



working for cycling

CycleDigest

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Traffic signs review opens up new directions for cycling

The Government has announced various changes to the regulations on traffic signs and markings, many of which have been called for by CTC and other campaigning groups for some time. This is good news for cyclists, because it expands every local authority's portfolio of cheap, simple measures to provide convenient cycle facilities and reduce speeds. CTC's Chris Peck explains how.

Signing contra-flow

The principal change is the long-awaited modification to the rules around the 'no entry' sign. Most streets are made one-way either because they are too narrow to easily accommodate two cars, or for traffic management purposes. Neither of these factors has much bearing on cyclists, so presumptions in favour of allowing them to

cycle two-way make sense and, moreover, offer significant benefits. For example, contra-flow helps open up back streets and provides alternative routes away from the busiest main roads, whilst legitimising perfectly safe manoeuvres.

In the rest of Europe, contra-flow cycling is widespread, and the streets where it applies are signed by attaching an 'except cyclists' plate to the 'no entry' sign. In 2008, a French law required local authorities there to allow contra-flow cycling on one-way streets in appropriate conditions. In one year, contra-flow one-way streets in Paris alone increased from 40 to 240 kilometres in length.

In Britain, however, this simple signing solution to facilitate contra-flow cycling was forbidden until now, but trials have found that it is entirely safe and that it increases levels of

cycle use.

Furthermore, the number of motor vehicle drivers contravening the regulations halved when compared to schemes using the previously recommended 'no motor vehicles' (or the 'low flying motor bike') sign.



Other changes

Other proposals include a trial permitting cycling over zebra crossings, as well as an advanced green light phase for cyclists and the means to bypass standard traffic signals. These are also already commonplace elsewhere in Europe. Go to page 2 for more.

CTC responds to Select Committee on road safety

CTC has responded to the Transport Select Committee inquiry into road safety. Commenting on the Government's new *Strategic Framework for Road Safety*, CTC argued that it should address people's perceptions of the safety and risk of cycling, since getting more people cycling makes cycling safer, and not focus solely on reducing the numbers of cycling injuries or deaths.

However, CTC has criticised the *Strategic Framework* for failing to acknowledge that the risk cyclists face is disproportionate compared with other road users. This risk isn't falling fast enough and is particularly severe on major roads in rural areas, where the risk of death is 15 times higher than on minor urban roads.

The *Framework* says little on the intractable problem of lorries, but does at least support

the wider implementation of 20 mph speed limits. CTC's response also urges the Select Committee to examine the discrepancies between various offences and the weakness of the current sentencing framework. In 2006, 92% of drivers who killed were immediately sentenced to custody, whereas that figure fell to just 51% last year (England & Wales).

For CTC's full response see www.ctc.org.uk/safety

Report potholes!

Cycling in the dark means that it's harder to see potholes, and if they're filled up with rainwater, leaves, ice and so forth, it's even worse. So, if you do find one, report it and any other road defects to CTC's www.fillthathole.org.uk or via the free online app (link on the site). It'll help get them fixed and improve conditions for you and for other cyclists as well.



IN THIS ISSUE...

Longer lorries trials go head, despite protests

Page 2

Free offer: handbook on bike sharing schemes!

Page 5

Segregation – is that really what we need?

Page 3

Off-road round-up

Page 6

Free cycle training for adults – does it make a difference?

Page 4

Events and new publications

Pages 7 & 8

Signs and markings (continued from front page)



• Zebras

Cycle use of zebras would mean that local authorities can provide priority crossings for cyclists and pedestrians without needing expensive toucan crossings, which cost several times as much

and require traffic signals. Toucans are currently the only way to provide a crossing of a busy road for cyclists without making them dismount.

• Advanced green signal

An advanced green signal for cyclists - letting them get away a few seconds ahead of motor traffic - is perhaps the most revolutionary idea. This would strengthen the value of the advanced stop line (ASL), rules for which are also being simplified. CTC hopes that alongside this, DfT will permit the use of mini-traffic signals that can be mounted at cyclists' height. This would reduce the costs of implementing cycling schemes.

• Reducing speed limits

Another welcome change improves the flexibility that local authorities have to reduce speed limits. 20 mph zones have required either speed humps or purpose-built chicanes every 100 metres, but now local authorities can use other less expensive features, such as roundels. Also, all signs within 20 mph speed limits and zones will no longer need illuminating - another cost-saving incentive.

o Signing the Way:

www.dft.gov.uk/publications/signing-the-way

o CTC's briefing on contra-flow cycling: www.ctc.org.uk/resources/Campaigns/11_Contraflow_brif.pdf

Longer lorries trials go ahead, despite protests

The Government's trial to allow longer lorries onto UK roads will go ahead in January, despite objections from local authorities and a host of environmental and road safety groups, including CTC and the London Cycling Campaign.

