

cycling in the urban and rural environment



working for cycling

CycleDigest

Issue no. 62 2010

Promises, promises: cycling, the election and the new parliament



Now that the dust from the general election has settled, CTC's campaigns department is looking forward to the new government's take on cycling. Both members of the coalition have promised to improve matters – the Liberal Democrats propose legislation to make workplace facilities for cyclists better, while the Conservatives say that they will *"give the concerns of cyclists much greater priority"*.

CTC is looking forward to meeting and working with the new ministers, including the new Secretary of State, Philip Hammond MP.

CTC's Vote Bike campaign made it easy for cyclists to write to their parliamentary candidates asking them to 'Vote Bike' by signing up to CTC's Vote Bike Manifesto. This invited them to commit to working towards doubling cycle use in the next ten years, and making it mainstream in the longer term.

To support this aim, the Manifesto also called for a joined-up commitment to cycling; cycle-friendly planning and design; safe drivers and vehicles; better provision for combining cycling and public transport; the use of promotional activities and incentives to encourage people to try out cycling;

and more and better opportunities for off-road cycling.

From the beginning of March to the election, 2,200 cyclists sent emails to their candidates, and 700 prospective MPs signed up to the Vote Bike Manifesto. 86 of those candidates went on to be elected as Members of Parliament: 52 are Labour, 27 Liberal Democrat, 4 Conservative, one Green, one SNP and one DUP. CTC will now be seeking to hold these MPs to their Vote Bike promises. The first step will be forming a new All Party Cycling Group to campaign for cycling within parliament.

CTC's Vote Bike Manifesto is available online at www.ctc.org.uk/votebike



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About CTC... CycleDigest is a publication of the CTC Charitable Trust (Registered Charity No. 1104324). The Trust is the charity arm of CTC, the UK's largest cycling membership organisation with 70,000 members and affiliates. www.ctc.org.uk

News in brief

More drivers phoning at the wheel

The number of people driving whilst using their mobile phones is going up. Out of 41,000 cars observed in a TRL survey for the Department for Transport, 1.4% of drivers were using a hand-held mobile phone, compared to 1.1% in 2008. Particularly alarming is the high proportion of lorry and van drivers who use their phone whilst at the wheel: 2.6% were on hand-held phones; 2.4% on hands-free. www.dft.gov.uk (search for 'Seatbelt and mobile phone usage survey').

Earlier this year, the then Transport Secretary Lord Adonis said that the Government was considering tougher penalties for the offence.

Cyclists welcome new speed limit in Dublin

Cyclists have welcomed the extension to the 30km/h speed limit in Dublin city centre. Dublin Cycling Campaign says that this will not only help make the area safer for all road users, but also make it more attractive for pedestrians and cyclists. Most of Dublin's bike sharing stations are in the zone. www.dublincycling.com/

Speed crackdown goes European

Results from a campaign to reduce the number of victims of speed-related collisions will be collated across Europe to inform further work in the area. The initiative is led by TISPOL, an organisation established by traffic police forces across Europe to improve road safety and law enforcement. Sussex Police has been working closely with TISPOL through 'Operation Crackdown' – over the 12 months up until the end of March, it received 1608 speed complaints from the public. www.policeoracle.com/news/Speedsters-Targeted-Across-Europe_23579.html

ECF goes after 'Safety in Numbers'

The European Cyclists' Federation, together with the Federation of European Pedestrian Associations, has written to the EU Transport Commissioner advocating the adoption of rate-based targets in the EU's *Road Safety Action Plan*. Focusing on reducing cyclist casualties in absolute terms can undermine moves to encourage more cycling. In turn, this jeopardises the 'Safety in Numbers' effect – i.e. that the more cyclists there are, the safer cycling becomes. www.ecf.com/3857_1 (see also www.ctc.org.uk/safetyinnumbers)



WWW.STOP-SMIDSY.ORG.UK

STOP SMIDSY! UPDATE

CTC's Stop SMIDSY campaign has received over 1000 reports since it was launched last autumn. The range of bad driving that cyclists have logged is shocking and many have also reported their experiences with the police and legal system.

Remember that if you have made a report on Stop SMIDSY and have new information, you can update it by logging on again and clicking on 'my incidents' on the left-hand menu bar.

