



CycleDigest

cycling in the urban and rural environment

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2007

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.

Cycling is people-friendly, community-friendly, environment-friendly and has a proven, measurable health benefit to the nation.

- For local help and expertise on provision for cyclists, call 0870 8730060 or email righttoride@ctc.org.uk to find out the details of your local 'Right to Ride' representative.
- For CTC Professional Membership – your essential cycling accessory - see www.ctc.org.uk →ctc resources →professional membership

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Cycling for Change!

By Adrian Dent, CTC Climate Change Project Manager

Towards the end of last year, CTC was awarded a grant of almost £300,000 by DEFRA (Department for Environment, Food and Rural Affairs) to raise awareness of climate change issues amongst the cycling community. With 70,000 members and affiliates and a growing reputation of successfully campaigning for cyclists' interests and promoting the social, health and environmental benefits of cycling, CTC is in an ideal position to fulfill this role.

This is a massive opportunity for CTC to work with DEFRA and others to help change the tide of climate change - and at the same time to increase the profile and standing of CTC. We aim to raise awareness of the causes of climate change and the seriousness of the

impacts and to look at some of the ways we can all start to make a change as individuals, as communities and through our influence on government and businesses.



/Continued overleaf

Re-trial Victory!

A cyclist found guilty last year of 'inconsiderate cycling' whilst riding in accordance with the National Standard for cycle training, won his re-trial at Shrewsbury Crown Court in January.

Daniel Cadden was cycling fast downhill on a single-lane carriageway when he was stopped by police who believed that his position, about 1m from the road edge, was forcing cars to cross the central solid white line illegally in order to overtake. But rather than stop the cars, the officers charged Daniel with 'inconsiderate cycling'.

At the retrial, the judge and two magistrates accepted the arguments from Daniel's barrister that there were contradictions in the police's evidence, that there was no legal obligation for cyclists to use cycle tracks and that causing only a short delay to drivers did not constitute 'inconsiderate cycling'. The judge at Daniel's first trial believed that he should not have been on the road at all but instead have crossed three lanes of busy traffic to use a cycle path running along the other side.

Outside court, Daniel said: "This success serves to reaffirm the right of cyclists to decide when to use cycle facilities and when they are inappropriate or dangerous."

CTC's Campaigns & Policy Manager Roger Geffen added: "This ruling is a tremendous

victory. We hope the Government will now heed the voices of 11,000 cyclists who lobbied their MPs when a draft revision of the Highway Code threatened to enshrine misguided views such as those of the police officers and trial judge in this case. The good news is that we are picking up signs that the Government has been listening."

Daniel Cadden was supported by the Cyclists' Defence Fund (CDF), the independent charity founded by CTC to provide cyclists with support in legal cases. Over £25,000 was donated in support of Daniel.

www.cyclistsdefencefund.org.uk

Cycle lane use is NOT compulsory, says Government

In a response to an 'e-petition' that asked the Prime Minister to "...force all road designers to cycle on the cycle lanes they plan", the Government confirmed that: "The use of cycle lanes is not compulsory for cyclists. They can choose to ignore them and use the remainder of the carriageway if they prefer to do so."

www.pm.gov.uk/output/Page10784.asp

Cycling for Change *cont from front page*

Clearly we will be focusing on transport choices – transport accounts for nearly 1/3rd of UK carbon emissions. Twenty-five per cent of car journeys are under 2 miles and the first mile is when carbon emissions are at their highest. We need to tell people that cycling is a smart choice, good for you and good for the environment – and it's fun!! We need to remind ourselves and those around us that every time we choose the bike over the car or even public transport we are making a small difference and that all the small differences start to add up to a big change.

The core of our programme will be the production of a cinema commercial to be shown across the country in June / July. But we also need to involve you, our readers, in a series of national and local events, rides, debates etc, to help communicate our message to a wider audience. A DVD and support materials will also help spread the word.

Get involved! www.cyclingforchange.com. If you have specialist skills, knowledge or contacts that could help; if you have exciting ideas for events / activation; or would like to be involved in organising activities, email climatechange@ctc.org.uk

Transport & Climate Change

The contribution that cycling could make towards stemming climate change has been recognised by DEFRA's grant to CTC for 'Cycling for Change', but what about the wider national background?

The Stern, Eddington & Barker Reports

Failing to tackle climate change would cost £3.7trillion by 2100, according to a Government report by Sir Nicholas Stern published in October. Yet the findings have so far failed to trigger a real policy shift towards greener UK transport strategies and two more Government-commissioned reports effectively dodged the question. The first, by former British Airways boss Rod Eddington, looked at transport and the economy; the other, by monetary economist Kate Barker, examined the planning system.

Eddington notes that investment in walking and cycling provides excellent value for money, that Britain's economy is not hampered by a lack of transport links, and that transport users should pay their environmental costs. But he then calls for investment in exactly the kind of roads most likely to increase traffic and worsen cycling conditions. Meanwhile Barker advocates greater freedom to build roads, airports etc, ignoring their environmental impact and the greater car-dependency they will cause.

