



working for cycling

# CycleDigest

Issue no. 63 2010

## Money worries for cycling?

With cuts threatening right across government, CTC is working with other cycling and sustainable transport groups to make the case for a continued commitment to active travel.

Local authorities are already feeling the squeeze of the coalition government's 'deficit reduction' measures, and at a national level cuts look like they will have a very significant impact on the transport sector.

Already news of cuts is coming through: Hartlepool has abandoned a £200,000 project on cycle lanes and improved signage, meaning that the transport budget reduction required for this year has hit cycling harder than anything else. Despite evidence of the large benefit-to cost-ratios that smaller schemes such as walking and cycling generate, it is very possible that other councils will also scrap these lower-cost items first, rather than larger, less cost-effective measures such as public transport or road schemes.

With the Cycling Towns' funding running out in March 2011, there is a serious risk that the strong, long-term plans emerging from them will be jeopardised and the expertise in quality cycling promotion lost. This project was designed to emulate success in European cities where cycling promotion received high levels of expenditure over a prolonged period, rather than short bursts of energy that die away within a year or two. The outcomes of the public spending review will determine whether that principle is to be retained or whether decisions over long-term planning and promotion will be left to the whims of individual local authorities. CTC will be meeting Transport Minister Norman Baker MP and with senior government officials to press for support for cycling from both transport and health funding streams and for improving the delivery of local authority cycling strategies. (Cont on Page 2).



## Cycling on the up, say latest stats

In June, Department for Transport statistics revealed that cycle use in GB went up for the second year running: figures for 2009 show total distance cycled was almost 5 billion kms – the highest since 1991. Motor traffic fell for the second year running, with goods vehicle movement down to their lowest since 1996.

The figures for cycling use are never as robust as those for other modes because of the relatively low usage. However, the *National Travel Survey*, recorded using different methodology from road traffic statistics, confirms that cycling levels per person were up to 46 miles a year. There was a very slight change in number of trips, which has remained steady at the 15-17 per person per year level for decades. The growth in cycling appears strongest amongst the highest income quintile, where on average people cycle 77 miles per year (see also Mintel report on page 8). The *National Travel Survey* also asks questions on cycle commuting, with some interesting results: 8% of Inner London residents now say they cycle to work, a significant jump on previous years.

Casualty statistics show a mixed picture, however. Deaths for all GB road users in 2009 decreased to the lowest ever level at 2,222 of which 104 were cyclists, but the number of cyclists seriously injured rose by 6% to 2,606, while total casualties amongst cyclists rose by 5% to 17,064. Worryingly, this suggests that the rate of injury isn't declining at the same rate as it is for other modes.

- Roads and Traffic Statistics:  
[www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffic/](http://www.dft.gov.uk/pgr/statistics/datatablespublications/roadstraffic/)
- National Travel Survey:  
[www.dft.gov.uk/pgr/statistics/datatablespublications/nts/](http://www.dft.gov.uk/pgr/statistics/datatablespublications/nts/)
- Reported Road Casualties:  
[www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/](http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/)

A new website allows enquirers to perform their own analysis and interpretation of casualty figures from personal injury road incidents reported to the police and collated by DfT.  
[www.roadcasualtiesonline.org.uk/](http://www.roadcasualtiesonline.org.uk/)



8th – 10th October. Earls Court, London.

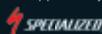
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# News in brief

## Fines or training?

CTC is pleased to see that Bristol police are to offer cyclists who break the law a choice of a fine or attending a cycle training course. CTC believes that cycle training helps give people more confidence about cycling on the road, making them less likely to ride illegally on the footway. [www.thisisbristol.co.uk/news/29/7/2010](http://www.thisisbristol.co.uk/news/29/7/2010)

## Health experts back cycling

The Faculty of Public Health, the UK standard-setting body for public health, is calling for more cities to invest in cycling infrastructure and innovative cycling projects. They cite London's cycle hire scheme as a good example and advocate more 20 mph speed limits in residential areas. The Faculty says that active travel keeps people fit and cuts £millions off the health bill. [www.fph.org.uk/news](http://www.fph.org.uk/news)

## Things look up for US cyclists

Support for walking and cycling in the United States has increased over the last 15 years at local, State and Federal levels. Infrastructure improvements, promotional programmes and policy changes have all contributed, backed up with substantially more investment.