If your Stop SMIDSY incident happened in London or Sussex, you can elect to have your report forwarded to the relevant police force, who will usually write to the driver involved. In addition, both forces look for patterns in this data, such as multiple reports from the same road or about the same car, which they use in order to deploy resources more effectively. www.stop-smidsy.org.uk

Compelling news on helmet laws: Jersey and Mexico

The States of Jersey (Jersey's parliament) has voted to ask transport officials on the island to draw up a helmet law banning children under 18 from cycling without a helmet. They voted against a helmet law for cyclists of all ages by a margin of only 1. The law was advocated by Deputy Andrew Green (a deputy is Jersey's equivalent of an MP), who is also a trustee of brain injury charity Headway. CTC member Daniel Wimberley, also a Jersey deputy, valiantly led the opposition, and will continue to do so with CTC's support. Another deputy even proposed a law to force all cyclists to be licensed, although this was more soundly defeated.

Meanwhile the City of Mexico has voted to repeal its helmet law. The city decided it was undermining their efforts to promote cycling's health and other benefits, and that it would also create difficulties for the city's forthcoming Vélib'-style hire-bike scheme.

IAM poll reveals strength of anti-compulsion feeling

According to an online poll of 6,000 people by IAM (Institute of Advanced Motorists), cycle training would have a more positive impact on cycle safety than making cycle helmets compulsory – only 1% supported compulsion. The survey of IAM members and non-members also found that: 96% said they would approve of additional public money to make cycling safer; 21.49% suggested further introduction and enforcement of 20 mph zones was the most important consideration to help cyclists; and 82.46% thought a licence or registration process for cyclists was a bad idea. www.iam.org.uk > news



From the Editor...

The last *Digest* left us with a few cliff-hangers: how cycle-friendly would the next parliament be? What would the *Active Travel Strategy* (ATS) say? Would the *National Cycle Plan* be any good? Well, as you'll see from the front page, we've now just enough to go on to make some parliamentary predictions; and on page 4 you'll find our view of the ATS, which incorporates the *National Cycle Plan*.

Also, we've recently published the final version of our guide to cycle-friendly Local Transport Plans (LTPs) – *Cycling: a local transport solution*. All recipients of the paper *Digest* should find a copy of a summary enclosed and it's also available on-line at www.ctc.org.uk/LTP. While it's only authorities in England (outside London) that are preparing LTPs, we believe that the principles set out in our guide are relevant everywhere, so we've sent the summary to our readers in Scotland, London and Wales too. Please email chris.peck@ctc.org.uk if you'd like more information or a further supply of paper copies.

Don't forget that we always welcome comments on each edition of the *Digest* – and now it's really easy if you use our online survey at: www.ctc.org.uk/CycleDigest

Cherry Allan - cherry.allan@ctc.org.uk

Goods vehicles and cyclists



Lorries account for only about 5% of traffic, but are involved in 20% of cyclist fatalities. In 2007, 8 out of the 15 cyclists killed in London were the victims of heavy goods vehicles (HGVs), so tackling the problem there has become a priority.

- **New group to campaign on cycling and HGV safety issues**

CTC, the London Cycling Campaign (LCC) and road crash victims' charity, RoadPeace, plan to address the disproportionate risk that HGVs pose to cyclists and pedestrians by creating a website that will serve as an authoritative hub of information and campaigning resources. Look out for more news in the coming months, but if you would like to get involved now, please send any suggestions for a name for the website to campaigns@ctc.org.uk

- **Crossrail lorry drivers trained in cycle-safe driving**

Construction traffic in London accounts for a significant proportion of cycling fatalities and injuries. Progress is being made, however, thanks to campaigning in Parliament in 2008 by CTC: Crossrail has made a commitment to provide cycle awareness training to around 3,500 lorry drivers working on the major through London rail project. At the last count, 150 drivers had undergone training. www.crossrail.co.uk > press releases > 24/02/2010

- **London's Cycle Safety Action Plan**

The recently launched *Cycle Safety Action Plan for London* aims to reduce the risks of cycling in the capital, whilst getting more people to take it up. Addressing the conflict between cyclists and goods vehicles is one of Plan's key objectives.