At least the trial will be much smaller than originally planned, allowing a maximum of 900 lorries with trailers up to 1m longer than the current limit, and a further 900 lorries up to 2.05m longer. Road safety minister Mike Penning acknowledged that these quotas, effectively limiting the trial to 2% of the UK lorry fleet, were due to concerns over safety and costs to local authorities, raised during the consultation.

Nevertheless, when CTC challenged the Minister over his assertions made in Parliament (Commons oral questions, 15/9/2011), that the DfT had carefully considered the risks to cyclists and found they were non-existent, he failed to respond with robust evidence to back them up. DfT's claim that longer lorries could improve safety is, in fact, based on the assumption that longer lorries will mean fewer lorries. They do, however, acknowledge that there is no certainty that this will happen - indeed it has never happened when lorries have been made longer or heavier in the past.

Sadly, Mr Penning has missed the opportunity to require that trial participants take various measures to offset the potential risks to cyclists, pedestrians and others. He could have delayed the start of the trial until 'active steering' technology is fully developed - this would improve turning circles, but is about 18 months' away. He could also have limited the types of roads these lorries can use, or required the fitting of sensors and cameras, and cycle-awareness training (or, better still, actual cycle training) for lorry drivers in the trial. The Freight Transport Association and many individual operators are taking a growing interest in these and other best practice safety measures.

Instead, government officials would like CTC to contact operators and urge them to voluntarily adopt these measures. They have also invited us to suggest how the trial can be monitored so that comparisons can be made between those who adopt good practice with those who do not. CTC will certainly make representations, but feels that the Government should be governing road safety, rather than leaving it to the voluntary sector to try to offset a potential worsening of the risks cyclists face, in the economic interests of (mostly the larger players in) the road-freight industry. *Roger Geffen, CTC Campaigns and Policy Director.* www.ctc.org.uk/nolongerlorries

A 25m long lorry in central Stockholm. The longer lorries proposed for Britain are, fortunately, shorter than this.



From the Editor...

A recurring challenge for those campaigning or providing for cycling is if and when to segregate cyclists from other traffic, and a recent report has put it in the spotlight once more. Which side are you on, if any? (P3). There can't be many cyclists who don't like a quiet short cut. Being able to ride legally two-way along an otherwise one-way street is especially advantageous - so we're celebrating (at last) the official go-ahead for the most intelligible sign arrangement (front page). In contrast, the green light for the longer lorries trial is not good news for cyclists (this page), but research into the difference that free cycle training makes for adults is

much more encouraging (P4). We hope you enjoy this issue of the *CycleDigest* - please let us know if there's anyone else you think should be on our mailing list and best wishes from CTC for the season.

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

London boost for safer lorry and cyclist interaction

All Greater London boroughs now have the go-ahead to provide officially approved cycle-awareness training for lorry drivers. The training, backed by Transport for London funding, qualifies as part of a driver's Certificate of Professional Competence. Increasing the number of drivers who understand how to interact safely and considerably with cyclists is particularly vital in London, where the number of cyclists' fatalities involving lorries is high. London Cycling Campaign (LCC) has been pushing for the move.

www.no-more-lethal-lorries.org.uk/

News in brief

New at the DfT

October's Cabinet reshuffle saw Justine Greening, MP for Putney, Roehampton and Southfields, succeeding Philip Hammond as Secretary of State to the Department for Transport. The new minister was instrumental in directing Conservative Party policy into opposition to the expansion of Heathrow airport, which may indicate some welcome interest in environmental matters.

Not out of the way

Thanks to the Transport Select Committee, things started to look up for cyclists exasperated by drivers infringing mandatory cycle lanes (MCLs) and the police not doing much about it. Its inquiry report on congestion recommended that Part 6 of the *Traffic Management Act 2004* should be fully commenced by 2013, a move that would 'decriminalise' offences such as driving or parking in MCLs, thus allowing English local authorities to take over the enforcement of these offences from the police. London boroughs and TfL already enjoy these powers, but regulations applying elsewhere are still lacking. Unfortunately, the Government has decided to keep it this way.

o For *Out of the Jam*, the Committee's report, see www.publications.parliament.uk/pa/cm201012/cmselect/cmtran/872/87202.htm

o For CTC's evidence, see www.publications.parliament.uk/pa/cm201012/cmselect/cmtran/872/872we30.htm

100 groups for 20's Plenty

The latest proof that 20 mph for urban areas is a goal that inspires local people to band together comes from the national organisation 20's Plenty, who now boast 100 active branches in the UK. New groups have formed as far apart, for example, as Motherwell and Fulham. www.20splentyforus.org.uk

Budget disaster, says Spokes!

