



# 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.

## In this issue...

	Page
ISA & its benefits; Other road safety news .....	2
Why some women don't cycle-commute .....	4
Neil Guthrie from Atkins explains cyclists .....	5
Scotland: Cycling Action Plan; Two major road inquiries .....	6
The Inspector, the A421 & J13 - hope for NMUs .....	6
New publications & Diary dates.....	8

**What's the Best and Worst about Drivers?**

**Tell us what you think!**

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

## MPs Say Slow Down for Cyclists

CTC has strongly welcomed calls from an influential group of MPs for the Government to increase the number of 20 mph speed limits, and for road safety targets to be set in the context of the need to promote healthy and sustainable transport.

The Transport Select Committee's report *Ending the Scandal of Complacency: Road Safety beyond 2010* appeared in October as the Government starts work on a new Road Safety Strategy for the next decade.

### More 20 mph limits

A key recommendation of the report is that "local authorities be given the powers and resources to introduce 20 mph limits much more widely."

CTC believes that making 20 mph limits the norm for most urban streets would not only have huge road safety benefits for everyone, but would also encourage more people to walk and cycle, and allow their children to do so. 20 mph limits have strong benefits for local economies and people's quality of life and they are supported by 75% of the public.

### Integration of road safety and wider objectives

The report also urges the Government to ensure that its Road Safety Strategy is integrated with wider objectives, particularly the need to promote sustainable travel. It cites CTC's evidence that some local authorities are unwilling to promote

cycling for fear that more cycling would jeopardise their targets to reduce road casualties. CTC provided the Committee with strong evidence that more cycling taking place actually makes cycling safer.

In response, the report says that, "[it] is essential that, at both national and local level, casualty reduction targets are seen in the context of promoting sustainable transport".

It recommends that the Government "ensure that road safety is seen as relevant in other policy areas and that road safety policies do not have unintended consequences on other important objectives, such as improving public health by encouraging walking, cycling and play."

The use of simplistic casualty reduction targets creates perverse incentives for local authority road safety officers to oppose pro-cycling measures for fears that this could increase

casualties. In fact the opposite is the case, and CTC will be urging the Government to set targets which encourage more as well as safer cycling.

### A new indicator of 'perception of danger'

The Committee has further suggested that the Government conduct a British Road Safety Survey, including studying the fears of pedestrians and cyclists.

CTC has suggested that a new indicator for the number of people who feel it is safe to cycle would focus attention on how to reduce the perceived (as well as the actual) risks of cycling.

/Cont. on Page 3



## New at the DfT

After Ruth Kelly MP's departure from Government in the middle of the last Labour Party Conference, a new Secretary of State for Transport, Geoff Hoon MP, has taken her place. Hoon is apparently very fond of driving, according to an interview published in The Telegraph ([www.telegraph.co.uk/news/newstoppers/politics/labour/3172813/Geoff-Hoon-interview.html](http://www.telegraph.co.uk/news/newstoppers/politics/labour/3172813/Geoff-Hoon-interview.html)). But he is reportedly keen on cycling too - we shall wait and see!

Lord Adonis is now Transport Minister in the Lords. Within days he was answering oral questions on cycling, demonstrating that he has already mastered his brief very thoroughly.



# ISA: Enforcement of the Speed Limit through Engine Control

It has taken 7 years to complete but the University of Leeds/MIRA study into Intelligent Speed Adaptation (ISA) was finally published in September. CTC's Chris Peck looks at the results and potential road safety benefits.

## What is ISA?

ISA can be in three forms, advisory, voluntary or mandatory. The first simply tells the user what the speed limit is at any one time – this system is already commonly available on commercial satellite navigation systems. The latter two link up information on the road's speed limit with control of the engine, the difference being that the voluntary system includes a manual override for the user.

## The Study

The study recorded the experiences of 79 car users who used a fleet of adapted vehicles for 6 months at a time. Results showed that drivers speeded much less, even though they could easily override the system. They also felt that they were safer drivers, committing fewer violations and taking fewer risky manoeuvres. This finding challenges the main criticism of ISA that it might isolate and disconnect drivers from road conditions. Drivers' attitudes towards ISA improved as they used it. The results also show that speeds were most commonly infringed in 20 mph limits, even during the period when voluntary ISA was operational.

## Benefits

The study concludes that the benefit-to-cost ratio of forcing all vehicles to use mandatory ISA would be a very high 3.2, based solely on reduced casualties – a 42% reduction in fatal collisions from the moment mandatory ISA comes into operation.

Disappointingly, the DfT has chosen to follow the 'voluntary route' which would save only 10% of fatal collisions and a much lower benefit to cost ratio of 1.9.