[www.walkinginfo.org/15\\_year\\_report](http://www.walkinginfo.org/15_year_report)

## Cyclists' Charter from Europe

In response to the 4th EU Road Safety Action Programme 2011-2020, the European Cyclists' Federation (ECF) has published a *Road Safety Charter*, strongly inspired by CTC's 'Safety In Numbers' campaign

([www.ctc.org.uk/safetyinnumbers](http://www.ctc.org.uk/safetyinnumbers)). It identifies speeding and over-reliance on motorised transport as prime reasons behind dangerous road conditions for cyclists. It suggests a number of improvements at EU level, and commends the principle that cycling gets safer the more people do it. [www.ecf.com](http://www.ecf.com)

## Cycle couriers win green prize

Cycle4U, a zero-emission cycle courier firm in Digbeth, has won the 'Low Carbon Micro' category in the West Midlands Low Carbon Economy Awards. The company has delivered over 22,000 items in its first 10 months of trading.

[www.birminghampost.net](http://www.birminghampost.net) (news 5/7/2010)

# End of cycle loan prices

Her Majesty's Revenue and Customs has issued guidance on how much employers should charge their employees if they want to buy the cycles provided under the 'Cycle to Work' scheme at the end of the loan period.

The rules have always stated that the price should reflect the cycle's 'fair market value', but precisely what this is hasn't been clear till now. To date, 5% of the original price has been the usual deal and this will still be fine with HMRC if that is genuinely the 'fair market value' of the machine in question – due to wear and tear, for example. However, the new guidelines suggest that 25% of the original price for a one year old £500+ bike is the acceptable fair market value and, as such, will not be viewed as a taxable benefit. Anything less than that will have to be explained to HMRC and, if there is no valid reason for it, a tax charge may ensue.

CTC hopes this clarification will not put employees off a scheme that has played a major role in boosting both cycle sales and cycle use in the last few years.

[www.hmrc.gov.uk/manuals/eimanual/EIM21667a.htm](http://www.hmrc.gov.uk/manuals/eimanual/EIM21667a.htm)

# Government cuts

(cont. from front page)

## Bad news for speed control

One of the most alarming of the immediate cuts has been for road safety – for which the grant to local authorities has been cut this year. The result has been in some cases councils removing support for their local safety camera partnerships, for which much of the grant paid. Already Oxfordshire's fixed safety cameras have been turned off and others look set to follow. Other councils, notably Nottinghamshire, are continuing to fund the cameras through other budgets. This, despite robust statistical evidence pointing to a significant fall in casualties at camera sites. The Chief Constable with responsibility for traffic policing, Mike Giannasi, has written to the Department for Transport warning of the likely impact on casualties.

In part due to the existence of cameras, speed limit compliance has been gradually improving in recent years, with the latest figures suggesting that 30 mph limits are observed by around 50% of cars, up from about a third in 1999. Furthermore, last year deaths and injuries for all road users fell to the lowest level ever, mainly a result of lower volumes of vehicles on the roads. If more vehicles return to the roads following the recession and enforcement falls, the encouraging change in casualty levels may not, regrettably, continue at its current trajectory.

CTC has requested a meeting with Road Safety Minister Mike Penning MP to press the case for measures to deliver more as well as safer cycling, following CTC's 'Safety in Numbers' campaign last year.

*Chris Peck, CTC's Policy Coordinator*

# Lessons from London

By Roger Geffen, CTC's Campaigns and Policy Director

Maybe it is symptomatic of Britain's London-centric media that Mayor Boris Johnson's cycling initiatives have attracted so much news coverage lately. However the capital's 'Cycling Revolution' may also prove a template for how other Conservative-led or ConDem town and city halls will approach cycling – so it is worth keeping a close eye on developments.

## Cycle Hire

Of Boris's cycling initiatives, the one which has gained greatest support has been the cycle hire scheme. It is, after all, a wonderful opportunity for lots of people in London to discover how much quicker and easier it is to travel by bike. Success should, we hope, trigger the funding needed to spread the scheme across London, and to other UK towns and cities. If so, this could be a major step towards creating a strong cycling culture, not just in our capital but throughout Britain.

The scheme has not been without its teething problems. Some bikes and docking stations weren't ready, there were IT and other technical glitches – and it could only be used by people who pre-registered online and received a key in the post (the 'turn up and go' registration facility will come later).

Despite this and the 'soft-launch', a promising 250,000 trips were made by Boris-bike in the scheme's first 3 weeks – although the eventual target is 40,000 trips a day. Still, it is also encouraging that Transport for London's (TfL) board are now reportedly considering a further £81.7m to extend the scheme to mainline stations and out to the east of London in time for the 2012 Olympics.