Spokes, the Lothian cycling campaign, is vehemently protesting to the Scottish Government about the failure of its draft budget to make what it believes to be a realistic funding commitment to cycling. For more information on Spokes' campaign and how to get involved, see: www.spokes.org.uk/

Segregation - is that really what we need?

Should there be a concerted effort to offer cyclists facilities that segregate them from other traffic? Would that result in more cycling? Or are cyclists - and would-be cyclists - better off in the on-road mix? This debate has never gone away and a recently published report has fuelled it. CTC's Campaigns Director, Roger Geffen, explains why.

Understanding Walking and Cycling (UWAC), a research project carried out at Lancaster University, has been launched amid a storm of controversy. The authors' press release included an attention-grabbing message for policy-makers: "*do not base policies about walking and cycling on the views and experiences of existing committed cyclists and pedestrians.*" Since then we have already heard cases of local authorities dismissing the views of local cycle campaigners, citing research urging them not to listen to experienced cyclists. The researchers have acknowledged they would rather this sentence had included the word "only" after "not"(!).

Their report is based on small focus-group discussions in Lancaster and Morecambe, Leeds, Leicester and Worcester. It found that most interviewees could not imagine themselves cycling regularly, and felt that 'cyclists' were not people like themselves. The authors concluded that it would require widespread introduction of segregated cycle facilities to transform their willingness to cycle.

CTC's current views on segregation

CTC has never been 'anti-segregation', but has long taken a 'segregation-sceptic' line. However, the rationale for this has perhaps not always been well explained. In any case, some of our local campaigners have started indicating they would prefer CTC to take a more overtly 'pro-segregationist' stance.

CTC will be reviewing its policies on cycle-friendly infrastructure in the New Year, as part of the wider overhaul of our Policy Handbook (see www.ctc.org.uk/campaignsbriefings for progress so far). In doing so, we will be considering the recent experiences of Seville and New York, where spectacular increases in cycle use have been achieved by introducing segregated facilities. However, the cost has been considerable: politically (New York City Council faced a law-suit from its former Transport Commissioner!), financially (segregation involves a lot more money as well as road-space), and even in terms of cyclists' lives.

The way junctions work is clearly vital to cyclists' safety, given that this is where c70% of cyclists' collisions occur. Segregation works in countries like Denmark and the Netherlands because their traffic laws give clear priority to pedestrians and cyclists over drivers turning across their path,

even on a green traffic light. Moreover, these rules are well respected, thanks to 'stricter liability' rules which assume that drivers who collide with pedestrians or cyclists are responsible for any resulting injury damages. Conversely, Dutch-style segregation without Dutch-style traffic laws and driver behaviour could make cycle safety worse, not better.

As well as legal changes, good segregation also requires road-space and money; and delivering all three requires strong political backing for cycling. CTC continues to work on building up this political will, from a very low base in the UK - but where it is lacking, there is a real risk that calls for segregation will result merely in the cheap and nasty 'get cyclists out of the way' variety.

Where there is a chance of securing high-quality segregation - i.e. where there are few if any junctions and side-roads, and/or where the political support for cycling is strong enough to ensure high design standards and priority at junctions - CTC may well wish to support it as we review our policies. Elsewhere though, it may be better for local campaigners to aim to increase cycle use through more politically viable measures already advocated by CTC, such as 20 mph schemes, parking restrictions, awareness campaigns to change the image of cycling, and other measures that UWAC also calls for. After all, more cyclists means a stronger 'cyclists' vote', and this may well be the best way to reach the point where quality segregation becomes politically achievable.

What do you think?

Comments on this article are welcome. Please send them to roger.geffen@ctc.org.uk, putting 'segregation' in the heading. We will print a selection in the next Digest.

For UWAC interim findings, see www.lec.lancs.ac.uk/research/society_and_environment/cycling/WCTR_TJ_July_2010.pdf

For CTC's policies on cycle-friendly infrastructure, including the hierarchy of provision and the pros and cons of segregation, see www.ctc.org.uk/design.



Cycling in Copenhagen

Free cycle training for adults – does it make a difference?

Yes, it does, says Sam Margolis from the London Borough of Tower Hamlets



If you live in London, or in any other major centre in the UK, you may well have seen the adverts promoting free cycling training offered by local authorities. In the absence of high-quality cycling infrastructure, many councils have pushed cycle training schemes as a relatively low-budget method of boosting safer and more cycling.