Climate Change Bill

The Government's draft Climate Change Bill is emerging as we go to print, so we have not had the chance to digest its contents. We know, however, that it proposes to set a target to reduce carbon dioxide emissions by 60% by 2050, but what CTC really wants to see is detailed targets for specific sectors such as transport - where greenhouse emissions are still increasing.

Scotland and Wales Transport Strategies

Wales: In its response to the Welsh Assembly's draft Transport Strategy, which will shape transport in Wales between now and 2030, CTC stressed the need to tackle climate change by giving far greater priority to cycling and other forms of environmentally-friendly transport. In accordance with EU legal requirements, the Assembly had to publish an independent environmental assessment of the Strategy, but as this came out after the Strategy's consultation date had passed, the deadline had to be extended. This belated assessment shows that, whilst some of the draft Strategy's green transport proposals could have important environmental benefits, proposals for road-building would have serious negative impacts. The assessment may be open to legal challenge, as the Assembly Government provided no alternative strategy to be weighed up against the preferred Strategy in the process.

<http://new.wales.gov.uk/topics/transport>
www.ctc.org.uk/DesktopDefault.aspx?TabID=4502

Scotland: Scotland's Transport Strategy, published in December, is a disappointment in many ways for CTC and environmentalists. While the likes of cycle training, travel awareness and green travel plans get plenty of rhetoric, funding is geared towards major road schemes. At least, though, it mentions the Scottish Executive's

allocation of £8million over the next two years for Sustrans to improve 'community links'. There is also a small but important win for CTC, in that cycle carriage on trains now features. And Scottish Transport Minister Tavish Scott MSP subsequently announced £20million for train and station improvements, including cycle carriage facilities. The Strategy also includes a commitment to "Undertake a Scottish specific appraisal of stricter adherence to national speed limits on trunk roads and motorways to identify potential environmental benefits, including carbon savings." This was not in the original draft, but something CTC flagged up and now hopes will survive the Strategy's appraisal stage.

www.scotland.gov.uk/Publications/2006/12/04104414/5

For TRANSform Scotland's 6-page briefing on how to ensure that the Strategy can be seen as a 'Sustainable Transport Strategy': www.transformscotland.org.uk/info/docs/2006-12-04_NTS_briefing.pdf

Where next?

So where does all this leave UK transport policy? Well, disappointingly, it seems that little has changed so far. A recent 'panel report' following the examination in public of the East of England Regional Transport Strategy recommended that the Strategy's primary aim should be "to contribute to a reduction in the region's climate change emissions by reducing growth, and ultimately achieving an absolute reduction in traffic on the region's road system."

Regrettably, the Government rejected this recommendation, saying "There is no national policy to reduce traffic growth per se, but rather to tackle its consequences, congestion and emissions by providing people with more choice, with the aim of slowing the rate of traffic growth." It is hardly surprising that a new report from environmental scientists at University College London (UCL) concludes that, on present form, the Government's predicted greenhouse emissions reductions for 2020 will not actually be met until 2050. For the transport sector, the Government's energy review predicts an increase in 4m tonnes between now and 2020, but the UCL scientists say it will be more like 7-13m tonnes.

So we continue to work together with partner groups (such as FoE, Transport 2000 and Sustrans) to influence Gordon Brown's forthcoming *Comprehensive Spending Review (CSR)*, due out this summer. We will be arguing that priorities for transport spending must reflect the need to prepare for a low-carbon future. This will require substantial reductions in road-building and a shift of emphasis to local community-based solutions (e.g. traffic calming and lower speed limits), together with 'smarter choices' that promote cycling and other sustainable travel – e.g. cycle training, awareness and promotional activities such as 'TravelSmart', green travel plans and Bike Week. We will also argue that cycling needs to be promoted in other departmental budgets too, such as health, education, social inclusion, rural affairs and tourism. More on this in the next issue.

Not Such a Bright Idea, says CTC

At the end of last year, CTC launched a campaign against a European Commission (EC) proposal that would force drivers to keep their front lights switched on in all daytime conditions (daytime running lights or DRL). CTC is opposed because:

- headlights cause 'visual darkening' in the area around them, masking cyclists and pedestrians
- the widespread use of lights would divert drivers' attention from other visual information (e.g. the presence of cyclists)
- drivers become increasingly accustomed to the habit of looking for lights (rather than people or vehicles) to signify the presence of a hazard
- constant use of headlights would use more energy and add to greenhouse emissions

Thousands of cyclists contacted their UK MEPs (Members of the European Parliament), whose replies suggested that they were against the proposal too. Moreover, the EC's post-consultation report showed that submissions from individuals were overwhelmingly against, as is the UK Government. The same report,

however, indicated that most nation states and industry bodies are broadly in favour.