## Cycling Superhighways

The first two of Boris's 12 proposed 'Cycle Superhighways', linking outer London to the City, have had a much more sceptical reception. Routes CS3 (from Barking) and CS7 (from Colliers Wood) have cost £22m between them, of which £8.8m was for infrastructure alone. So we can only hope that the £5.81m being spent on associated 'smarter choices' measures will prove cost-effective, as we do have doubts about the value of the actual cycle facilities themselves. There are an awful lot of places where the famous blue paint disappears under parked cars for 18 hours of every day. Too often the blue lanes are only 1.5m wide – the nationally recognised minimum, totally inadequate even for existing cycle flows on these routes, let alone the quintupling of cycle use Boris Johnson wants

# Rail round-up

## Level crossing reform

After a lead-in period, in which CTC, Ramblers and others with rights of way interests participated, the Law Commissions for England and Wales, and for Scotland have issued their consultation on level crossings. This is an attempt to tidy up the current legislation and simplify the process by which level crossings can be closed, and sometimes created, whilst also providing safeguards and an appeals process to keep the continuity of rights to get across the railway.

The current position is a messy mixture, with some crossings still defined by the original 'enabling' Acts secured for the construction of the lines in the 19th century, some covered by the 1983 Level Crossings Act, and the latter potentially conflicting with the Health & Safety at Work Act. Particularly important to CTC is the need to ensure that any proposal for a crossing closure does not deliver a more dangerous or lengthy diversion, or that private crossings are closed



without assessing the impact on public use. CTC is also keen to see robust safeguards to contest any closure process built in to the new legislation.

The consultation also suggests opportunities to establish responsibilities for funding and delivery of any new arrangements, and establish a formal request to have a forum between users and the railway operator to develop safer regimes for one crossing or a group of crossings. It does, however, recognise the possibility of creating crossings for pedestrian use with simplified legislation, which may be appropriate for remote lines in Wales and Scotland. In many ways this offers a real opportunity to improve safety and prevent arbitrary closure of many minor crossings without proper provision of an alternative route. However we need a strong response from local authorities and local campaigners to the consultation to secure the appropriate provision in the final proposals.

[www.lawcom.gov.uk/level\\_crossings.htm](http://www.lawcom.gov.uk/level_crossings.htm) (deadline 30/11/2010).

**Take action!** For suggestions on responding to the consultation, visit [www.ctc.org.uk/cyclerrail](http://www.ctc.org.uk/cyclerrail). Also, if you have examples of useful crossings (especially off-road) that need protecting, please contact CTC's public transport campaigner, Dave Holladay – [dave.holladay@ctc.org.uk](mailto:dave.holladay@ctc.org.uk).

## High speed trains

The project to procure a replacement for the High Speed Train is perhaps a not unwelcome casualty of the cuts in public spending. These new trains were only planned to carry two cycles per set, with perhaps four being possible in full length formations, a far smaller number than those regularly carried on the trains they were due to replace. It appears that the 'Intercity Express Programme', as this project was called, is likely to be shelved.

More rail news on page 6.



to see. And they are still prone to give up at the approaches to junctions where you most need them!

Admittedly this is pretty much normal for cycle facilities in Britain, but after all the hype about 'Superhighways', the reality is disappointing.

## Motorbikes in bus lanes

However, our most serious bone of contention with the Mayor is his decision to carry out a second 18-month 'experiment' allowing motorcycles into bus lanes on TfL's roads. The idea was supposed to improve motorcyclists' safety – in fact the experiment showed the opposite. Cycle safety also worsened compared with the rest of the road network. Motorcycle journey times improved, but this seems to be due to a significant increase in the proportion of motorcyclists breaking the speed limit, something the Mayor's new experiment now seeks to prevent through road safety awareness and enforcement campaigns. These measures,

though, do not form part of the Experimental Traffic Order, which is identical to the previous experiment. So making the Order permanent would enshrine the same conditions that have been shown to be harmful, not beneficial, to both motorcyclists and cyclists' safety.

Well-enforced bus lanes are a much valued 'safe haven' for cyclists in London, and their benefits need to be recognised as a key principle in cycle planning on urban main roads. They have doubtless helped fuel the 117% growth of cycle use in London since 2000, whereas other cities have only recently gained the powers to apply strict enforcement to their bus lanes. We do not want to see this benefit eroded before it has even begun to be felt in other parts of the country.

There is no legal provision for repeating an experimental traffic order once it reaches its 18-month expiry deadline. Otherwise a highway authority could repeat their 'experiments' indefinitely, without ever being required to conduct formal public consultation. CTC and the London Cycling Campaign will therefore be seeking to challenge the new Experimental Order in the courts. Watch this space.