In 2009/10, the total funding for cycle training in London alone was over £3m. It is seen as a useful tool not only to build skills and techniques for riding a bike, but to generate greater cycling levels amongst participants. But to most people, an obvious question remains: are these schemes actually effective at getting more people riding? Some new research (which CTC supported) from the London Borough of Tower Hamlets, in the East End, suggests that cycle training does meet this principle aspiration – at least in the short term after training takes place.

In a unique evaluation, a detailed 'before' and 'after' study of 471 participants entering the Borough's adult cycle training programme between March 2010 and April 2011 was carried out. Each trainee received up to 4 hours of free Bikeability cycle training and those without bikes were able to borrow them for the duration. Information about participants' cycling levels, physical activity rates, bike ownership and a number of other factors was gathered through self-administered questionnaires given to trainees before entering the programme – the 'before' part of the evaluation process. Further surveys, covering the same questions, were distributed to trainees 3 months and 1 year after their first training session. Whilst all 471 trainees completed baseline surveys, 28% (130 participants) completed a 3 month follow up form, whilst just 25 '1 year' follow up surveys were collated, limiting the significance of any longer term findings.

The results, in particular in the 'short term' after training, were hugely encouraging: just under half of those trainees completing a 3 month follow up survey (46%) reported cycling more frequently after training than beforehand. Indeed, prior to completing a form, the average number of days in a week on which participants had cycled for at least 30 minutes almost doubled after the training (from 1 day per week to almost 2 days per week). Cycle to work levels amongst trainees, on average, exactly doubled, whilst trainees were found to ride for a substantially longer duration on the days that they did ride.

Arguably, however, the most important finding was that these statistically significant jumps in cycling frequency seemed to add to overall physical activity levels amongst trainees,

rather than take away from other forms of exercise. The amount of physical activity in a week undertaken by trainees post-training increased by almost the same amount as the increase in each week's cycling. In other words, the extra cycling seemed to add to whatever other forms of physical activity trainees previously took part in, with potentially significant health benefits as a result. Most excitingly, trainees who had never previously ridden bikes reported encouraging levels of cycling 3 months after the end of their training (on average, cycling for at least 30 minutes for 1.5 days per week).

The study also managed to prove – through both an assessment of qualitative responses within feedback forms, and a dedicated focus group piece of research – that the increases in cycling and physical activity levels observed were at least partially a result of the training received.

Free cycle training appears to have been as important as other factors, such as new cycle routes, in encouraging trainees to cycle post-training. Funders of cycle training will also be encouraged by the positive benefit:cost ratio of 1.5:1 that was obtained for the scheme using the well-established 'HEAT' tool produced by the World Health Organisation. Indeed, as this tool only considers the mortality reduction benefits of a cycling or walking project, then the 'true' benefit:cost ratio when including other factors (such as reduced congestion and other health improvements for individuals), would be likely to be far higher.

These findings should give huge encouragement to other local authorities as

they come under increasing pressure to justify spending on discretionary schemes such as cycle training. Further research is required to back up the more limited additional findings attained through this study, which indicated (with the caveat of a low number of responses) that changes in cycling levels are also maintained 1 year after the cycle training takes place (i.e., into the longer, not just short term). Additional studies to test the reliability of the self-reported changes are also necessary.

Further, it is clear that cycle training can be seen as a useful strategy in developing skills, techniques and confidence that makes it more likely that those trainees willing to engage in such a programme will cycle more after their sessions. But such training must be viewed as a supportive tool to other strategies – especially infrastructure measures – that will generate the substantial upturn in cycling levels amongst a broader spectrum of the UK population that successive local and national governments have championed.

However, this is perhaps the most comprehensive assessment of adult cycle training to date and one of the only ones to employ a robust 'before' and 'after' evaluation methodology. The results provide one of the first detailed pieces of evidence to suggest that Bikeability for adults can help achieve the now defunct Cycling England's mantra of 'more cycling, more safely, more often'.

The detailed results can be obtained by contacting the author:

Sam.Margolis@towerhamlets.gov.uk

For CTC's cycle training pages, see www.ctc.org.uk/cycletraining



Proficient memories

When most parents think about cycle training, 'cycling proficiency' seems to spring to mind first rather than its successor, Bikeability. The new scheme has been around since 2007, but online research reveals that while 46% of unprompted parents of 10-12 year-olds came up with the name of a formal cycle training scheme, only 6% cited Bikeability. More encouragingly, with prompting, 28% had heard of it and, even better, 84% of respondents thought that formal cycle training schemes are important for their children, including 44% who thought they are very important. Given this, and the fact that hundreds of thousands of children have now benefitted from Bikeability, the brand might well achieve the recognition it deserves in the future.