The appearance of the Plan, published by Transport for London and the Mayor, was marked by a new video urging all drivers to look out properly for cyclists (www.dothetest.co.uk/bankjob.html)

For CTC's views on the Plan and a link to it, see www.ctc.org.uk/campaigns > what we do > safe drivers and vehicles

- **London Critical Mass commemorates cyclists**

More than 600 cyclists took part in London's Critical Mass ride at the end of March, which was also a memorial ride for three cyclists killed in collisions with HGVs. Professor David Vilasea-Perez died near London's South Bank on 9th February. The morning of the March 9th launch of London's *Cycle Safety Action Plan*, medical student Haris Ahmed died near London's City Hall, and the following day singer Shivon Watson died in Hackney. The close proximity of these tragic deaths left many cyclists asking for concerted action to tackle the risks that HGVs pose on London's roads.

Help Mobilise Fill That Hole

Have you encountered a pothole while out cycling, thought it would be a good idea to report it on www.fillthathole.org.uk – and then forgotten about it before you reached a computer? In order to stop this happening, CTC has been looking into how we can make *Fill That Hole* more accessible from mobile devices. If you have experience of developing apps for mobile platforms and want to get involved, please contact campaigns@ctc.org.uk

Car company apologises to CTC: In March, PR agency Publicasity published a press release on behalf of Kia Motors using data lifted directly from CTC's www.fillthathole.org.uk, without permission or credit. They even renamed the information *The Kia Motors UK Pothole Survey*. CTC local campaigner Jim Bush saw the subsequent media coverage and immediately spotted that the figures were identical. CTC then contacted Publicasity who issued an apology and made a donation to CTC.

Decade of Cycling?

Back in February, the Government published its *Active Travel Strategy*, which included the awaited *National Cycle Plan* (both apply to England only). Will it really deliver its promised 'Decade of Cycling'?

The fact that the Strategy links physical activity so firmly with travel is welcome, as is the declaration that we've now entered a 'Decade of Cycling'. Everyone is now agreed that cycling and walking is more than just travel: it's healthy exercise that most people can fit into their existing daily routines, easier to accommodate than, say, a visit to the gym.

With cycling down to only 2% of trips in Britain nowadays, the Strategy has its work cut out: car-centric habits, poor road design and unenlightened decision-making are just a few of the things it blames. The following summarises its plans for tackling such barriers and deterrents and for capitalising on arguments in cycling's favour:

Safety

It's good to see the Strategy firmly dismiss the hoary myth that cycling is too dangerous to encourage: "Does the safety risk of cycling outweigh the health benefits?" it asks. "The answer is, quite clearly, no: the actual risk of cycling is tiny." Nevertheless, it isn't complacent about road safety and backs the role of cycle training, a better road environment, including more 20 mph schemes. It also says: "...fewer cars and more pedestrians and cyclists can make the roads safer for all users." CTC finds this especially welcome, given that one of our high profile campaigns last year was to spread the 'safety in numbers' message - www.ctc.org.uk/safetyinnumbers

Satisfaction

We're also pleased that the Strategy commits to something else that CTC has been pressing for, i.e. collecting evidence on how satisfied people are with the provision for walking and cycling where they live. After all, without knowing what does and doesn't work, there won't be much to go on.

Environment

The document appreciates the contribution that more cycling and walking would make towards our Climate Change Act goals: "With 21% of domestic greenhouse gas emissions coming from transport, of which 58% come from the private car," it says, "road transport has a major contribution to make."

Economy

The Strategy is clear on the financial prudence of promoting cycling and walking. Citing a recent Cabinet Office Strategy Unit report on urban transport, it points out that the costs to society of excess delays, road casualties, poor air quality and physical inactivity are all of a similar magnitude: around £10bn each. CTC believes that, for several decades, urban transport planning has been dominated by attempts to tackle congestion by providing more road capacity, at the expense of the other three problems. So we are pleased that the Strategy recommends the promotion of walking and cycling as a solution to all four.

Delivery

The Strategy identifies an array of delivery channels, including Local Transport Plans, health sector, businesses, schools, colleges and, to tackle the built environment, developers and planners. All this is illustrated by a variety of projects to date, not least Cycling England's Cycling Towns and Cities. It also identifies the value of working with third sector organisations like CTC.

But...