## From the Editor...

As you can see from the front page stories, just as cycling starts going up at last, funding for it – and the road safety



measures that support it – might be going down. Let's hope that the Government and local authorities realise that this makes no sense. Cycling has proved that it's not a wasted investment, that the return is good and that it makes a cost-effective contribution to resolving problems that will floor us economically if we don't act now (congestion, climate change and ill health brought on by physical inactivity, to name a few). Fortunately, there's still much to inspire us: bike hire in London (page 2); the work of Bike Club and Cycle Xtra, plus feedback from Velo-city (pages 4 & 5); and, as it's holiday time, we've had a look at opening up (or trying to open up) new routes for cyclists by the sea or in the countryside (pages 6 & 7). Equally inspiring, we're sure, will be our campaigns conference in Edinburgh in November (see back page) – book now!

**Cherry Allan** - [cherry.allan@ctc.org.uk](mailto:cherry.allan@ctc.org.uk)



# Velo-city 2010, Copenhagen

**Velo-city, the annual international cycling conference, visited Copenhagen in June this year. CTC representatives were amongst over a thousand delegates from around the globe - this is what they said when they came back:**

**Sara Basterfield, CTC's Senior Professional Services Officer**

"I went to Velo-city to meet European colleagues participating in the OBIS (Optimising Bike Sharing in European Cities - [www.obisproject.com](http://www.obisproject.com)) project and to learn more about Bike Sharing Schemes, such as Vélib' in Paris, which are gaining worldwide popularity and raising cycling's profile.

"I came home with a real sense that, at long last, people in positions of power are recognising the role the cycle can play in making cities more people-centred.

"Added to that, I appreciated the sheer joy of cycling around a city where cycling feels totally normal, where infrastructure is supportive and drivers mostly considerate to cyclists. Reclaiming city space from the car creates a very attractive environment. In the UK we mustn't give up our efforts to push for more reallocation of space in favour of cycling, walking – and talking."

**Richard Bates, CTC National Councillor**

"I first cycled in Copenhagen in 1968 and have memories of riding a boneshaker upright bike over cobblestones after visiting the Carlsberg Brewery. This time there were so many more cyclists that I wanted to get onto the connecting streets instead!

## Introducing cycling

Cycling has a lot to offer everyone, but finding the right opportunity, right location and, indeed, the right equipment - is not always that easy. There's much to be said, therefore, for introducing cycling at the optimum time and setting. This is why CTC, in conjunction with other organisations, set up Bike Club and Cycle Xtra. Bike Club is making it easier for children and young people to enjoy and benefit from the activity outside school hours; while Cycle Xtra aims to motivate people by offering them a trouble-free experience of cycling when they're on holiday. And in Scarborough, a new partnership is working on providing cycle training for secondary pupils – but with added benefits to the community at large.



**Bike Club**



There are now 70 or so Bike Clubs around the UK, receiving support and funding as part of a joint scheme established by CTC, UK Youth and non-formal learning organisation ContinYou.

Bike Club-funded projects are wide-ranging, but all aim to give positive cycling

experiences to children and young people. They include mountain biking with young offenders, opportunities for young disabled people, cycle maintenance as a way of increasing employability, and cycling sessions for teenage mothers at risk of ill health.

Funding from the Asda supermarket chain has enabled Bike Club to grow into new areas. National launch events in Cardiff and Glasgow featured presentations from Jane Davidson AM and Dr Harry Burns, Chief Medical Officer for Scotland. Four London boroughs also now benefit from a Bike Club development officer, as does Belfast. The Newcastle/Gateshead area is next on the list.

Alongside sustained projects, Bike Club officers are also involved in setting up community events to raise the profile of cycling for young people. During July and August, several took place in conjunction with the Nigel Mansell UK Youth Cycle Challenge – a high-profile fundraising project undertaken by the Formula 1 legend, also president of Bike Club partner UK Youth. The ride culminated with the Bike Club team joining him on the steps of 10 Downing Street alongside Tim Loughton, the Under-Secretary of State for Children and Families.

The ever-changing range of imaginative and worthwhile Bike Club projects is best appreciated by reading blog posts at <http://bikeclub.org.uk/blog>. The rest of the site provides application forms, information and officers' contact details – just see <http://bikeclub.org.uk>. Alternatively, discover more about the possibilities offered by Bike Club by calling 0844 736 8450.



**Cycle Xtra**  
A consortium of the Forestry Commission England, Hoseasons Holidays and CTC Charitable Trust has launched Cycle Xtra, an innovative scheme to encourage more holidaymakers to take up cycling.

It utilises leisure destinations where cycling can be positively introduced to those who would otherwise not consider cycling in their daily lives. Cycle Xtra should help to bridge the gap between cycling for leisure on holiday, and cycling for everyday transport back at home.

Various cycling activities will be on offer at five Hoseasons holiday parks in

"The highlights for me were: Janette Sadik-Khan, Commissioner of the New York City Department of Transportation, on delivering cycle lanes there, especially 9th Avenue; Gil Penalosa, former mayor of Bogota, on the city's environmental and transport make-over; and Ciaran Cuffe, the Irish minister for sustainable travel, long time Green campaigner and cyclist, telling how Dublin had been made more enlightened about the needs of cycling."