<http://assets.dft.gov.uk/publications/bikeability/brand-research.pdf> (prepared by Childwise for the Department for Transport).

Good idea on balance

Balanceability is a new programme to help 2½ to 6 year-olds learn to cycle and in the process, increase their levels of physical activity. It combines unique ergonomic balance bikes with activities that build confidence, spatial awareness and dynamic balance skills enabling young children to cycle without ever needing stabilisers. It comprises a structured 12-week self-taught course available to schools, leisure centres and independent trainers. www.balanceability.co.uk

Goods by cycle

The pan-European CycleLogistics project, supported by Intelligent Energy Europe, runs from May 2011 to May 2014. The project partners are based in Austria, Belgium, Bulgaria, Denmark, Italy, the Netherlands, Romania and the UK. It aims to achieve a reduction in energy used for urban freight transport by shifting freight and personal goods transport from motorised transport to cycles. It also aims to get more people to leave their car at home and use their bike with panniers or a trailer for shopping by running some 'Shop by Bike' projects.

Outspoken Delivery, an established cycle delivery company based in Cambridge, UK is also a key project partner.

www.outspokendelivery.co.uk

Contact Roger.Geffen@ctc.org.uk

www.ecf.com/projects/cyclelogistics-2/



Need to know more about bike sharing schemes? Handbook available now!

Bike sharing schemes such as Velib' in Paris, Bicing in Barcelona and Barclays Cycle Hire in London, are a practical tool to boost cycling in urban areas.

CTC was a partner in OBIS, a project aiming to disseminate information about bike sharing schemes across ten European countries.

Launched in 2008, OBIS identified good practice, success factors, limits and market potential. 51 schemes in 48 cities were included in the qualitative and quantitative analysis. The handbook is to help anyone considering setting up a public bike sharing scheme.

Download from www.obisproject.com or order a free printed copy or CD by sending an SAE, 16 cm x 23 cm, £1.46 (1st class) or £1.23 (2nd class) to:

CTC, South Vaults, Green Park Station, Bath, BA1 1JB

If you would like multiple copies, please contact nigel.williams@ctc.org.uk



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News in brief

Green award for dublinbikes

JCDecaux and Dublin City Council have won the 'Best Green Contribution to Dublin Life' award for the highly successful bike sharing scheme, dublinbikes. On October 13th this year the scheme, which has been going since 2009, reached its best daily record yet, at 7,052 journeys, meaning each bike was rented an average of 13 times. www.dublinbikes.ie/

Bike Trains...

Bike Trains – or group cycle commutes along busy routes operating to a timetable and supported by experienced riders – help 'passengers' feel less intimidated by motor traffic and, at the same time, make for a very sociable journey to work. Brighton, Windermere and Kendal, and Aire Valley all operate services, while a pilot Bike Train ran into Bristol's City Centre during the Cycle Festival there in September - the intention is to keep going.

<https://sites.google.com/site/bristolbiketrain/>

..and some more traditional sort of trains ...

New figures from Transport for London reveal that the number of people using cycles for the final stage of train journeys in central London has soared by 400% since 2001. Over 19,000 people now arrive or leave the 13 main central stations each day on cycles at peak times, over 7,000 of them on 'Boris Bikes'. Almost 5% of the passengers arriving at Paddington and King's Cross leave by bike, but Waterloo is the busiest station with 4,000 cyclists a day. Another interesting snippet is that 5% of those starting their journey to central London in the Home Counties and beyond arrive at the station by bike. 'High earning professionals' are proportionally the most common group who integrate cycling and rail.

www.tfl.gov.uk/assets/downloads/corporate/central_london_rail_termini_report.pdf

Cycle commute grows more popular in Scotland

Scottish Government figures show that over the last 10 years there has been an increase in the proportion of children cycling to school (+100%) and adults cycling to work (+50%), yet miles per person and proportion of work trips is still below the level found in England. The main reasons given by Scots for not cycling are: not owning a bike (38%), too far to cycle (30%) and the weather (15%).

o *Transport and Travel in Scotland*, 31/8/2011

www.scotland.gov.uk/Publications/

Off-road round-up

By Colin Palmer, CTC's off-road adviser



Access to forests – Panel update

Earlier this year, a panel was set up to advise on the future of English Forestry Commission woodlands, in the light of the Government's decision to suspend proposals to sell them off.

Minutes from the Panel's meeting on 4th October show that it did discuss recreational use, although nothing was recorded about cycling under *Item 6: Access/community engagement*.

The Panel considered the barriers and opportunities faced by the Forestry Commission and other woodland landowners in providing access, and had a preliminary discussion about access where forests are managed for other purposes, and in particular the costs and importance of providing parking and path maintenance. Comparisons with other countries such as Scotland and Germany were noted, and the Panel signalled its intent to explore ways of supporting landowners to offer access.

