing on the upkeep of the road network, plus the national picture on road maintenance.

[www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraff/maintenance/rce2007](http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraff/maintenance/rce2007)

### Public Attitudes to Transport: Knowledge Review of Existing Evidence (University of the West of England for DfT)

Useful collection of various sources of evidence. Points out, for example, that in 2006 almost three quarters of respondents to a survey supported the idea of 20mph speed limits on residential roads. Also highlights findings that showed that "there are large majorities who declare themselves in favour of giving pedestrians and cyclists priority in towns and cities, 'even if this makes things difficult for other road users.'"

[www.dft.gov.uk/pgr/scienceresearch/social/evidence.pdf](http://www.dft.gov.uk/pgr/scienceresearch/social/evidence.pdf)

DfT has also published findings on attitudes to transport from its 'Citizens' Panel', set up to seek feedback from the public on the Department's five strategic goals, published in a policy document *Towards a Sustainable Transport System* (TaSTS - climate change, economy, transport equality, health and quality of life). [www.dft.gov.uk/pgr/scienceresearch/social/citizens.pdf](http://www.dft.gov.uk/pgr/scienceresearch/social/citizens.pdf)

### Public Attitudes Towards Climate Change and the Impact of Transport (DfT)

Summarises people's attitudes to climate change in relation to transport. In answer to a question on activities they are likely to undertake in the next 12 months due to concerns about climate change, just under 20% of respondents said they would cycle some of the short car journeys they currently make (same level as in August 2006). Walking was over twice as popular, whilst recycling came top.

[www.dft.gov.uk/pgr/statistics/datatablespublications/trsnstatsatt/atttoclimchangemay2008](http://www.dft.gov.uk/pgr/statistics/datatablespublications/trsnstatsatt/atttoclimchangemay2008)

### Carbon Pathways - Informing development of a carbon reduction strategy for transport

Report updating projections of transport CO<sub>2</sub> emissions and setting out the climate change challenges faced by the transport sector. With analysis of emissions by mode, journey purpose and length. Not entirely unequivocal about the role of cycling, but it does say that: "Increasing cycling rates could result in benefits other than reducing CO<sub>2</sub> emissions, such as health benefits and potentially a reduction in congestion levels." [www.dft.gov.uk/pgr/sustainable/analysis.pdf](http://www.dft.gov.uk/pgr/sustainable/analysis.pdf)

## Diary Date... Cycle 2008 10th - 12th October, Earls Court 1, London

This year's show will include hundreds of leading brands, features and brand new displays by professional riders in the new arena - and CTC will be there too!

CTC has secured a saving of £5\* for its members - pay just £9 in advance (£14 on the door).

Visit [www.cycleshow.co.uk/CTC](http://www.cycleshow.co.uk/CTC) to take advantage of this saving and buy your ticket in advance online. To qualify for this reduced ticket, simply enter the promotional code CTC when prompted.

\*Ticket offer applies only to adult tickets booked in advance. This offer is calculated off the 'on the door' ticket price of £14.00. All tickets are subject to availability and a £1 booking fee applies per ticket.

CycleDigest is also available at [www.ctc.org.uk](http://www.ctc.org.uk) - Campaigns and Policy - Resources and Publications. 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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