CTCs would not oppose laws requiring the fitting of low-powered lights specifically designed for daytime use if these were controlled by light-sensitive switching, as this could provide wider road safety benefits without compromising cyclists' safety.

The EC will now consider whether to bring forward legislation. Recent statements from the Commission indicate that they still intend to do this, but the UK Government has been suggesting that the Commission is now less gung-ho about the proposals, and that support for DRL from the German Government (who currently hold the EU Presidency) has become a lot more luke-warm.

www.ctc.org.uk/DesktopDefault.aspx?TabID=4681



News in Brief

Rural roads

A THINK! campaign to remind motorists to drive carefully on rural roads has been launched by the Department for Transport. Transport Minister Stephen Ladyman said: "Remember, the national 60mph speed limit should not be seen as a target on rural roads, as it is very possible to drive at an inappropriate speed whilst within the speed limit."

www.thinkroadsafety.gov.uk/campaigns/slowdown/slowdown.htm

Bus lanes

The DfT has amended its guidance on bus lanes to make it easier for local authorities to let motorbikes use them. CTC has consistently objected to this, mainly because it would be risky to cyclists, but at least the guidance advises that motorbikes should not be allowed in lanes less than 4m wide.

www.ctc.org.uk/DesktopDefault.aspx?TabID=4789

20mph

John Leech MP recently presented a 'Ten Minute Rule Bill' in Parliament, calling for 20mph to be the default limit for 'community streets'. He argued that this should be applied to the vast majority of residential streets and that local authorities should have the discretion to raise the limit on the wider and busier roads, or lower it on streets such as home zones. He pointed out the need to overcome the costs and procedural hurdles that authorities face when residents ask for 20mph limits, and highlighted the road safety, environmental and quality of life benefits of changing the law. He even found time in his speech to thank CTC for useful information too!

His Bill was given an unopposed First Reading and is now listed for further debate on June 29th, but is unlikely to gain parliamentary time. Ten Minute Rule Bills very rarely become law, but it is always useful to have these arguments aired in Parliament.

Crime and Punishment

CTC believes that road users have a serious duty of care to one another and that endangering other people's lives on the roads is wholly unacceptable. This message should be reinforced by road traffic law and by those responsible for its operation. Two recent cases serve to illustrate that this is still not happening:

A driver, who killed top UK cyclist Zak Carr when his car ran into the back of his bicycle, was found guilty in January 2007 of causing death by dangerous driving and sentenced to 5 years' imprisonment. The motorist had not slept since the previous day and it is thought he fell asleep. Although reasonable within current sentencing guidelines, the term is still only a fraction of the maximum sentence available (14 years). This is probably because the sentencing framework for bad driving offences is still riddled with inconsistencies: had the driver done exactly the same thing but by chance 'merely' maimed Zak Carr, then the maximum sentence available would have been just 2 years. So it is hardly surprising that judges never seem to go anywhere near the maximum sentence when someone is killed.

A tractor driver, who passed so close to a cyclist that his trailer hooked her handlebars causing her to be thrown into the road where she sustained fatal injuries, was fined just £800 for 'careless driving'. (This case also highlights the need for clearer rules in the Highway Code on

the gap that drivers should leave when overtaking cyclists - a key point in CTC's campaign to influence the Code's revision).

CTC had high hopes that the Road Safety Act would help sort out the inconsistencies illustrated by such cases, but the result was disappointing (see *Digest 49*). However, there are now two further opportunities to tackle some of the issues that, as far as CTC is concerned, remain outstanding:

The Crown Prosecution Service (CPS, England & Wales) is considering prosecution policy and practice, posing the question "What sort of behaviour or actions by drivers should constitute dangerous driving and what should constitute careless driving?" Encouragingly, the CPS is looking to treat many offences that endanger cyclists as 'dangerous' rather than merely 'careless' driving, which is what CTC called for in the Road Safety Act www.cps.gov.uk/news/pbd_index.html

The Sentencing Advisory Panel is asking for views on sentencing for causing death by driving offences. Public opinion surveys and written responses will inform the Panel's advice to the Sentencing Guidelines Council. www.sentencing-guidelines.gov.uk/ (deadline 19/4/07).

For CTC's views on road safety, including our response to a stakeholder consultation on the 3-yearly review of the Government's Road Safety Strategy, see www.ctc.org.uk/campaigns

Together at Last? European Bike & Rail

A CTC campaign at European level is making good headway towards ensuring that all trains provide for cycles. CTC urged cyclists to ask their MEPs to support the reinstatement of an amendment (deleted in July 2006 by the Council of Ministers, under pressure from rail industry) to the European '3rd Rail Package' of legislation, which would require all EU trains to provide for cycles. Happily, the European Parliament's Transport & Tourism Committee voted to reinstate the amendment and subsequently MEPs in the full Parliament demanded that in future all trains should provide a specially designated area for bicycles, sports equipment and baby carriages. MEPs however are now proposing a slightly longer implementation timetable - deadlines of 2010 for international trains and 2015 for domestic trains.