**Roger Geffen,**  
**CTC Campaigns Director**

"This was by far the best Velo-city conference I've been to. The sheer variety of styles of discussion was outstanding - on promoting cycling for commuters, shoppers, school children and to policy-makers themselves. It was fantastic talking to the Copenhagen city planners about some of their schemes. Above all, the plenary speakers were incredibly inspiring, with wonderful tales about how New York, Melbourne, Bogota, Barcelona and others are transforming themselves into great cycling cities."

**Victoria Hazael,**  
**CTC's Senior Communications & Media Coordinator**

"In my job, my aim is to communicate the benefits of cycling and counteract the sort of stereotypes that put people off riding a bike. Sometimes it does feel as if CTC is a lone voice in the media battling to explain that cycling is actually a good thing, so it was refreshing to be surrounded by hundreds of other cycling advocates.

"I was particularly impressed by the 'ridiculous journey' adverts in Sweden, where a mother admitted she drove her child 150m to school, but often drove back and parked near her house again just to find a space! As part of the campaign, she won a bike and now cycles every day."

**Kevin Mayne,**  
**CTC Chief Executive**

"Velo-city is no longer just about advocates - the conference feels like a mainstream transport event that unites mayors, ministers and the EU Commissioner with a committed audience. Copenhagen seems like the

perfect backdrop and it is now the city that is the engine for cycling, not national policy. In many countries it is individual municipalities that have broken away from the norms of their own country and indeed almost defied national policy to make cycling a strategic transport choice. And those cities are in partnership with their cycling advocates at last, not in conflict."

**Chris Peck,**  
**CTC Policy Coordinator**

"Copenhagen builds cycle tracks even though they know that they cause more injuries and crashes. They emphasise subjective over objective safety. They even build narrow cycle tracks - much narrower than we would be happy with, coping with much larger numbers.

"Interestingly, feelings of subjective safety have been declining in recent years. Driver behaviour may be partly to blame here: although most drivers are very courteous and give way to cycle tracks, it only takes a few idiots to undermine confidence. Cycling has also been a victim of its own success: many older people are scared of using the cycle tracks because of the speed of the young cyclists they encounter, while the very large number of cargo bikes can cause congestion on the narrower tracks."

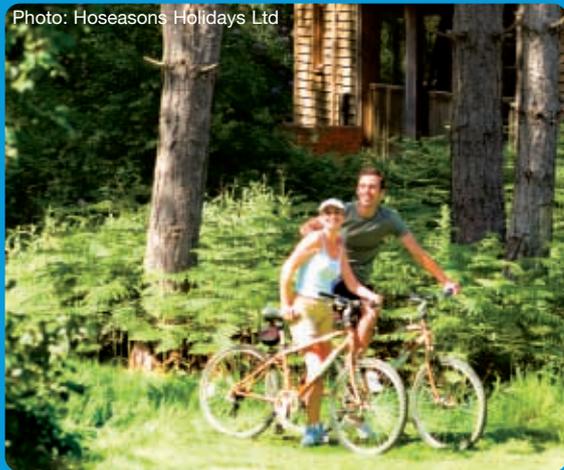


**David Robinson,**  
**Chair of CTC Council**

"The workshops and meetings were a big motivator for me. They reinforced my belief in the strong role of cycling and walking in making cities better places in which to live and work. The two metre cycle logo on the side of Copenhagen's S Tograins was not only a very practical pointer but a real statement of the place of the bike in their society. Engaging communities and the importance of elected members in bringing change was a powerful workshop message for me, with good examples from San Francisco and many European cities."

<http://velo-city2010.com>

Photo: Hoseasons Holidays Ltd



England, each selected on the basis of its proximity to a Forestry Commission site with access to dedicated cycling routes and facilities. The holiday destinations are Finlake Holiday Lodges near Exeter, Oakdene Forest Park near Ringwood, Sherwood Castle Holiday Forest near Mansfield, Griffon Forest near York and Kielder near Newcastle. There will be a dedicated Cycle Xtra officer at each site to offer holidaymakers a varied and entertaining programme of different cycling activities.

Supporting the scheme's launch, Transport Minister Norman Baker MP said: "By getting people cycling in a safe and fun environment like this they'll hopefully keep it up when they get home."

Initial funding for the development of Cycle Xtra has come from Cycling England. The project runs from May until the end of October in 2010 and 2011.

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

### Cycling Plus in Scarborough

Up till now, many secondary school children in North Yorkshire have missed out on cycle training, so a new 'Cycling Plus' project hopes to fill the gap by delivering Bikeability instruction in Scarborough via School Sports Partnerships (SSPs).