As the Strategy acknowledges, cycling success in the Netherlands – levels are at 26% – didn't happen by magic: it is the result of a conscious decision to create the right environment for cycling.

While this Strategy signals, we trust, the most conscious decision yet from the Government to do the same, new conscious decisions need new funding. This seems to depend on the Government's forthcoming Comprehensive Spending Review, due now that the election is over. Support in the new parliament is therefore essential – and the responses to our Vote Bike campaign (see front page) will help CTC identify our most likely allies. www.ctc.org.uk/activetravelstrategy **Cherry Allan**

Stop Royal Mail from phasing out cycling!

CTC has launched a campaign in response to reports that Royal Mail plans to phase out nearly all of its cycle delivery, chiefly on safety grounds. They want to replace the traditional Pashley bikes with electric trolleys despatched from vans and have come out against using cargo bikes.

CTC is concerned that this would lead to more motorised traffic on the roads and fewer cycles, something that will have an adverse impact on cyclists in general. In addition, the proposal goes against government policies calling for reduced motor vehicle usage on environmental and health grounds.

Take action! Please support this campaign by writing to Royal Mail's chief executive and asking for a reversal on this decision. All you have to do is visit the campaign's webpage, print out the letter and post it to CTC. We will deliver all the letters to Royal Mail's headquarters by bike. www.ctc.org.uk/royalmail



NEWS FROM WALES

The first *National Transport Plan* for Wales was published at the end of March, explaining how the Welsh Assembly Government will:

- meet the demand for enhanced mobility that will enable economic growth and improve the quality of life
- put transport onto a more sustainable and less carbon-intensive path
- use transport funding more effectively in light of increased pressures on public finances

Launching the Plan, the Deputy First Minister Ieuan Wyn Jones said, "I am committed to developing a decarbonised transport system, where people are able to choose healthier and more sustainable modes of travel. [...] We are also aiming to increase the number of people walking or cycling, and through our programme of Sustainable Travel Centres we will invest in new, and link existing, walking and cycling routes. Across the wider network we have plans to increase the provision of bicycle facilities on trains, at stations and in towns and cities."

CTC local campaigner Neal Hockley, who responded to the Plan, said, "There is much to be welcomed in the Plan, with its repeated references to improved public transport, reduction of greenhouse gas emissions and to cycling and walking. However, it also includes less welcome items like road schemes and subsidised air travel, and offers no criteria for prioritising which parts of the Plan will actually be implemented. Given tight public finances, this means there is no guarantee that it will really deliver for cyclists or the environment, so campaigners in Wales still have plenty of work to do!"

<http://new.wales.gov.uk/> > topics > transport

CTC's view on electric bikes

CTC has responded to consultations on electric cycles and 'electric personal vehicles' (EPVs). CTC supports the relaxation of regulations on electric cycles, allowing slightly more power (250 watts) and argues for a lifting of weight limits. The former brings the UK into line with the European standard, while the latter legally enables delivery trikes and pedicabs to acquire an element of electrical assistance. This could be the solution to Royal Mail's problems (see page 4).

CTC also believes that electric cycles should be able to retain a low-speed throttle rather than restricting their electrical assistance to when the rider is pedalling.

CTC opposes the use of EPVs on any cycle paths but welcomes their use on the road. Unlike cycles, EPVs aren't human-powered, give no health benefits and they could tempt people to give up cycling. As such, they should not be given the same rights and privileges as the more efficient, healthier and environmentally-friendly cycle.

For CTC's full responses, see www.ctc.org.uk/campaigns



Phot: Trek UK

NEWS FROM SCOTLAND

• Committee reports on active travel

The Scottish Government Committee on Transport Infrastructure & Climate Change (TICC) has now produced a report on its inquiry into active travel, to which CTC Scotland gave evidence. The report notes that a funding model for cycle promotion might be found in Cycling England, and also sees the benefits of the standardised, funded Bikeability cycle training delivered across England.

The report's conclusion pretty much says what CTC and allies have been campaigning for all these years:

"234. The Committee believes that active travel has huge potential to benefit the health of the people of Scotland as well as contributing to meeting Scotland's ambitious climate change targets. Yet it is still very much a minority pursuit in Scotland. Attitudes to active travel will only change if walking and cycling are viewed as safe and convenient alternatives to other transport modes. The Committee has recommended in this report a variety of measures which could increase participation in walking and cycling, including improvements to infrastructure and a new nationally co-ordinated cycle training scheme.