The benefits of mandatory ISA for enforcement of all speed limits would be huge and not restricted to safety. There would be benefits from congestion reduction, emissions and a massive financial saving in speed limit signs and traffic calming, both of which could be scrapped. Mandatory ISA would also enable local authorities to use 20 mph limits (or even lower) much more widely. Authorities could install highly variable speed limits dependent on road characteristics, time of day or density of traffic flow.

Unfortunately any legislation forcing car companies to alter their vehicles to use the system would need to be passed at an EU level, and the German government - backed by its car industry - appears implacably opposed!

[www.dft.gov.uk/pgr/roads/vehicles/intelligentspeedadaptation/](http://www.dft.gov.uk/pgr/roads/vehicles/intelligentspeedadaptation/)

## Tough Enough?

Since August 18th courts have been able to imprison rather than merely fine people for 'causing death by careless driving'. The new offence, which carries a sentence of up to five years, covers 'avoidable distractions' including using a mobile phone (calling or texting), drinking & eating and applying make-up.

**CTC's View:** CTC wants driving that causes 'danger' to be defined and treated as such by the legal system, regardless of whether an act of bad driving is due to outrageous risk-taking or simply a momentary lapse of attention. We feel that it is perfectly reasonable to take intentions and state of mind into account when it comes to sentencing – indeed we believe that driving bans are often more appropriate than long prison sentences. However when the legal system dismisses driving that causes real danger and harm as mere 'carelessness', this sends out all the wrong signals. It confuses jurors and the courts, and undermines public understanding of what 'dangerous' actually means in the context of real road safety. CTC will therefore be monitoring the application of this new charge very closely indeed.

The new laws, introduced under the Road Safety Act 2006, also penalise uninsured, disqualified or unlicensed drivers who kill, an offence carrying a custodial sentence of up to two years.

For CTC on law and enforcement, see [www.ctc.org.uk/campaigns](http://www.ctc.org.uk/campaigns) > what we do > safe drivers and vehicles

For *Causing Death by Driving* guidance for courts (Sentencing Guidelines Council), see: [www.sentencing-guidelines.gov.uk/docs/causing\\_death\\_by\\_driving\\_definitive\\_guideline.pdf](http://www.sentencing-guidelines.gov.uk/docs/causing_death_by_driving_definitive_guideline.pdf)

## Road Deaths Still Far Too High

The Department for Transport's recently published *Road Casualties Great Britain: 2007* reveals that, despite another annual decline, the toll of injuries and deaths remains far too high – 8 people killed a day - and almost wholly a result of motor vehicles. Almost 80% of non-illness deaths among teenagers occur as a result of road collisions, compared to just 20% of those in their 60s.

[www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/](http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/)

**Drivers and You!** As a cyclist, what do you like or dislike about the way drivers behave? Tell us what you think! It will help CTC to develop future campaigns. Log on to our quick survey at: [www.ctc.org.uk/survey](http://www.ctc.org.uk/survey)

## Stop Press! Stop Press! Stop Press!

The Department for Transport has just published *Cycle Infrastructure Design* (Local Transport Note 2/08) – a guide bringing together and updating a number of draft Local Transport Notes and other documents. We're just going to print, so see the next *CycleDigest* for a detailed review from CTC. First reactions: good to see the 'hierarchy of provision' re-stated; and improvements on the consultation draft; but some serious flaws remain.

[www.dft.gov.uk/pgr/roads/tpm/lnotes/ln208.pdf](http://www.dft.gov.uk/pgr/roads/tpm/lnotes/ln208.pdf)

## News from CTC's Cycle Champions

- To mark World Mental Health Week in October, CTC's Cycle Champions Project and partners in Swindon launched 'Windswept on Wheels' to promote cycling to people with mental health issues. For more contact [tamina.oliver@ctc.org.uk](mailto:tamina.oliver@ctc.org.uk)
- A three week Workplace Cycle Challenge in Colchester ended with 34 organisations signed up; and 2,255 trips logged by 407 people, equating to more than 18,360 miles.  
[www.colchestercyclechallenge.org.uk/](http://www.colchestercyclechallenge.org.uk/)

CTC's Cycle Champions is part of a portfolio of projects being delivered by a consortium of leading walking, cycling and health organisations and is funded through the Big Lottery Fund's Wellbeing Programme (for more see *Digest 55*)