The scheme is taking a multi-faceted and cooperative approach, linking up with a variety of interested partners and delivering through a wide range of mechanisms, including training adults too, 'bike buddying', competitive events, sports coaching, a pathway to local cycling clubs, community and health rides, infrastructure improvements, and cycle storage and hire.

- Scheme partners are North Yorkshire County Council (Andrew Santon, Rob Brown, and John Shearer); Mike Tildsley (SSP), CTC (Martyn Bolt), and the Richardsons Cycling Club (Dan Joyce).
- Cycling England has granted funding for Bikeability to the SSPs.

For more contact: [martyn.bolt@ctc.org.uk](mailto:martyn.bolt@ctc.org.uk), CTC's Cycling Development Officer, N Yorks.

Over 300 children from 10 primary schools cycled into the heart of Leicester's Cultural Quarter at the end of May on the Phoenix Bike Ride. See the video at: [www.citizenseye.org/2010/05/28/phoenix-bike-ride/](http://www.citizenseye.org/2010/05/28/phoenix-bike-ride/)

### Get ready for the new term!

See [www.ctc.org.uk/righttoridetoschool](http://www.ctc.org.uk/righttoridetoschool) for CTC's cycling to school resources, especially for people who come up against resistance, for example the Schonrocks of Dulwich, recently branded as 'irresponsible' by their children's school because they allowed their son (8) and daughter (5) to cycle together there without an adult. The national media leapt on the story and a debate on parental rights and 'cotton wool' culture ensued. CTC does not argue that all five year olds should be free to cycle to school unaccompanied, but believes that it's up to parents - and not to schools - to make the decision. They are usually the best judge of their children's abilities and whether they match the road conditions they need to negotiate.

# Last fight of the Proms?

## It's good news and bad news on the promenade front...

### Worthing: good news

Worthing prom had long been closed to cyclists, apart from an ill-advised experiment with a narrow painted cycle lane around 14 years ago. This lane encouraged cyclists to make full use of tail winds, and was implicated in the serious injury of a pedestrian by a cyclist (albeit well beyond the end of the lane) about 13 years ago. This crash resulted in the lane being closed, and much bad press about cyclists in the local paper.

After more than a decade of campaigning, Worthing Promenade was finally opened to shared use (cyclists and pedestrians) earlier this year. Even though the bye-law preventing cycling was removed last year, the opening was delayed due to Worthing Borough Council's insurers requiring tactile paving at every location that pedestrians could join the promenade.

Cyclists had been riding illegally along the Prom for decades, so the change was small in practice. However, initial anecdotal results and public feedback to the Council are both very positive. Cyclists are certainly making more use of the Prom, and they seem to be co-existing quite happily with pedestrians. Because the Prom is wide, it's easy to give pedestrians lots of room (which wasn't the case when the dedicated narrow cycle lane was tried) and it's clear that pedestrians have priority. Cyclists ride much slower in busy areas than when they had their own dedicated cycle lane, and this creates a much more relaxed atmosphere.

The Prom is now very popular with novice and family groups wanting to go cycling, as well as those utility cyclists who aren't in a major hurry. The only slight problem is that no thought has been given at all to how cyclists are supposed to reach the Promenade at the western end: sadly the route stops abruptly with "NO CYCLING" signs, and you have to be quite creative (i.e. cycle on the pavement, or walk some distance) to connect the Prom with the road here. Local cyclists are campaigning to have the path to the west of the end of the Prom widened, to extend this most useful National Cycle Route (NCN2) further along.

Following the apparent success of the Promenade's conversion to shared-use, West Sussex County Council is about to convert another section of NCN2 in Lancing from a too-narrow segregated path to shared use too. This will make the path less attractive for cyclists wishing to travel fast, but will allow slower cyclists to mix with pedestrians in a more relaxed way, and will actually give cyclists enough room to pass each other legally!

**Anthony Cartmell, CTC local campaigner**



### Llandudno: bad news

CTC is urging Conwy County Borough Council in Wales to seek an independent appraisal of its cycling ban on Llandudno Promenade. It is also calling on them to stop intercepting cyclists who are riding responsibly there. The ban means that the alternative route is the traffic-congested Parade, and campaigners want to know what thought has been given to the repercussions of a decision that exposes cyclists to such risks instead of allowing them to use the Prom for access to the heart of the town and its hotels. Sustrans says that Llandudno is losing £millions in tourism revenue as a result of its cycling ban.

Four years ago there was an opportunity to create and dedicate a section of NCN5 on the Promenade to the memory of four Rhyl Cycling Club members who died in a road collision at Abergele - the riders were on a club ride to Llandudno's Great Orme at the time.