235. The challenge will be to implement these initiatives in practice. The Scottish Government has set a target of 10 per cent modal share for cycling. However the Committee believes that this target will be meaningless if the Scottish Government fails to match its stated ambition with a realistic level of funding. The Committee therefore recommends ambitious increases in resources with robust mechanisms established to ensure that these are carefully targeted and effective. Stronger, more effective and sustained leadership is required from the Scottish Government in order to implement improvements to walking and cycling policies in Scotland."

The Committee now seeks a Scottish Parliament debate.

For the report see: www.scottish.parliament.uk/s3/committees/ticc/reports-10/tr10-04.htm

• Go-ahead for Aberdeen Western Peripheral Route challenged in court

Campaigners from Road Sense have now filed papers at the Court of Session in Edinburgh for a judicial review on the lawfulness of the Scottish Ministers' decision to restrict the scope and remit of the AWPR Public Local Inquiry, and also alleged violation of the European Habitats Directive. Road Sense Press Officer, Sheona Warnock, told CTC "I think the new road will have a dramatic effect on cycling. It will act as a physical barrier, dividing communities and making walking and cycling much more difficult. We also believe that if the AWPR goes ahead, its huge cost will mean that no other transport projects will be delivered in the north east, including much needed ways of getting people out of their cars into more sustainable forms of transport." www.road-sense.org/

• Forth Road Bridge unnecessary, say campaigners

Campaigners from **ForthRight Alliance** continue to oppose a new 'cut-price', £2.34bn, Forth Road Bridge. They claim that it is unnecessary. www.forthrightalliance.org/

• Cycling to school

Cycling Scotland have enlisted the help of stunt rider Danny McAskill to encourage children to cycle to school. Drivers are also being urged to give children the space and time they need to ride safely, especially in 'Cycle Friendly Zones' that the campaign is promoting in seven areas across Scotland. www.cyclingscotland.org

Peter Hayman, CTC Councillor - Scotland



Photo: www.joolzedymond.com

Off-road, rights of way and recreation round-up

'Lost Ways' Working Group report

The commitment in the 2000 Countryside and Rights of Way Act (CRoW Act – England and Wales) to research and add missing 'lost ways' for use by cyclists, walkers and equestrians by 2026 was abandoned in 2008. As a result, Natural England convened a task group consisting equally of users, landowners and local government to find an agreed way forward. Following eleven meetings, the resulting 74-page report *Stepping Forward* was published in March, and was subsequently adopted by the Natural England board and forwarded to ministers for action.

The proposals fall into two main areas:

1. To reform and simplify the process of recording and processing the researches needed to add 'lost ways' to the map.
2. To integrate the valuable and largely unsurfaced highway network currently used for both sustainable travel and recreation, which is also at risk of being lost.

Some 32 proposals have been agreed which, if adopted by government, would undoubtedly smooth and refine the process.

However, CTC finds it difficult to be optimistic about whether this will add significant numbers of bridleways and byways for cyclists' use, unless it is accompanied by a cultural change from confrontation between landowner and user to one of mutual cooperation to the benefit of all.

<http://naturalengland.etraderstores.com/NaturalEnglandShop/NECR035>

Maverick motorbikes mashed

Police forces from around the country are at last reacting to the illegal use of trailbikes that are making many bridleways and cycle tracks un-cycleable. These bikes are generally unlicensed and uninsured - with further annoyance caused by totally ineffective silencing systems.

Police operations during 2009 in Yorkshire and in the Arfan Valley in South Wales allowed one warning followed by bike confiscation for a second offence, but now the police are getting bolder. Barnsley police dealing with miscreants on the Trans Pennine Trail now confiscate the bikes and crush and bale them if they are not claimed within 3 weeks for a £150 retrieval fee. Forces in Northumberland, Salford and Rochdale are currently taking similar action. Kent police have gone even further, and bought a fleet of powerful Yamaha 450 trail bikes and trained some 20 officers with motoX skills to deal with some particularly persistent offenders. As a result, a 2-day operation in west Kent yielded 5 bikes.