The proposal will now go into the 'conciliation procedure' to hammer out a version of the legislation acceptable both to the Parliament and to the Council of Ministers. This involves the UK's



Bike-train Moorbahn Bremen, Germany

Minister of Transport, Douglas Alexander, on the Council of Ministers' side and UK MEPs. CTC's lobbying thus continues and as Douglas Alexander also prepares for the launch of the *Rail White Paper* (see below), we will urge him to incorporate cycle-rail proposals, thereby anticipating the possibility that this could soon be a European requirement in any event!

www.ctc.org.uk/campaigns

Major New CTC Campaign! Keep Cycling on Track

As Ministers prepare a 30-year policy framework for Britain's railways, *A Rail Strategy White Paper* expected in July, CTC is launching a major campaign urging all cyclists to lobby for the cycle-rail combination.

The All Party Parliamentary Cycling Group (APPCG) has made the issue their No. 1 campaign for the coming months, and we will also be working closely with Transport 2000, who are leading a *Growing the Railways* campaign supported by a coalition of groups.

Some cycle-friendly MPs have already responded positively to CTC's suggestion that they hold events at rail stations in their constituencies to demonstrate their support for cycle-rail integration. APPCG members are also hoping to secure a parliamentary debate, which will give them the opportunity to let Ministers know what cyclists in their constituencies have told them about their current problems, and the urgent need for improvements. The good news is that we can now cite Northern Rail's Cycling Strategy (to be launched in March) as an exemplar of best practice and urge the Minister to endorse it in the White Paper as a model for other rail companies to follow.

For more information and to get involved visit www.ctc.org.uk/cyclerrail

For *Growing the Railways*, see www.transport2000.org.uk

The Best in Cycle-Rail, 2006

A new wave of successful initiatives encouraging cycle-rail travel has been recognised by The National Cycle-Rail Awards 2006, supported by the Association of Train Operating Companies' (ATOC) and Cycling England, with the backing of CTC and Sustrans. Prizewinners included a popular move to increase the number of cycles that a busy service could carry (First ScotRail – 'Train Operator of the Year'); the setting up of a Bike Locker Users Club (Greater Manchester Passenger Transport Executive/Stockport Borough); a theft deterrent scheme at high-risk stations (South West Trains); a cycle park in Finsbury Park (Transport for London); and a package of information for cyclists using the Settle-Carlisle line ('Off the Rails').

Other winners were Gatwick Express, Reigate & Banstead Borough Council and Essex County Council. Person of the Year was Juliet Donnachie, Station Manager, Edinburgh Waverley; the prize for Station of the Year went to Havant. www.cyclerrailawards.co.uk

No Comparison

At a recent conference on cycle-rail issues, Emily Thornberry MP Chair of the All Party Parliamentary Cycling Group (APPCG) highlighted the desperate inadequacies in provision for combining cycling and rail travel, and the need for the Government's *Rail White Paper* to address the situation. By contrast, Kees Miedema from Dutch rail operator NS rail, described the phenomenal provision made at Dutch stations. A 'small station' is one with less than 1,000 cycle parking spaces – by that definition, even Britain's best stations (such as York and Cambridge) are 'small stations', and the central London terminus stations such as Waterloo, Kings Cross and Paddington pale by comparison. Meanwhile, plans for the refurbishment of the central station in the Hague include 6,000 cycle parking spaces!

Crossrail

CTC is working to ensure that Crossrail, a proposed new railway across London, considers and promotes its use by cyclists. A Bill is needed to obtain the authority to build the line and in January CTC gave evidence to the Parliamentary Committee that has been appointed to consider the matter.

CTC said that the rolling stock should be designed with provision for cycle carriage, not least to retain the ability to carry cycles into Paddington and Liverpool Street. We also stressed the need for good cycle access to and good cycle parking at Crossrail stations, particularly those in central London as demand is likely to be very high. Although such space may not come cheaply, the costs of providing cycle parking would still be pretty small within the overall project budget, and the benefits of reduced overcrowding on other public transport services (by allowing passengers to complete the central London section of their journeys without having to interchange) would almost certainly be far greater. After discussions with CTC, the Crossrail team has already agreed to drop its original insistence on a total ban on cycles between Acton Main Line and Stratford. www.crossrail.co.uk

Cycling and Healthy Living

The Department of Health (DoH) has been consulting CTC and other stakeholders on its Healthy Living Social Marketing strategy, which is part of its overall effort to halt the year-on-year rise in obesity among under 11-year olds by 2010. CTC recommends that cycling should be a key element of the Strategy as an accessible, undemanding, family-friendly activity that is easily integrated into people's daily lifestyles.