## PCTs and the Obesity Bill

The Department of Health has set out the cost in 2007 to every Primary Care Trust (PCT) in England of diseases related to being overweight or obese – and how much it will be in 2015 if no action is taken. The figures appear in the *Healthy Weight, Healthy Lives Toolkit: A Toolkit for Developing Local Strategies*. The national cost to the NHS of being overweight or obese was £4.2 billion in 2007. This could rise to £6.3 billion in 2015. [www.dh.gov.uk/obesity](http://www.dh.gov.uk/obesity)

For CTC's briefing on how the health sector can promote the healthy exercise of cycling to patients and staff, see: [www.ctc.org.uk/DesktopDefault.aspx?TabID=5085](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=5085)

# 300% Rise in Bikes on Eurostar

Eurostar, the high-speed passenger train service linking the UK to the Continent, announced in September that it carried 1,377 bicycles since it introduced a new bicycle reservation system in April. This represents a growth of 300%. The new system allows cyclists to reserve a place by phone for their machines on the service they're travelling on for a reasonable charge. The arrangement was brought in following discussions with CTC's Public Transport Advisor, Dave Holladay, and after calls from other cycling groups to make it easier for people to plan a cycling holiday using Eurostar. Dave commented: "These impressive figures are a result of Eurostar's willingness to sit down, listen, and institute a practical and pragmatic solution."  
[www.eurostar.com](http://www.eurostar.com)



Photo: Eurostar

**Cycle-Rail Awards 2008:** in the next *CycleDigest*, look out for the results of the Association of Train Operating Companies (ATOC) Cycle-Rail Awards, about to be announced as we go to print ([www.cyclerrail.co.uk](http://www.cyclerrail.co.uk))

## Who's Emitted How Much?

Official estimates of CO2 emissions for all UK Local Authorities (LAs) and Government Office Regions in 2006 have been published. Overall, 46% of end-user emissions assigned to LA areas were attributed to the industrial and commercial sector, 29% to the domestic sector, and 25% to road transport.  
[www.defra.gov.uk/environment/statistics/globalatmos/globalghg.htm](http://www.defra.gov.uk/environment/statistics/globalatmos/globalghg.htm)

## MPs Say Slow Down

(Continued from front page)

### Cycle training recommendations

CTC is pleased that the Committee has taken the Government to task for failing to consider how cycle training could contribute to the training of novice drivers. Recent consultation proposals failed to discuss how to improve driver awareness and understanding of how they drive with consideration for cyclists' safety, or to include any walking or cycling groups in the original consultation.

CTC also welcomes the report's call for stronger Home Office involvement in traffic law and roads policing. The Committee backed CTC's suggestion that cyclists who break the law could be offered cycle training as an alternative to a fine, in the same way that drivers who speed are in some circumstances offered speed awareness or driver retraining courses rather than a fine and licence endorsement.

Statistics show that illegal cycling poses very little actual risk either to cyclists or other road users. However CTC does acknowledge that illegal cycling intimidates pedestrians, especially the more vulnerable, and needs to be addressed in a proportionate manner. [www.ctc.org.uk/campaigns](http://www.ctc.org.uk/campaigns) > what we do > safe drivers & vehicles

## CTC Win for Cutting Case

A cyclist who was injured when both tyres of his recumbent cycle were punctured by thorny cuttings, has won compensation thanks to CTC's free legal service for members.

Wheelchair user Andy Ebben was thrown onto the road and his £2,500 bike was badly damaged. Along with CTC's legal advice firm Russell Jones & Walker (RJW), which took the action on his behalf, Mr Ebben is calling for landowners to be more responsible and considerate.

Christian Shotton from RJW said: "The Highways Act is clear that if you are carrying out works that will create a hazard you must use barriers or signs to prevent danger and warn of its existence. If you don't, and a third party suffers an injury or losses, you could be liable and negligent."

For more on CTC's legal services, see [www.ctc.org.uk](http://www.ctc.org.uk); and for a briefing on hedge trimmings, see: [www.ctc.org.uk/DesktopDefault.aspx?TabID=4762](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4762)

Hackney Council put on a Sunday Cycle Picnic in September, specifically to encourage more women to cycle, the council said "...without feeling like they need to wear sportswear or change their everyday style or habits."  
[www.hackney.gov.uk/movebybike](http://www.hackney.gov.uk/movebybike)

## Why Some Women Don't Cycle - Commute...

Significant numbers of women seem to be put off cycling to work because of worries about what they suppose it does to their physical appearance. According to a recent on-line survey commissioned by Cycling England, 58% of the women surveyed said they didn't want to arrive sweaty; 27% were afraid of helmets ruining their hair; 19% couldn't risk colleagues catching them without their make-up on or stepping out of the office shower; and 50% quoted their fear of getting wet in the rain. 53% cited road safety as an issue, while 42% said they lacked the confidence to ride on the road. Only 2% of respondents said they cycled everyday.