So if your local cyclepath or bridleway is getting trashed by illegal motorbike use, write to your chief constable asking for similar police action.

Wither now with the Witherslack Underpass?

Witherslack in Cumbria is the site of a long running saga which shows little sign of moving towards a solution. It concerns a narrow bridleway underpass that allows cyclists, walkers and equestrians using the popular Sustrans Route 20 to cross the busy dual carriageway without mixing with motor traffic. Or that is as it should be. Unfortunately, local traffic is using it at rates as high as one every minute in preference to the (admittedly unpleasant) at-grade crossing. As a result, use of the underpass has become highly hazardous to cyclists.

CTC local representative Matt Hodges and other local campaigners have become exasperated at the lack of action from Cumbria County Council, as has the Local Government Ombudsman. For its part, the Council is now proposing that the solution is to upgrade the underpass to carriageway status, a wholly unacceptable response. We therefore recommend that local cyclists write to Cumbria Chief Executive Jill Stannard to insist on a rapid and equitable solution - contact details from www.cumbria.gov.uk

More on Manesty

There has been an excellent response to a request in CTC's weekly electronic bulletin to its members for evidence of cycle use of the Manesty footpath on Cat Bells hill to the west of Derwentwater near Keswick (map ref. 251187 on Ordnance Survey Landranger 90). Currently the bridleways become a footpath for the last 200m, and although the Inspector at a recent Public Inquiry stated that he considered the path to be a bridleway, he ruled that insufficient evidence had been presented to persuade him to confirm it as such.

However, following the response from both cyclists and equestrians, the Lake District National Park is now proposing a creation order to legalise this use.

Mountain biking in France

Just across the channel is a network of trails where off-road cyclists are welcomed (yes really!) by locals and the French farming community. But most Brits are oblivious to this wonderful opportunity as the network is barely promoted in the UK. However, there is a solution: the Federation Française de Cyclisme (French Federation of Cyclists) produce an excellent annual booklet identifying some 146 *Sites VTT Labellises* (mountainbike centres) containing 52,000 km *de chemins ballaisés* (trails) - pretty well double the UK byway and bridleway network.

Obtaining this mine of information, however, is not easy. The FFC website www.ffc.fr/a_VTT/a_SitesVTT/index.asp requests an A5 SAE with a 2.22 euro stamp - but this will only be sufficient for mailings to French addresses. If you are interested in procuring a copy, please email colin.palmer@ctc.org.uk. If the response is sufficient we will do our best to obtain copies.

Colin Palmer – colin.palmer@ctc.org.uk

News in brief

Urban Transport Challenge Fund

In March, the Government announced a new Urban Challenge Fund to tackle congestion, safety, air quality and obesity in a 'joined-up way'. This replaces the Transport Innovation Fund, which aimed to support strategies based around congestion charging – but most authorities got cold feet after referendum defeats in Manchester and Edinburgh. It is not clear how much money is available and CTC is worried that existing cycle funding might get swallowed up by cities with grand ideas for tram networks, but little appreciation of how to promote cycling.

www.dft.gov.uk/press/speechesstatements/statements/khan20100302a

Parliamentary Cycling Group goes to Cambridge

At 20%, Cambridge has such unusually high levels of cycling, that the (then) parliamentary group went to see the shining example for themselves in February. Watch the film of their visit at <http://quickrelease.tv/?p=1167>. Work is now under way to round up MPs for the next cycling group in the new parliament.

Beat the Thief

London Cycling Campaign has launched a major campaign against bike theft. 'Beat the Thief' follows a survey of over 500 London cyclists that revealed the severity of the problem in the capital, and in particular, how much Internet sales exacerbate it.

LCC makes a number of recommendations to reduce the incidence of theft, including a police squad, tougher action against selling stolen bikes on websites and a code of practice for bike shops. www.lcc.org.uk

TOWARDS CARFREE CITIES IX - YORK 2010



Special 20% discount offer for Digest readers!

The ninth Towards Carfree Cities conference will come to the UK for the first time this summer – from Monday 28 June to Thursday 1 July in the historic city of York.

Join this international gathering on sustainable alternatives to the motor car. This year's focus: bringing car-free communities to life.