Northamptonshire voted top by 'mystery walkers'

Rights of way surveys by the Countryside Commission and performance indicator assessments by local authorities no longer take place, so to help fill the gap, the Ramblers recruited over 1,500 walkers to conduct a *Mystery Walkers survey* of 1,700 miles of footpath during 2011.

This was a 'light touch' survey where walkers assessed footpaths on a 1 to 5 scale for: obstructions, waymarking, undergrowth and overgrowth, surface conditions and 'welcome'. Enjoyment was also considered.

The results were very reassuring with 96% of local authorities rated as 'good' or 'very good'. The top county was Northamptonshire, with South Gloucester at the lower end - but still with an entirely reasonable score.

The more urbanised areas, including metropolitan borough councils, were also assessed, with Wakefield District achieving a perfect result.

Although bridleways and byways were not assessed, it is reasonable to assume an authority's good score on footpaths is reflected in their care of higher rights routes.

www.ramblers.org.uk/campaigns+policy/mystery+walker

Management of canal towpaths

British Waterways will become an independent charity in 2012, and from next April managed by a Waterway Partnership management committee drawn from interested parties in each of ten regions in England & Wales. So far, nominations have only been requested for the Chairs of each committee, but over the next few months nominations will be requested for committee members to represent user interests.

If you regularly cycle the towpath network, and would be interested in applying for a committee role, then contact British Waterways or the CTC office for more information (colin.palmer@ctc.org.uk).
www.britishwaterways.co.uk

Wales renews access scheme

The Welsh environmental grant scheme *Glastir* encourages farmers to engage in environmentally sustainable land management, and a revised scheme commences in January 2012. Unlike England, where Natural England has discarded access provision as part of countryside stewardship, *Glastir* includes access, and importantly, specifies multi-user routes (including cycling) as one of the priorities in the January 2013 Targeted Element part of the scheme.

www.ccw.gov.uk/enjoying-the-country.aspx (click on *Enjoying the Outdoors newsletter*).

Scottish Core Paths process nears completion

The groundbreaking *Scottish Land Reform Act 2003* provided general rights of access to most of the Scottish countryside for cyclists and other non-motorised users. However, it is up to the user to decide how appropriate the chosen route is for their journey, in line with guidance in the *Scottish Outdoor Access Code*.

Under the Act, local authorities are required to develop a 'Core Path' network of routes likely to serve most needs, especially close to settlements. Progress has been slow but it is at last getting close to completion, with most authorities now having adopted or close to adopting their maps, which are (or will be) available via their websites. Meanwhile, Scottish Natural Heritage is preparing a Scotland-wide digital map and an interim report on progress with Core Paths is available from www.snh.gov.uk/publications-data-and-research/ (search for Report 427).

Path closure for Scottish mountain bike events

Unlike England and Wales, where mountain bike racing on bridleways cannot be authorised, in Scotland access rights can be suspended using a s11 closure order by a local authority for up to six days to enable a race to take place. However, as Core Paths were excluded from such closures, it was felt that regulations should be modified to include these routes on safety grounds. This is now being progressed through a technical amendment to the *Land Reform Act*. See www.scotland.gov.uk/Publications/2011/10/07151556/0. Any event will have to be compliant with the *Scottish Outdoor Access Code*, and the National Access Forum has prepared supplementary advice for organisers – see www.snh.gov.uk/publications-data-and-research (search for *Outdoor events in Scotland: guidance for organisers and land managers*).

Access law guidance for cyclists

Although there are a number of authoritative publications on urban highway law and rights of way regulation, there has until now been no publication specifically designed for cycling activists.

Notes and Materials on the Law of Cycling in the Countryside offers, however, comprehensive guidance specifically written for cyclists. With reports, advice and good practice, it demonstrates how the law, regulations and administrative processes work (or all too frequently do not work) in practice.

The guidance has been compiled by Alan Kind, long-time editor of *Byway and Bridleway*, the journal of the Byways and Bridleways Trust (www.bbtrust.org.uk) and a practitioner in recreational access law for the past 25 years. Download free from: www.hodology.com

Meanwhile, CTC's briefings on Rights of Way (and other issues) are available at www.ctc.org.uk/campaignsbriefings

CTC and Cyclenation to work together more closely



After many years of close informal collaboration, CTC and Cyclenation (the UK federation of voluntary cycle campaign groups), have signed a formal agreement to work together to boost the number and strength of local cycle campaign groups in the UK. It was signed at October's campaigns conference in Sheffield (see below).