Phillip Darnton, chair of Cycling England, said: "It's very worrying that we have such a gender imbalance when it comes to cycling in this country. Women, and in particular mums, have a key role to play in encouraging greater take up of cycling in general - so it's vital we get more women on their bikes."

**CTC's View:** Research suggests that as cycle use goes up, cycling gets safer and the percentage of cycling trips made by women goes up too. Only a third of cycling trips in Britain are made by women, while in Holland they account for over half (55%) of all Dutch cycle use.

What might help? Cycle training to the national standard; cycle-friendly employers; plus spreading the message that cycling for transport needn't be anything like an Olympic sport, perhaps.

For more on Cycling England's research, see [www.cyclingengland.co.uk/2008/09/helmet-hair-and-perspiration-prevent-women-getting-in-the-saddle/](http://www.cyclingengland.co.uk/2008/09/helmet-hair-and-perspiration-prevent-women-getting-in-the-saddle/)

## School Travel Plans Work, says TfL

Transport for London (TfL) has calculated that there are 3.3 million fewer school run car journeys now being made in the Capital every year. They put this down to the uptake of school travel plans since 2005, which encourage the use of public transport, walking and cycling.  
[www.tfl.gov.uk](http://www.tfl.gov.uk) News, 1/10/08

## DfT Reviews Traffic Signs

A major, wide-ranging review of traffic signs will soon be under way. It is the most significant for 40 years and will consider the role and purpose of traffic signs.

Sustrans, liaising closely with CTC, will represent cycling and sustainable transport interests on the stakeholder Steering Group, which is expected to deliver an action plan for the review itself by the middle of next year. Department for Transport (DfT) will then get together directly with specialist working groups to develop policy proposals for consultation. We expect CTC to be fully involved in the working groups.

More details are available from DfT's press release at [www.dft.gov.uk](http://www.dft.gov.uk) (13/9/08)

## Lean Times for Lanes?

Local authorities in England (excluding London) have been installing fewer and fewer cycle lanes – down from 405 kms in 2001-2 to 140 kms in 2006-7 ([www.theyworkforyou.com/wrans/?id=2008-10-13a.225613.h&s](http://www.theyworkforyou.com/wrans/?id=2008-10-13a.225613.h&s)) – but this may not be such a bad thing...

Funding for cycle provision really does matter – this year English councils will spend just £1.20 per person on cycling, a fraction of what our European neighbours have spent for decades. London is now spending over £7 per person and is seeing steady growth.

However the issue with cycle lanes is not just about funding, but knowing when to install them and when not to, and designing them properly where provided. Councils should follow the Government's 'Hierarchy of Provision' - see the *Manual for Streets* ([www.dft.gov.uk/pgr/sustainable/manforstreets/](http://www.dft.gov.uk/pgr/sustainable/manforstreets/)) and the (very) new *Cycle Infrastructure Design* guidelines (page 2). This rightly prioritises solutions that reduce traffic volumes and speeds. On most urban streets for instance, 20mph speed limits are vastly preferable to cycle lanes.

On-road cycle lanes are generally most useful on 30mph main roads. They should be 1.5m wide minimum, preferably 2.0m – anything narrower will almost certainly do more harm than good.

For CTC on cycle lanes see: [www.ctc.org.uk/DesktopDefault.aspx?TabID=4703](http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4703)

# Cyclists Explained

**Neil Guthrie, from the consultancy Atkins, summarises new research that provides insight into some poorly understood issues relating to cycling. Questions addressed include:**

- **Do cyclists actually follow 'cycle routes'?**
- **How fast do cyclists travel for local journeys?**
- **Is bad weather a genuine deterrent to cycling?**
- **What are the main reasons why people have actually switched to the bike?**
- **Which age groups is cycling suited to?**

The research was carried out in the Somerset county town of Taunton and based on responses from over 400 local cyclists. Key findings included the following:

- Cyclists use the whole road network, not just 'cycle routes'. This reinforces national policy to provide cycle-friendly infrastructure throughout built-up areas i.e. not simply to expect cyclists to follow a small number of designated routes.



Maps reproduced by kind permission of Somerset County Council

- The impact of bad weather on cycling is minimal. In Taunton, where the climate is generally wetter than the rest of the country, the weather discourages people from cycling for an average of just 11 days per year.