To receive your 20% discount, use the following link: www.worldcarfree.net/conference/regform.php?discountcode=4wh3315b4d

To see the programme or find out more about Towards Carfree Cities IX, visit www.worldcarfree.net/conference/ or email york@worldcarfree.net

Cycling: A Local Transport Solution

The new round of Local Transport Plans is a great opportunity for local authorities to move towards a more environmentally friendly transport system. Cycling is one of the most sustainable transport modes and offers tremendous potential for improving accessibility, health, environment, economic efficiency and mobility. Yet Britain lags behind other European countries in the support it gives for cycling. The new LTPs offer an opportunity to put this right.

A guide to creating a cycle-friendly Local Transport Plan

Cycling: a local transport solution

Local authorities in England (outside London) are currently developing their 3rd Local Transport Plans. As reported in detail in *Digest 60*, CTC has prepared a 28-page document setting out the ways in which we believe LTPs should cater for cycling. It covers:

- Commitment to cycling
- Infrastructure and the physical environment
- Information, education and marketing
- Partnerships
- Resourcing the plan and
- Evaluation and monitoring

A printed A5 4-page leaflet summary is also available.

www.ctc.org.uk/ltp

For copies and any other information, please contact chris.peck@ctc.org.uk

Future Cycling Cities: Portsmouth conference report

Portsmouth has a special draw for cycle campaigners nowadays. It's a pioneering city for 20 mph speed limits, so delegates to CTC/Cyclenation/Pompeybug's spring cycle campaigns conference not only heard about them from the stage, but could go out into the city to observe the schemes for themselves.

Simon Moon, Head of Transport at Portsmouth City Council, talked about the encouraging progress on 20 mph so far, and Cllr Lynne Stagg gave an account of that often rather thorny phase, namely building political support in the first place. This was complemented by Cllr Ian Hudspeth, who looked at political backing for 20 mph in Oxford from his perspective as a proactive Cabinet member for the County Council.

Keynote speaker was urban design expert Graham Smith on the pros and cons of shared space for cycling, including an intriguing delve into the history behind the idea. There was more on Portsmouth as a future cycling city from members of the Cycle Forum (PompeyBug), who previewed ideas for a 'Cyclists' Charter', intended to set the framework for a shared understanding between cyclists' groups and local authorities – whether you're from a campaign group or a local authority, it's well worth a look.

Finally, Paul Kitson, a partner with Russell, Jones and Walker (national law firm and solicitors for CTC) mused, in the light of his experience, on whether the law adequately protects cyclists. And the answer is....? To find out, see the presentation slides at: www.pompeybug.co.uk/conference/programme/ - this site also offers slides of most of the other talks and from workshops on: 20's Plenty; bike racks for Healthy Pompey; and the Government's recently published *Active Travel Strategy* (see also page 4).

The event was hospitably and efficiently hosted by PompeyBug – thanks to them from CTC. **Cherry Allan**

Correct manners

South West Trains has agreed not to proceed against a cyclist accused of failing to leave a station "in the correct manner". Chris Hook had alighted at Haslemere and, noticing that the wide ticket gate was blocked, lifted his bike onto its rear wheel and pushed it in front of him through one of the narrower gates, whereupon he was accused of a criminal offence. With backing from the Cyclists' Defence Fund, CTC's solicitors Russell Jones and Walker contested that there is no rule saying that cycles must pass through the wider gates - they don't even have a cycle sign marked on them - and that the rule about using the gates "in the correct manner" is meant to prevent fare-dodging, not to harass cyclists.

Bike Week 2010
19-27 June

'Everyday cycling for everyone!'

This year's national celebration of cycling is sponsored by Team Green Britain, an EDF Energy founded enterprise that aims to help Britons reduce their carbon footprint by 2012. To register events or find out where they're happening, log on to: www.bikeweek.org.uk

Velo-city 2010
22-25 June, Copenhagen

'Different Gears - Same Destination'

Conference bringing together cycling experts and professionals from around the world to highlight the bicycle's potential to enhance the quality of life and to solve global challenges such as congestion, obesity and climate change. <http://velo-city2010.com/>

Bicycle Politics: symposium and workshop
16-17 September, Lancaster University

Critical exploration of the political, social, cultural and economic barriers to current and future cycling, plus investigations of the ways in which bicycles, cycling and cyclists are currently framed.
<http://thinkingaboutcycling.wordpress.com/category/conferences/>