The view that cycling has a vital role to play was supported by new guidance from the National Institute for Health and Clinical Excellence (NICE). This calls for local authorities, healthcare professionals, schools and employers to do more to promote the activity as a way of preventing and treating obesity amongst adults and children. The report recommends that:

- Local authorities provide cycling and walking routes, cycle parking, and safer streets through measures such as traffic calming, congestion charging and pedestrian crossings
- Schools should make provision for cycling
- Healthcare professionals should give people advice on making walking & cycling a part of everyday life

CTC is calling for maximum investment in cycle training as key to these objectives.

NICE review: www.nice.org.uk

CTC's press release: www.ctc.org.uk > About CTC > News > Press Releases 13/12/06

CTC's cycle training pages: www.ctc.org.uk/cycletraining

Money for Local Transport

England

The Local Transport Plan (LTP) settlements for 2007-08, totalling £1.25billion, were announced by the Government in December. Local Authorities in England (not including London – see below) will use this money to deliver transport improvements in their communities - including new road safety measures, road maintenance and provision for cyclists. For more on LTPs, your Government Office assessment of your own authority's performance on transport and what their allocation is, see: www.dft.gov.uk/pggr/regional/ltpl/

London

London boroughs have £160m to spend on local transport improvements over 2007-08. This is the first time the money allocated has been directly linked to Local Implementation Plans (LIPs), plans that each borough has to produce to show how it proposes to implement the Mayor's Transport Strategy locally over the coming years. The money will go towards improved town centres, better access to stations, road renewal schemes, road safety projects, and schemes to reduce pollution through increased walking and cycling. For more, plus borough allocations, see: www.tfl.gov.uk > press releases 20/12/06

Transport 2000 and Road Block Merge

Transport 2000 (the environmental transport organisation) and Road Block (the network of community groups opposing road schemes and arguing for sustainable alternatives), have merged. www.transport2000.org.uk

National Cycle Network Wins WHO Award

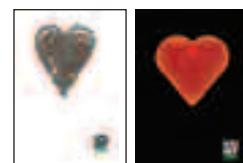
The UK's ten thousand mile National Cycle Network (NCN), coordinated by the sustainable transport charity Sustrans, has won a World Health Organisation (WHO) award celebrating best practice in activities that help counteract obesity. UK Ministers for both Public Health and Transport welcomed the news, recognising how essential it is to make the link between health and the promotion of physical activity, such as cycling. www.sustrans.org.uk > media > press releases > 16/11/06

Leaping into Activity

A package of measures to help inactive people become fitter was unveiled in December by new Public Health Minister Caroline Flint. They are based on the findings of *Local Exercise Action Pilots* (LEAP), which demonstrated that physical activity interventions are cost-effective and can save the NHS money. Different interventions were found to succeed with different groups – exercise referral schemes, for example, were effective for adults and older adults, while 'motivational interviewing' worked best for the over 50s. The Minister also launched the General Practice Physical Activity Questionnaire to help GPs and Practice Nurses assess patients' activity levels and advise them accordingly. Cycling, we hope, will appear prominently on their prescription pads.

Manchester's 'Love your Bike' campaign wins Green Award

A campaign to encourage Manchester's car commuters to cycle instead has won a 'Green Award'. 'Love Your Bike', created by Manchester ethical communications agency, Creative Concern, for Friends of the Earth and Manchester City Council, has been raising public awareness of cycling to reduce carbon emissions, noise and pollution levels as well as peak time traffic congestion. A series of bike-themed images, including a cycle chain styled into a love heart and a photographic 'Fat Lane Fast Lane' advert were the centrepiece of the outdoor advertising and online communications campaign. www.loveyourbike.org



Transport for London (TfL) also came top in two Green Award categories for its 'You're better off by bike' Summer Cycling Campaign.

The awards recognise outstanding creative work and commitment in communicating the importance of sustainable development and environmental and ethical issues in advertising. www.greenawards.co.uk

Cycling Statistics – the Ups and the Downs?

We reported in the last *Digest* that the 2005 National Travel Survey (based on diaries kept by a sample of individuals) shows that total cycle mileage is suffering a downward trend. However, figures from the latest Transport Statistics Great Britain, based on estimates from counts at sites on roads of different types, reports that cycle use went up from 4.2bn km in 2004 to 4.4bn km in 2005. www.dft.gov.uk > roads > statistics

News in Brief

£5m to get children on bikes

To encourage more children to walk or cycle to school, the Scottish Executive has put £5m towards route improvements, secure cycle shelters and cycling lessons. Ministers hope that this will not only encourage parents and children to look beyond their cars as a means of getting to and from school, but also help tackle obesity. Currently, 21% of children go to school by car and only 1% cycle. www.scotland.gov.uk > news > 29/11/06

Car club moves into cycling

Council officers in York City are working with WhizzGo, the city's car club, on a pioneering scheme to link cycle and car use. Plans are in their infancy, but the aim is to give car club members free access to cycles for part of their journey. 0870 446 6000 / www.whizzgo.co.uk

Petrol-less patrols

As part of its work as a 'Cycling Demonstration Town', Lancaster has granted the Lancaster and Morecambe Neighbourhood Policing Teams £3,500 to purchase eight bikes to increase the number of cycling patrols in the district's town centres and along cycle paths. www.celebratingcycling.org

One in seven vehicles is a bicycle

On a weekday in late November, Lothians cycle campaign group Spokes, found that 13.9 per cent of all vehicles on a busy road in Edinburgh between 8 and 9am where cycles. www.spokes.org.uk

Belfast gets on its bike

The number of people using cycle lanes in Belfast has risen by more than 50% over the past five years. Pressure group Cycle Northern Ireland reckons that worsening traffic congestion and rising fuel costs and parking charges have all played a part.