A review of the ban would also make sense in a national context: after all, the recently launched *Welsh National Transport Plan* places heavy emphasis on CO<sub>2</sub> reduction and the importance of cycling in sustainable community planning.

With the notable exception of Alun Pugh, former Welsh Minister for Sport, who appealed to Conwy Council four years ago to reconsider its position, local Parliamentary and Welsh Assembly members have remained silent. CTC trusts they will now support its call for the local authority to seek an independent appraisal of both its judgements and decisions. **Roy Spilsbury, CTC local campaigner**

### CYCLING AND RAIL FRANCHISES

Former Transport Secretary Lord Adonis's decision to invest in cycle-rail integration has begun to bear fruit, with extra funding for new schemes from South West Trains, Virgin, Northern and Merseyrail. At the latter, secure cycle parking is being installed at 18 stations on the network. Merseyrail, one of the few long-term rail franchises to be awarded since privatisation, has seen a considerable growth in patronage as punctuality and service levels have improved and satisfaction with cycle carriage and parking is higher than it is for any other operator.

It is to facilitate more success stories like Merseyrail that the Government is now consulting on changes to the rail franchising system. Longer franchises, the document argues, will mean more investment by the operator - Chiltern, for example, has built new stations and is currently planning a connection to enable it to compete with existing services between London and Oxford. Longer franchises may also mean that operators are more prepared to look at investment in better cycling facilities and work with local authorities to improve access. Short-term franchisees, on the other hand, may be happy just to collect car-parking revenues for their brief tenure. [www.dft.gov.uk/consultations/open/](http://www.dft.gov.uk/consultations/open/) (deadline 18/10/2010).

# How to develop new rural cycle paths

The opening of more countryside routes in England and Wales for off-road cyclists is not being matched by the steady progress being made on developing new urban cycle paths. Indeed, so much energy seems to be needed to defend losses from the current off-road network that this can easily sap the desire to provide additional cycling opportunities. Colin Palmer, CTC's Rights of Way Advisor, looks at some of the best methods for improving the situation.

In England and Wales, the local *Rights of Way Improvement Plan* (RoWIP) should identify the need for new off-road cycle routes. RoWIPs have a life span of only 10 years and many local authorities will now be planning their first revision. This is an excellent and powerful opportunity to ensure that cycle provision is prioritised, gains councillor cooperation and stems possible opposition. (In Scotland, the *Core Path Network* can provide the same function). Once a potential route has been identified, the statutory processes should be the primary method of confirming new routes. Otherwise, a quicker but less secure way is to gain landowner permission for cycle use.

The following summarises both statutory and permissive options in England and Wales:

## Cycle dedication via statute

### 1. Conversion under the 1984 Cycle Tracks Act

This is limited to the conversion of public footpaths only, and is only appropriate if the path is wide enough for cycling. It is sometimes opposed by walking interests as the footpath is no longer shown on the definitive map following conversion. The resulting complications make this process understandably unpopular with many highway authorities.

### 2. Deemed dedication through 20 years of cycle use (s31 1980 Highways Act)

Based on evidence of regular, unhindered cycle use, this requires the completion of as many cycle use statements as possible and, following the *Natural Environment & Rural Communities Act 2006*, leads to a restricted byway.

### 3. 'Express dedication' as bridleway or carriageway (Common Law)

Campaigners, clubs or individuals negotiate the route and consequent compensation with sympathetic landowners. Once dedicated, the route becomes a highway, but may not necessarily be later adopted for maintenance by the Highway Authority. This system has resulted in some 80 new bridleways in the Mendips negotiated by the Trails Trust.

### 4. Creation Order by a Highway Authority (s26 1980 Highways Act)

This is implemented by the Highway Authority as bridleway or restricted byway, with compensation paid by them to the landowner. As it's expensive, it is not commonly used.

### 5. Creation by agreement (s25 1980 Highways Act)

By this process, a bridleway or restricted byway is created following discussions between the Highway Authority and a sympathetic landowner without compensation.

### 6. Dedication by a Parish Council (s30 1980 Highways Act)

This creates a bridleway or restricted byway by agreement with the landowner. It is rarely, if ever, used.

### 7. Recording under s53 1981 Wildlife & Countryside Act

This is instigated when a highway authority becomes aware of evidence that a definitive route for cyclists may exist. Historical evidence is typically based on enclosure awards, title maps, railway and estate maps and Finance Act maps, amongst others. The process is excessively bureaucratic and with a typical output of around five Orders per authority per year, backlogs of 10 years are not uncommon.

### 8. Dedication by the landowner

#### (s16 2000 Countryside and Rights of Way Act (CROW))

A landowner can dedicate a path or area for cyclists through this provision, but to date no such dedication has been made. Any such dedicated path or area would not become a highway and therefore would not be maintainable by the Highway Authority.