- Traffic congestion was the main reason for an increase in cycling. A desire to improve health or fitness was the second key reason. Other reasons mentioned (by over 5% of respondents) included the cost/difficulty of car parking, a desire to reduce impact on the 'environment', and to save money (the cost of petrol was mentioned by many). These findings show that levels of cycling are sensitive to costs associated with car travel as well as the congested state of the road network. But are national policy aims to 'tackle congestion' at odds with the desire to get more people cycling?
- Moving house is a key event that triggers an increase in cycling. Local authorities should consider distributing cycling/sustainable transport literature with area-wide mail outs (e.g. council tax and voting information requests).
- Respondents cycled an average of 2.4 miles per journey at an average speed of just under 10 mph. Up to a certain level, journey length is probably related more to the size of the built-up area rather than the limitations of cycle travel. Atkins surveys in London, for example, reveal mean cycle trip distances of around 6 miles.
- Cyclists themselves, rather than 'stakeholders', can be used to identify locations most in need of new infrastructure (either cycle-specific or just cycle-friendly). Cyclists are willing to provide primary data and, in Taunton, it proved possible to reach around a third of the town's adult cyclist population.
- Cycling can provide an excellent everyday mode of transport for older people. There is such a strong focus on youth in national cycling policy that it is easy to forget that the bike can be a practical transport mode for people right into their retirement years. In Taunton those travelling by bike in their 40s and 50s outnumbered other adult age groups.
- Cycling caters for a wide range of journey purposes, not just the commuter, school and recreational trips that planners focus on. Facilities are needed to enable these trips e.g. residential cycle-parking and plentiful, well located, town-centre parking.
- 80% of collisions in the Taunton survey were unreported. Once again, a survey of cyclists proves most effective at gathering data on this (rather than solely relying on the collision data from police records.)

Neil Guthrie, is Senior Consultant, Cycling Policy and Research, Atkins / [neil.guthrie@atkinsglobal.com](mailto:neil.guthrie@atkinsglobal.com)

## National Travel Survey: 2007 Interview Data

The Department for Transport (DfT) has published interview data from the *2007 National Travel Survey*, a household survey providing personal travel information for Great Britain.

Amongst the findings, the data show that:

- In 2007, 14% of respondents said they cycled at least once a week and a further 7% said at least once a month. Over two thirds (69%) said they ride a bicycle less than once a year or never.
- Cycling was more common among children than adults, with 45% of children aged 5 to 15 saying they cycled at least once a week and a further 18% at least once a month. For adults the corresponding figures were 10% and 8%.
- In 2007, 40% of people who had cycled in the last 12 months said they usually cycled mainly on the road, 28% said they cycled mostly on pavements, cycle paths or cycle lanes and 18% said they cycled most in parks, open country or private land.
- The proportion of people who mostly cycled on the road fell slightly between 2002 and 2007, from 46% to 40%.
- Motorcycle and bicycle ownership increase with household income, as does frequent rail travel and cycling.
- Between 1995/97 and 2007 the proportion of households without access to a car fell from 30 to 25%, while the proportion of households with two or more cars went up from 25 to 32 %.

[www.dft.gov.uk/pgj/statistics/datatablespublications/personal/mainresults/nts20071/](http://www.dft.gov.uk/pgj/statistics/datatablespublications/personal/mainresults/nts20071/)

## News from Scotland

By Peter Hayman, CTC Scotland

### CAPS Gets Serious

The Stakeholders' conference in Perth for the Cycling Action Plan for Scotland (CAPS) saw a large turnout (despite a rail signallers' strike). They heard the Scottish Government Minister, Stewart Maxwell MSP, give a very pro-bike speech, echoing what cyclists have been advocating for many years.

There was then a packed day of workshops to extract as many diverse opinions, problems and ideas as possible. The show stealers were the lunchtime presentations from a Bellahouston Academy schoolboy and a couple of dedicated BMXers from Inverness, who were passionate about their activity and culture as well as everyday cycling.

Some problems did emerge from beleaguered cycling officers, working in cash-strapped and not very sympathetic Local Authorities, which will have to be addressed. LAs will need to appreciate how cycling can help them meet their Single Outcome Agreements and objectives in Health and Education as well as Transport under the new Scottish Government/COSLA (Convention of Scottish Local Authorities) Concordat.

Now the work of drafting the plan starts; consultation will follow with final adoption and action in May.

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

## The Inspector, the A421 and J13 - Hope for Non-Motorised Users

As mentioned in *CycleDigest 43*, the Highways Agency intends to construct a new dual-carriageway from Bedford to the M1 at Junction 13. The benefits for cyclists would be the downgrading of the existing busy A421 to local road status, with the existing side roads having grade-separated crossings of the new road. Severance is currently a major hazard for cyclists wishing to cross the A421.