Oxford City Council signs up to 'Cycle to Work' scheme

Oxford City Council is taking full advantage of the Government's 'Cycle to Work' scheme, which allows employers to buy bikes and then loan them to staff for commuting to and from work in return for tax-free repayments from their gross salary. The savings for staff are significant. For more on the scheme, plus a savings calculator see www.bikeforall.net > cycling to work

£££s Boost from Tour de France

London and Kent expect a £115m boost when the Tour de France spends three days in the UK in July 2007. London Mayor, Ken Livingstone, wants to use the excitement of the 'Grand Départ' to help persuade even more people to cycle, "not just as a sport but as an everyday and non-polluting way of getting around the city." www.tourdefrancelondon.com

Cyclists Lose Out over Hindhead

Work is starting on the new twin bore road tunnel at Hindhead in Surrey, designed to relieve congestion on the last remaining single carriageway section of the A3, between London and Portsmouth, but campaigners say that the needs of cyclists have gone unrecognised. Alec McCalden, CTC's Right to Ride Representative who spoke at the 2005 Public Inquiry, reports: "The tunnels will have no access for non-motorised transport, and the scheme cost is £370m at current prices. By contrast, a nearby hospital is threatened with closure for want of £70m. The plan calls for the 'old' A3 to be buried, and an existing byway widened slightly to cope with horses, cycles, off-road vehicles and pedestrians."

The scheme went to Public Inquiry in 2005 at which cyclists pressed for the retention of the old road for non-motorised users. Alec continues: "The Inspector's report was unsympathetic to ALL of the arguments put by those advocating cycle use. The decisions preceded the Stern report on climate change; one hopes that this might pose a watershed for such paucity of decision making, but there seems to be no evidence of this in government thinking." www.godalmingcycle.org.uk/hindhead.html

Websites...

www.cyclingengland.co.uk/engineering.php - Cycling England's website has just launched a regular 'Personality of the Month' and 'Scheme of the Month' feature. It also offers a 'Design Checklist', now supplemented by a comprehensive portfolio of concise guidance and examples

www.roadblock.org.uk/costs.htm - Calculate and investigate the costs (and escalating costs) of road building

www.warringtoncyclecampaign.co.uk - Warrington Cycle Campaign has now indexed its much-famed 'Facility of the Month' pages

www.dft-matrix.net - View and download estimated traffic flows on every link of the 'A' road and motorway network in Great Britain. Data cover 1999 to 2005

Fill That Hole & Clear That Trail!

CTC has recently introduced an online tool to help people report road defects or rights of way obstructions. A cyclist can zoom into any route in the UK, mark where the problem is, add details and even a photograph. CTC then registers the information and passes it to the relevant authority. Repairs or remedial action are likewise logged. Cyclists in particular suffer from poor route maintenance and it is hoped that this facility will highlight the problem, benefit cyclists and be useful to councils that are keen to improve cycling conditions.

Fillthathole.org.uk / www.clearthattrail.org.uk/

All enquiries to richard.george@ctc.org.uk (rights of way); adam.coffman@ctc.org.uk (roads)

CTC / CCN Autumn 2006 Cycle Campaigns Conference - Report

Hosted by Cheltenham Cycling Campaign (CCC), our Autumn Conference kicked off with local MP Martin Horwood explaining Lib Dem proposals for cycling: planning laws that make key services accessible by foot and bike; making cycling part of the transport mix, not an 'add-on'; 20mph speed limits in urban areas; awareness campaigns; national policy promoting school travel plans and safe routes; and the growth of cycling for sports and leisure.

Charles Welsh (Cheltenham Strategic Partnership) and Richard Gibson (Head of Policy, Cheltenham Borough Council) explained Local Strategic Partnerships (LSPs) – bodies gathering public, private, community and voluntary sectors to tackle multi-faceted problems in a local authority area. The Cheltenham experience proves that LSPs open up cross-cutting opportunities for cyclists because cycling could help address so many issues that trouble communities, e.g. traffic, environment, social exclusion, *et al.* John Mallows, CCC Chair, told how constructive involvement in the LSP helped raise the group's profile; offered the chance to meet with influential people; and even helped facilitate respectful discussions on town centre pedestrian priority – often a contentious issue for cyclists. So, CCC's message is: Cyclists! Get on board your LSP! www.cheltenhampartnership.org.uk