The Memorandum of Understanding sets out plans for forming new groups and supporting new and existing groups with training, information sharing and networking opportunities, plus various ready-made tools

to help boost their effectiveness and resources. It was principally drawn up in response to the Government's 'localism' agenda, which will see more and more decisions affecting cycling passed down to local level. The MOU is intended to be flexible, complementing and building on local arrangements that are already working well, enabling people from both networks to come together in whatever ways are best suited to local circumstances. See www.ctc.org.uk/righttoride for the MOU text and further details.

Conference review: 'Cycle Campaigning and Localism – Threats and Opportunities', Sheffield (CTC/Cyclenation/Cycle Sheffield, 15th October 2011)

After the welcomes, the day proceeded with a speech from Matt Brunt, the Assistant Director of Sheffield's Passenger Transport Executive Support Unit, who explained some of the intricacies of planning law. This included the fact that the Secretary of State, Eric Pickles, still retains the so-called Henry VIII clauses that enable the Minister to override local planning decisions where s(he) considers these in conflict with the 'national interest'. An example might be the widening, extension or construction of roads generating traffic levels, pollution and dangers harmful to localities.

Delegates also heard from Jason Torrance, Policy Director at Sustrans. He stressed the importance of promoting active life-styles in preventative health and indicated the need to connect health reforms with the sustainability agenda. Recent research has concluded that Cycling Demonstration Towns such as Darlington have produced an increase in cycling.

Jason reminded delegates that membership of cycling organisations was tiny and that alliance with 'sleeping giants', such as the National Trust, the Wildlife Trust, the Campaign to Protect Rural England and RSPB could prove effective.

A variety of workshops were on offer during the afternoon and Danny Dorling, Professor of Human Geography at Sheffield University, rounded off the day with a discussion about data showing that though cycling is not even a significant minority mode of transport, this may be changing. The 2011 Census evidence is likely to present a very different picture to that of the twentieth century: the modern day commuting cyclist is young, male and affluent, opting to cycle for transport rather than being obliged to do so from necessity. The choice is a way of demonstrating their physical as well as economic, social and cultural promise.

Based on a report by Paul Thomson of Greater Manchester Cycle Campaign. For the full version, other reports, recordings, feedback etc, see www.cyclesheffield.org.uk/conference/

Planning disaster looms

CTC has responded to the Government's consultation on planning reform, joining the chorus of organisations that have expressed concern about environmental and transport impacts. The proposed presumption in favour of development, coupled with a substantial weakening of standards, removes the ability of local authorities to reject developments on the basis of transport. Read CTC's response here: <http://bit.ly/sLKRxH>

- o In August, the Campaign for Better Transport commissioned MTRU to look into the impact of office development at motorway junctions, something which the new draft planning framework would favour. The researchers found that building a number of new business parks next to the M1 could increase traffic levels by 16% (the equivalent of one motorway lane), almost double journey delays (from 3.6 minutes per 10 miles to 6.4 minutes) and is likely to result in £250 million in congestion costs. The move would not be particularly good for the economy, therefore. www.bettertransport.org.uk/media/aug-30-congestion-M1



The offence histories of those involved in road crashes

What proportion of people involved in crashes has a history of previous offences? The shocking answer is probably almost 47%, according to a study conducted by Loughborough University and TRL.

Using DVLA and police records of over 4,000 road users, the researchers found that 40% of those deemed to be at fault in the collision had a previous motoring offence, compared with 31% of those who weren't at fault - showing, perhaps unsurprisingly, that those with previous motoring convictions for speeding or other offences cause more crashes than more careful, slower drivers. When the researchers looked at Police National Computer records (i.e., not just motoring offences), they found that 28% of those at fault in a collision had an offence history, compared to 19% of those not at fault.

Drivers of heavy and light goods vehicles most often had motoring offences, but interestingly the road user type most likely to have a police record were cyclists, closely followed by motorcyclists. Previous offenders were more likely to come from areas of the highest deprivation and those with very high numbers of motoring offences were also much more likely to have serious non-motoring offences - whereas 3% of those with no motoring convictions had convictions for theft or handling stolen goods. 80% of those with 6 or more motoring convictions also had theft convictions.

The research suggests that enhanced traffic police resources and longer driving bans could help reduce all crime.

www.lboro.ac.uk/departments/lds/research/groups/tsrc/publications/

CTC's out on the road and meeting local needs



CTC is currently running a series of Roadshows across the UK, offering the opportunity for community-based professionals to meet and discuss a range of local issues that CTC's cycling expertise could help address: health, economy, community engagement and diversity, for example.