Junction 13 is a notorious intersection for all forms of traffic and is a virtual 'no-go' area for cyclists. A vast Amazon distribution depot, with a cycle storage stand, is located on the east side of the Junction 13, but commuting by cycle from the nearest townships of Apsley Guise and Woburn Sands involves negotiating the congested motorway intersection. Few employees use cycling as their transport mode.

When the A421 is declassified, a new direct route for leisure cyclists will become available between Bedford and the Woburn vicinity - subject to the provision of a safe cycling route across the M1.

A Public Inquiry into the proposals was held last December. Beforehand, the CTC's local representative in Mid-Beds, Alan Sprod, submitted a written Statement of Case. He also gave a verbal presentation at the inquiry, after which there was a site visit to Junction 13. No need to make any observations to the Inspector - juggernauts were pouring on and off the slip roads and over the bridge *en masse!* The Inspector, Mr Jack Moffett, instantly perceived the perils for cyclists.

In July, the Secretary of State for Transport approved the Inspector's Report. The new A421 has been given the go-ahead, but there is a very important phrase in the report:

*"I have grave concerns about the lack of Non-Motorised User provision at M1 Junction ..."*

The onus is now clearly with the Highways Agency and the local authorities to ensure that a safe cycling route is provided between the local roads on either side of Junction 13.

### Sustainable Travel Communities for Scotland

Seven towns and cities in Scotland will benefit from £15M between them to showcase a range of initiatives to persuade people to choose more sustainable and healthier forms of transport than the car. Proposed schemes include bike rental services and personalised travel planning advice. The communities are: Barrhead, Kirkwall, Dumfries, Dundee, Kirkintilloch/Lenzie, Larbert/Stenhousemuir and Glasgow East End.

[www.scotland.gov.uk/News/Releases/2008/08/13115854](http://www.scotland.gov.uk/News/Releases/2008/08/13115854)

## CTC Represents Cycling Interests at Two Public Local Inquiries (PLIs)

- Transform Scotland, the sustainable transport alliance, and the Green Party have boycotted the **AWPR (Aberdeen Western Peripheral Route)** Inquiry because of the SG (Scottish Government) insistence that the road will go ahead anyway and the PLI can only consider details of design. A consortium called Road Sense will still fight it through the EU Habitat Directive. The route passes through several scientifically sensitive habitats. Meanwhile CTC's local representative, Mark Hagger, is calling for cyclists to be considered in the multi-million pound new road. [www.awpr.co.uk/](http://www.awpr.co.uk/)
- CTC objected to the **EERR (East End Regeneration Route – a four-lane highway across Glasgow to join up the M74 Extension with the M8 and M80 to the north)** back in 2005 but Glasgow City Council gave it planning permission. Now objections to the CPOs (Compulsory Purchase Orders) and Stopping Up Orders have required a PLI. CTC Scotland's Right to Ride coordinator (on road), Peter Hawkins, has just finished making a very sound case against the EERR, using SG's more enlightened recent transport and environmental policies. His counter to this unnecessary road is an imaginative Linear Green Corridor, giving cycling and walking priority along with more public transport, to act as a backdrop for new business development and housing. The 1965 vision for a motorway round Glasgow is dead. Has concern for the environment and a new climate against the all-pervasive car culture moved on enough? We now await the Reporter's findings. [www.glasgow.gov.uk](http://www.glasgow.gov.uk)

Peter Hayman

# ECF Turns 25

The European Cyclists' Federation (ECF) has recently celebrated its 25th anniversary. Marking the occasion in an article for *The Parliament*, (the EU's news, policy and information service), ECF vice president and CTC Director, Kevin Mayne wrote: "ECF's aspiration is to take the emerging commitment to cycling at country and city level and build similar recognition of the benefits of cycling in the European parliament and the commission, therefore making it a priority for investment and policy support at European level."

ECF was founded in 1983 by 12 bicycle user associations. It has now 56 member organisations in 38 countries. A major event next year for ECF will be Velo-city – see Diary Dates, Page 8, for details.

For the full article see: [www.theparliament.com/parliament-magazine/parliament-article/newsarticle/on-your-bike/](http://www.theparliament.com/parliament-magazine/parliament-article/newsarticle/on-your-bike/)

For more on ECF see [www.ecf.com](http://www.ecf.com)

## Happy 30th, LCC!

London Cycling Campaign (LCC) has just celebrated 30 years of lobbying to make London more cycle-friendly. Along with its 33 local borough groups, the campaign has much to be proud of since 1978. To read about the highlights, see [www.lcc.org.uk](http://www.lcc.org.uk)

# Settling in at CTC...



Chris Williamson, an experienced IT and systems consultant, joined CTC's Professional Services team in February. Chris has a wide experience of cycling issues - his interests lean towards commuting, utility cycling and cycle touring. He has been working closely with professional services colleagues, Sara Basterfield and Tony Russell, on the London Benchmarking Project, which has enabled a group of London boroughs to compare and review their provision for

cyclists. The London project is the eighth regional benchmarking project to run in the UK. It is facilitated by CTC Charitable Trust and funded by Transport for London (TfL).