NEW PUBLICATIONS

From Dft

• **Road casualty factsheets (Great Britain)**

Covering: cyclists, children, pedestrians, motorcyclists and fatalities. Includes figures, trends, locations, circumstances, factors.
www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/supplettablesheets/

• **Personal travel factsheets (Great Britain)**

Based on findings from the *National Travel Survey*, covering: Health-related travel difficulties, use of public buses, travel in urban and rural areas, and vehicles.
www.dft.gov.uk/pgr/statistics/datatablespublications/personal/ntsfactsheets/

From Cycling England

• **Making a Cycling Town:** a compilation of practitioners' experiences and key lessons from the Cycling Demonstration Towns (CDT) programme (2005/09). Looks at stories from each town and common elements of the programmes: infrastructure; marketing and enabling cycling; schools and Bikeability; and workplaces.
www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2010/02/making-a-cycling-town_qualitative-survey.pdf

• **Cycling Demonstration Towns surveys of cycling and physical activity 2006 to 2009.** Concludes that the data "...provide strong evidence that cycling levels have increased [...]. The proportion of

people cycling for at least 30 minutes once a month and three times a week has increased in the CDTs but not in other towns. This implies that the increase can be attributed to the CDT programme."
www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2010/02/cdts-surveys-of-cycling-and-physical-activity-2006-09.pdf

Infrastructure, Programs and Policies to Increase Bicycling: An International Review

Preventive Medicine, Vol. 50, No. S1, January 2010, pp S106-S125
John Pucher, with Jennifer Dill and Susan Handy
Concludes that: "Most of the evidence examined in this review supports the crucial role of public policy in encouraging bicycling. Substantial increases in bicycling require an integrated package of many different, complementary interventions, including infrastructure provision and pro-bicycle programs, supportive land use planning, and restrictions on car use."
http://policy.rutgers.edu/faculty/pucher/Pucher_Dill_Handy10.pdf

Preventing Overweight and Obesity in Scotland: A Route Map Towards Healthy Weight – Scottish Government

Report making some very sound commitments to more active travel, including encouragement, planning and design for walking and cycling, and delivering the draft *Cycle Action Plan for Scotland* (CAPS) with its proposed target for 10% of all journeys to be made by cycle by 2020.
www.scotland.gov.uk > publications (17/02/2010)

REVIEWS

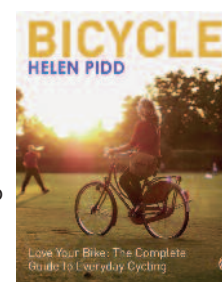
The London Cycling Guide - 30 Great Routes for Exploring the Capital
By Tom Bogdanowicz (New Holland Publishers)

If you'd like to associate cycling in London with enjoyment, entertainment and some cultural learning thrown in, get yourself a copy of Tom Bogdanowicz's excellent guide to 30 routes in the capital and try them out. Tom knows about cycling, the routes that cyclists like and the things they'll probably want to visit on the way. Well illustrated, with clear maps and some historical facts, this book is like taking a knowing and knowledgeable friend out cycling with you. For beginners, there's even help with choosing a bike, cycling techniques, repairing punctures and much more. £10.99. **Cherry Allan.**

READERS' OFFER! Digest readers ordering a copy online by 30th July can take advantage of a 20% discount, plus free p&p by quoting the promotional code 'CTC'. <http://newhollandpublishers.com/>

Bicycle by Helen Pidd (Penguin)

This is the perfect book for friends who want to cycle but don't know where to start. Helen Pidd takes off her *Guardian* reporter's hat to write *Bicycle* in an informal style that makes it an easy and entertaining read. It is a practical guide that answers basic questions from how to buy a bike to how to mend a puncture - yet at the same time, it offers information on: cycle training; cycle policy; the helmet debate; theft; and a potted history of cycling. *Bicycle* is also packed with illustrations and some beautiful photos too. Furthermore, Pidd uses every one of the 256 pages to encourage and inspire people to start cycling, and even challenges the excuses most people give for not riding a bike. £14.99. ISBN: 9781905490530 **Victoria Hazael.**

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