Each event highlights these issues by showcasing a number of local CTC beneficiaries in the morning session. This is a chance for delegates to see just how CTC has provided cycling programmes to help.

Further discussion and information on how CTC can provide cycling programme solutions then naturally follows to form the basis of the workshop sessions in the afternoon.

Three successful events have already taken place in Manchester, Newcastle and Birmingham. As we go to print, the Leeds Roadshow is on 8th December, followed by Cardiff on 25th January. A London/South East event is also being planned.

Feedback from the first Manchester Roadshow, confirmed some very encouraging comments: *"We found the workshop extremely positive and interesting and it's clear to see that the team are all passionate about the work they are doing."* Bethan Edwards, Chester West and Cheshire Council.

If you would like more information about the Roadshows, please contact CTC, cycling@ctc.org.uk or telephone: 0844 736 8450.

Sign up to share active travel and outdoor access advice in Scotland!

A new online information portal has just been launched to allow active travel and outdoor access professionals, planners, engineers, access officers, cycling officers and mountain bike trail designers to share and promote good practice and provide support for design, construction and maintenance of infrastructure for active travel and outdoor access in Scotland.

Created by the Scottish Access Technical Information Network (SATIN), which includes individuals from Cycling Scotland, Forestry Commission Scotland, Paths for All, Scottish Natural Heritage, Falkirk Council (SCAN) and Sustrans Scotland.

For more, and to sign up as a member, go to www.satonline.org

In locations as far apart as Brighton and Glasgow, Cardiff and Belfast, Bike Club is giving children and young people access to cycling in a range of ways to help them learn important skills and enjoy rewarding experiences. For all the latest, sign up to Bike Club's newsletter:

www.bikeclub.org.uk Bike Club is a joint initiative from ContinYou, UK Youth and CTC

Please give us your feedback on CycleDigest! www.ctc.org.uk/cycledigest

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NEW PUBLICATIONS

Shared space: Local Transport Note 1/11

Department for Transport

Shared space is a design approach that seeks to change the way streets operate by reducing the dominance of motor vehicles, primarily through lower speeds and encouraging drivers to behave more accommodatingly towards pedestrians. This LTN is mainly concerned with the use of shared space on links. While it focuses on high street environments, many of its principles will apply to other types of shared space. Particular emphasis is placed on stakeholder engagement and inclusive design, where the needs of a diverse range of people in terms of disability, age etc. are properly considered at all stages, and on sustainable design where future maintenance needs are considered as part of the process. The aim is to help people designing and preparing street improvement and management schemes.

www.dft.gov.uk/publications/ltm-01-11

Relationship between commuting and health outcomes

by Erik Hansson et al, *BMC Public Health* 2011, 11:834

doi:10.1186/1471-2458-11-834

Study of over 21,000 people in Scania, Sweden, that found an association between commuting and negative health outcomes. It concludes that this should be seriously considered when policies aimed at increasing the mobility of the workforce are being discussed. Looks mainly at car and public transport users (it excluded subjects who only walked or cycled to work for more than 30 minutes, and those who cycled or walked for less than that were used as a reference category). Sleep quality, vitality, stress, sickness and absence from work were all examined.

www.biomedcentral.com/content/pdf/1471-2458-11-834.pdf

Electric Bike Trial in Medstead and Four Marks, Hampshire

By Camilla Swiderska, CPRE Hampshire

Results of a trial conducted this summer by CPRE Hampshire to see if electric bikes could be used as an alternative method of transport in rural communities and if so, how. Concludes that the bikes are popular, once tested out, for a variety reasons, e.g. hills, lack of fitness, efficient commuting and good for local errands. The trial attracted middle-aged and older riders, but no young people and the price of ebikes put most people off buying one for themselves. Community-led hire or pool schemes could overcome this, the report suggests.

www.cprehampshire.org.uk/transport/bikerep_1.pdf

Essential Evidence briefing

Amongst the latest in a series of briefings by Adrian Davis on the case for walking and cycling, is a note on the representation of cycling in the newspapers. Based on Australian research, it concludes that where there are significant increases in cycling, newspaper articles are more likely to be positive than negative. (*Essential Evidence on a Page, No 75*). For this and others in the series, see

www.bristol.gov.uk/page/benefits-cycling-and-walking

Why Noise Matters: A Worldwide Perspective on the Problems, Policies and Solutions

By John Stewart et al

Noise is, perhaps, a rather neglected pollutant, but this book argues that it is a global disturbance that deserves much more attention. It covers everything anyone needs to know about it as a social, cultural, environmental and health issue and devotes a chapter to transport noise. Paperback, 220 pages, £24.99 (hardback £80). ISBN 9781849712576. Order from www.ukna.org.uk