Chris is also working with the CTC's Cycle Champions Project, supported by the BIG Lottery's Wellbeing Fund (see *Digest* 55). Initially, Chris is developing reporting facilities for the Champions team, but has the main aim of implementing facilities for the communication and sharing of professional and personal development resources, guidance and advice within CTC and amongst its partners. As CTC continues to grow – currently there are officers in 13 locations under the Cycle Champions Project as well as various staff in other locations across the UK (not to mention staff at National Office in Guildford) – this will be an increasingly important facility both inside and outside the organisation.

Based in the Derbyshire Peak District, and having previously worked in Manchester and London, Chris says he's "looking forward to delivering CTC's Professional Services programme in both urban and the rural settings. There are interesting and very different challenges in each."

## CTC Acquires OTC

CTC has acquired mountain bike training company OTC Training. The company's highly regarded range of qualifications, training and education programme, will complement CTC's growing mountain bike portfolio, which already includes skills training, off road campaigning, advising local groups and commercial operators, community outreach, project managing and designing new trails. [www.ctc.org.uk/mtb](http://www.ctc.org.uk/mtb)

# News in Brief

## Reusing and recycling in Leicester

Bikes 4 All is a community Bike Recycling Social Enterprise based in Leicester, taking in donated bicycles from the public, from tips and other sources such as the police. They then run bike maintenance courses for young people, particularly for those struggling in mainstream education. They also offer bike maintenance training for individuals and groups from one-day courses through to recognised Park Tools courses and City and Guilds. Profits go into projects to increase cycling and cycle awareness in and around Leicester. [www.bikes4all.org.uk](http://www.bikes4all.org.uk)

## Raleigh boosts bikes for Africa project

Raleigh has teamed up with Re-Cycle, a charity that sends bicycles to Africa. Participating retailers will offer a discount off a newer Raleigh or Diamondback model to customers who donate their old bikes. With Raleigh's involvement, Re-Cycle aims to step up the number of machines it dispatches – so far over 26,000. The bicycles are prepared by volunteers from the public, Youth Offending Teams and prisons. [www.re-cycle.org](http://www.re-cycle.org)

## New path for cyclists as railway line re-opens

The cycle path between Airdrie and Bathgate, part of the National Cycle Network Route 75 in Scotland, is to be relocated as a result of a project to re-open the Airdrie-Bathgate railway line, which the path followed. The new path, costing more than £7.3M, will open in December 2010.

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

## Student loans

The Velocampus Leeds project is offering bicycles for hire to students at the University of Leeds and neighbouring Leeds Metropolitan University. The machines will be loaned to students for a year on a first-come-first-served basis. The initiative is part of UTravelActive, supported by the two universities, the Big Lottery Fund, Sustrans, the council and Leeds Primary Care Trust.

[www.leeds.ac.uk/velocampus/](http://www.leeds.ac.uk/velocampus/)

## Bike leaves commuting competitors standing

Over the years, many a commuter challenge has borne out the contention that cycling through rush hour traffic is faster than driving or taking the bus – and a recent contest organised by Greater Manchester Cycling Campaign proved no exception. The results of a commuting dash from Heaton Chapel to Manchester Town Hall were: First – bicycle (20 mins); Second – train (35 mins); Third – car (43 mins); and Fourth – Bus (52 mins).

[www.gmcc.org.uk/main/](http://www.gmcc.org.uk/main/)

# Special Offer! Danish Cyclists Federation's Bicycle Parking Manual – Free Copies Available from CTC



At 95 pages in full colour this is an impressively well-illustrated manual on accessible and satisfactory cycle parking – which even in Denmark can apparently be hard to come by. This document, sponsored by cycle stand manufacturer Veksø, sets out advice on the design and location of cycle parking in some detail, with plenty of

diagrams and photographs of good and bad practice including a section on inspirational schemes.

However, it is written for the Danish context, and certain of the recommendations are not appropriate for the UK. Specifically, it recommends use of stands that just hold the front wheel as the norm with Sheffield-style stands reserved for special cases. Such stands are common in Scandinavia but generally make it difficult for the frame or back wheel to be locked.