Cycle mapping and journey planning is engaging more and more local authorities and Cambridge Cycling Campaign is well advanced with their on-line facilities, which Simon Nuttall and Martin Lucas-Smith demonstrated live. Like CTC's own route defect reporting tool (see [page 6](#)), Cambridge's mapping feature allows

people to add photos, with captions, of features that illustrate good or bad practice, so it doubles as a campaigning tool. The Campaign's journey planner is based on grading the 'cyclability' of the road network (www.camcycle.org.uk). Kevin Bossley from wherefromhere ltd gave an update on work with the Department for Transport and Cycling England on an on-line journey planning facility to be used, built and endorsed by cyclists, suitable for all levels and integrated into existing journey planners. Following the Cheltenham paper map, all routes will be graded according to the level of skill needed to ride along them. The project is at a pilot stage, but it is hoped that it will be 'rolled out' to increasing numbers of Local Authorities over the next few years.

Philip Darnton, Chair of Cycling England (CE), reported on CE's mission to drum up political will to support the case of cycling (e.g. via the Cycling Demonstration Towns). He highlighted climate change and the contribution that cycling could make towards tackling it in terms of the economy, because it's such good value for money.

Other highlights: CTC's David Moxon on the peculiarities of the Rights of Way network (i.e. the case of un-cyclable bridleways and cyclable footpaths; poor signage; lack of coherence etc.); Bikeability - the 'Cycling Proficiency Test for the 21st century', by CTC's Rob Fuller; Mike Madin on Sustrans' Bike It school cycling project and CTC's Campaigns Manager, Roger Geffen, on Cycle Campaigning 2007: A foretaste of the year ahead. Some of these presentations at www.ctc.org.uk/campaigns > [get involved](#) > [campaigning events](#)

New Publications...

Cycling – personal travel factsheet

Dept for Transport factsheet summarising findings on levels of cycling and public attitudes to it. Says that 37% of adults agree that "Many of the short journeys I now make by car I could just as easily cycle, if I had a bike" and 68% of respondents agree that "cyclists should be given more priority". www.dft.gov.uk/pgr/statistics/datatablespublications/personal/factsheets/2005/cyclefactsheet

The Psychology of Driving by Graham Hole

Given that humans were originally designed to roam about at a few mph, dodging the odd wild beast, how do we cope with driving a car at much, much greater speed and avoid collisions? It's clear that drivers don't and/or can't cope all the time, so is technology outrunning our capabilities? What are our limitations and why? What are the repercussions for road safety and traffic law? This highly comprehensive book explores perceptual and attentional factors, the effect of in-car distractions (e.g. mobile phones – no, our brains can't cope with using them, hand-held or otherwise, and driving at the same time), the perception of risk, and the problems of fatigue, eyesight, drugs & age. Recommended source for any road safety campaigner wishing to back-up their case with well-referenced, detailed and expertly considered findings from a vast array of research. 230 pages, paperback, jargon-free. Order from bookshops (price around £12.70). ISBN: 0-8058-5978-0

Roads Policing and Technology: Getting the right balance

Tenth Report (Session 2005-06) from the House of Commons Transport Select Committee on their Inquiry into how technology can make roads safer. Concludes that speeding and drink/drug driving should be enforced more strictly using a combination of more speed cameras and greater numbers of traffic police officers. Browse free or purchase for £23 from www.publications.parliament.uk/pa/cm200506/cmselect/cmtran/cmtran.htm

Bus Drivers & Cyclists in Harmony

Leaflet resulting from collaboration between Warrington Borough Transport and Warrington Cycle Campaign covering: what cyclists should know about bus drivers; what bus drivers should know about cyclists; how cyclists can help avoid difficulties for bus drivers; and how bus drivers can help make cyclists' journeys safer. publicity@WarringtonCycleCampaign.co.uk www.warringtoncyclecampaign.co.uk

CTC/CCN National Cycle Project Awards 2006 – The Winners

Three cycling projects shared top honours at the National Cycle Project Awards 2006, presented by Cycling England Chair Philip Darnton at the by CTC/CCN Autumn Campaigns Conference. Joint winners were:

- Urban Bikes & Age Concern, Hastings - a simple but effective project to target the over-50s, offering rides, different types of bike to try out, bike checks, advice on maintenance and discounts in local shops
- Luton Borough Council & Sustrans – a scheme mixing cycle training with bike recycling
- North Yorkshire County Council – a 'win a bike' competition with a difference: entrants pledged to cycle more often

There were also Honourable Commendations for Burnwood Community School & Haddenham Cycle Training - both are encouraging young people to ride to school.

www.ctc.org.uk > [CTC Resources](#) > [Campaigns Policy & Resources](#)

Surrey Cycle Guides

With the help of local cyclists, Surrey County Council recently updated its set of eight guides covering the whole county. Recommended road and off-road routes are shown. The new Guides also grade all bridleways and byways for difficulty, using green, purple and red plus dotted red for more challenging terrain. Photos by Alex Pritchard. 08456 009 009



Gloucester Cycle Map

Map inspired by the ground-breaking Cheltenham cycle map and created by the Bicycle Action Group for Gloucester to provide useful information to existing and potential cyclists. Like the Cheltenham map, it is geared around the cyclist and colour-coded to reflect the ease of use, based on type, speed and level of traffic. Funded by Gloucestershire County Council, with contributions from a variety of other local organisations and companies.