For your free copy from CTC, email [cherry.allan@ctc.org.uk](mailto:cherry.allan@ctc.org.uk) (first-come-first-served); alternatively, email Pia Yndgaard Sørensen [pys@vekso.com](mailto:pys@vekso.com)

## New Publications...

### LTN 3/08 Mixed Priority Routes: Practitioners' Guide (DfT)

Covers results from the Mixed Priority Route project that worked with 10 local authorities to improve the safety of busy shopping streets. Some of the schemes have been spectacularly successful – Newland Avenue in Hull has seen a 48% increase in cycling and a 21% decrease in cyclists' injuries.

60 pages/ISBN 978 0 1155 3027 2. £23 for hard copy (tel. 0870 600 5522); free download [www.dft.gov.uk/pgr/roadsafety/dpp/mpr/](http://www.dft.gov.uk/pgr/roadsafety/dpp/mpr/)

### Creating Strong, Safe and Prosperous Communities: Statutory Guidance (Dept of Communities and Local Government)

Find out what your local authority and its partners' statutory duties are with regard to involving citizens and leading the community. Covers Local Area Agreements (LAAs), Local Strategic Partnerships (LSPs) and Sustainable Community Strategies. 58 Pages/ISBN 978 1 4098 0243 3

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

### Choosing Health in the South East: Road Transport and Health (South East Public Health Observatory, by Nick Cavill, Harry Rutter & Briony Tatem)

Report examining the impact of road transport on the health of those living in the South East region, who travel further on average than people in other regions - most of this additional travel taking place by car. Recommends actions for the NHS as a major employer and service provider. With case studies. 56 pages.

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

### 10 questions to ask if you are...scrutinising how physical activity can be promoted through planning, transport, and the physical environment (Centre for Public Scrutiny)

Advice for health overview and scrutiny committees based on recommendations made by the National Institute for Health and Clinical Excellence in *Promoting and creating built or natural environments that encourage and support physical activity* (NICE 2008a). Cycling features. Free download

[www.cfps.org.uk/publications/](http://www.cfps.org.uk/publications/)

### Tranquillity: Action on Roads Needed for Healthy Lives (Noise Association, prepared by the Transport for Quality of Life Group)

Report looking at people's experience of traffic noise in five areas of the country. Finds that many are "significantly disturbed". 200 pages.

[www.ukna.org.uk/index.htm](http://www.ukna.org.uk/index.htm)

### What makes an eco-town? (BioRegional and CABI)

Report offering advice to the agencies involved in developing proposals for England's eco-towns, but also seeking to show how all developers everywhere can build in sustainability. Amongst other things, highlights the importance of incorporating cycling. 32 pages.

[www.cabi.org.uk/AssetLibrary/12242.pdf](http://www.cabi.org.uk/AssetLibrary/12242.pdf)

### Five new studies on transport for rural areas (Commission for Rural Communities)

These studies – or 'thinkpieces' – four of which mention cycling to a greater or lesser extent, look at the transport challenges facing rural areas, mainly car dependency and the need for more efficient and environmentally beneficial alternatives. The five studies are:

- The contribution of transport to sustainable rural communities (in collaboration with Transport Research Laboratory)
- Sustainable rural accessibility - is it really possible? (in collaboration with Integrated Transport Planning)
- Rural life without carbon (in collaboration with MVA Consultancy)
- The implications of technological change for rural transport (in collaboration with the University of West of England)
- The potential impacts of road pricing on rural areas (in collaboration with Universities of Plymouth and Aberdeen)

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

## Diary Dates...

### Velo-city - 12-15 May 2009, Brussels

The international cycling conference, Velo-city, held every two years, is generally considered to be the largest event of its kind in the world. For Brussels, next year's hosts, the event will take place during the city's cycling week and will be the highlight of its 2005-2009 Cycling Plan.

Velo-city is for people working in the cycling industry, those involved with cycling policies, promoting cycling and cycling infrastructure. This mix of attendees, professions, skills and experience is one of the key reasons behind the event's success and why it inspires so many people.

The conference offers plenary and sub-plenary sessions, 'poster sessions' and workshops, plus evening events. [www.velo-city2009.com](http://www.velo-city2009.com)

### World Mountain Bike Conference on Sustainability - 12-15 May 2009, Dumfries, Scotland

For the first time held outside Canada, this event aims to work towards creating models of environmental, economic and social sustainability for mountain biking activity. It will attract interest from land managers, trail organisers and resort operators from around the world. Local events are also planned. [www.worldmountainbikeconference.com](http://www.worldmountainbikeconference.com)

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