Developing the map was a daunting task for a small campaign group to take on – for the full, blow by blow, story see: www.ctc.org.uk > Campaigns and Policy > Get Involved > Publications (Digest 50 extra)

Nottinghamshire County Council Cycling Design Guide

First published in 2004, now updated in the light of newer local and national guidance www.nottinghamshire.gov.uk/home/traffic_and_travel/traffictravel-cycling/cyclingdesignguide.htm

High Occupancy Vehicle Lanes - Transport Advisory Leaflet 3/06

Advice from the Dept for Transport for local authorities. This includes allowing cars with more than one passenger into bus lanes, a move that worries CTC because the benefits from promoting more car sharing may be negated by increased risks from the extra traffic to cyclists, who are often allowed to use these lanes. We also think that cars should not be allowed into bus lanes unless the lane is at least 4 metres wide, so that there is ample over-taking room. www.dft.gov.uk > Roads > Traffic and parking management > Traffic advisory leaflets

Household Transport in Scotland 2005

Scottish Executive study of transport trends. Asked "how concerned would you say you are by the increase in the amount of traffic on Scotland's roads?" 19% chose "very concerned" and 39% chose "quite concerned". It also demonstrated no clear change in the percentage of adults reporting cycling as a means of transport, for pleasure or to keep fit, between 1999 and 2005 www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/PubHouseTran

Road Accidents Scotland Report 2005

Report showing that overall the number of deaths on Scotland's roads is at its lowest in 50 years. Since 1995 there has been a 41% reduction in all pedal cycle casualties, but 16 cyclists died in 2005, 9 more than in the previous year.

www.scotland.gov.uk/Publications/2006/11/22093058/0

Forthcoming...

We've waited such a long time for a revised guidance on cycle friendly infrastructure and the final versions of Local Transport Notes 1/04 and 2/04 (*Policy, Planning & Design for Walking and Cycling and Shared use Facilities for Pedestrians and Cyclists*) that Emily Thornberry MP, chair of the All Party Parliamentary Cycling Group, asked the Secretary of State when we could expect to see them. Tom Harris, DfT Parliamentary Under-Secretary, replied that the aim is to publish the updated guidance and the two LTNs in autumn 2007.

Diary Dates...

The Marketing & Promotion of Cycling

3rd April 2007

Location: University of Bolton

Aim: To look at existing good practice and effective ways of promoting cycling. Presentations, case studies and workshops
01204 903 657 / lh4@bolton.ac.uk
www.bolton.ac.uk/cyclingconference

Tomorrow's Cyclists

CTC/CCN Spring Cycle Campaigns Conference

19th May 2007

Location: Central Derby (directly opposite railway station)

Aim: to explore how to engage and retain young people under the age of 26 in cycling. A day intended to challenge and listen, with plenty of time for question and answers. Social events and rides arranged over the weekend too.

01483 238323 / www.derbycyclinggroup.org.uk/conference.php

BikeWeek / Bike2Work

16th-24th June

Have fun, get fit, feel free!

The UK's only annual nationwide campaign to increase participation in organised cycling, to encourage one-time cyclists to return to the road, and to promote nationally the wider social and environmental benefits of more people cycling to work.

Warm up events from 1 April.

All registered events listed on the BikeWeek website from March.

0845 612 0661

HQ@bikeweek.org.uk

www.bikeweek.org.uk



Councils & Councillors – Cycling England is there for you!

Are you a cycling champion?

Cycling England is keen to support councillors who act as 'cycling champions' (whether officially or informally) in their local authorities. As a result, they have recently set up an email discussion group for local authority elected members who fulfill such a role.

Any elected members interested in joining should email their name and authority to: Cycling-Champions-subscribe@yahoogroups.com or contact Tony Russell at tony.russell@cyclingenland.co.uk

Professional Support

Cycling England's Professional Support Services team is offering up to 5 days of (free) support for your local authority, or other organisations working with you. Details at: www.cyclingenland.co.uk/engineering3.php

CycleDigest is also available at www.ctc.org.uk – Campaigns and Policy – Links and Publications. Save Paper! If you would prefer to receive notice that the latest issue has been uploaded onto our website, email the address below. Please also let us know if you no longer wish to receive this publication. Views expressed in this publication do not necessarily reflect those of the editor or the policies of CTC. Material from the CycleDigest may be reproduced in any form for the purposes of campaigning and in the promotion of bicycle use, provided the source is acknowledged.

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