## Permissive options

Permissive options are often considerably faster to implement, but in many cases permission may be withdrawn at any time.

### 1. Informal permission by landowner

Cycle use permission can be obtained by word of mouth, but signed, written confirmation is preferable. Some larger landowners may provide such informal access as a result of their access policy, as in the use of stone tracks in freehold Forestry Commission Woodlands. Similarly British Waterways, which have a bye-law prohibiting the use of vehicles on towpaths, have relaxed this restriction for cyclists on around half of their network.

### 2. Deed of agreement by the landowner

This is a more formal alternative to an informal agreement, and is likely to be between landowner – either the local authority, utility or other private landowner – and a representative body such as a cycling organisation, cycle club or community group. The agreement may well include arrangements for maintenance and management of the trail. The resulting route would not be recognised as a highway in law – just a way open for cyclists.

### 3. Access for cycles as part of a commercial enterprise

This can be found in a number of forms:

- Payment of an entry fee to an estate or woodland area, e.g. Drumranlig Castle, Dumfries;
- Permit fee for a trail network, e.g. Crown Estate, Swinley, Bracknell;
- Free informal use of a trail network with income derived from car park, cafe, visitor centre, cycle shop or cycle hire facilities, e.g. Penshurst, Kent and Llandegla, Wrexham.

### 4. Defra / Natural England Higher Level Stewardship Scheme

Landowners are grant-aided for agreeing to permissive bridleways for use by cyclists. Schemes are valid for 10 years only and are usually part of a wider environmental scheme.



# Words from Scotland

By Peter Hayman, CTC Councillor for Scotland

A lot of words have been published about cycling development in Scotland recently:

- **CAPS** (*Cycling Action Plan for Scotland*) benefited from the inclusion of several recommendations of the *Active Travel* report from the Scottish Government's Committee on Transport, Infrastructure and Climate Change (see *Digest 62*, page 5). It was launched by Transport Minister Stewart Stevenson MSP along with extra £3.9m funding towards implementing cycling infrastructure, workplace cycle schemes, Connect2 links and a new schools' cycle training delivery body. [www.scotland.gov.uk/Publications/2010/06/25103912/0](http://www.scotland.gov.uk/Publications/2010/06/25103912/0)
- **Cycling by Design** is the Scottish design guidance updating the draft that went out for consultation 11 years ago. A solid 184 pages, with one pleasing omission: there is no 'Cyclists Dismount' in Appendix B - Relevant Traffic Signs. This can't be bad. [www.transportscotland.gov.uk/reports/road/cycling-by-design](http://www.transportscotland.gov.uk/reports/road/cycling-by-design)
- **Designing Streets** is an excellent guide for giving people priority over cars, an approach adopted by the Scottish Government (SG) in its planning policy document **Designing Places** [www.scotland.gov.uk/Publications/2010/03/22120652/0](http://www.scotland.gov.uk/Publications/2010/03/22120652/0)
- **Civilising the Streets** from Sustrans Scotland with Transform Scotland, looks at cities in Europe and asks if cycling levels were 'demand' or 'leadership' led. [www.transformscotland.org.uk/civilising-the-streets-project.aspx](http://www.transformscotland.org.uk/civilising-the-streets-project.aspx). Both these factors will be needed for *Glasgow's Strategic Plan for Cycling* to succeed. Meanwhile cycle

activists Go Bike and CTC in Glasgow have initiated a Glasgow Cycling Forum with the Council to boost practical action.

- **Getting There**, a report from the Sustainable Development Commission Scotland, strongly questions the chances of meeting the SG's target for a 42% reduction in greenhouse gas emissions by 2020. It calls for complete reversal to a 'Sustainable Transport Hierarchy' that puts demand reduction at the top, modal shift to more sustainable and space efficient modes second and capacity increases for motorised transport last. Meanwhile the SG pushes ahead with controversial major bridge and road building. [www.sd-commission.org.uk/publications/downloads/SDC\\_GettingThere\\_w.pdf](http://www.sd-commission.org.uk/publications/downloads/SDC_GettingThere_w.pdf)

Scotland seems to be benefiting from the UK-wide increase in cycle use. By the next CTC/Cyclenation Conference in Edinburgh in November (see below), we should have a better idea of whether schemes for cycling are going to be cut or if cycling will be seen as a cost effective way to move us all forward.



CTC is launching an iPhone app version of the pothole reporting website [www.fillthathole.org.uk](http://www.fillthathole.org.uk). From mid September, Fill That Hole will be free to download from the Apple iTunes Store.

## DIARY DATES

### Cycling Across the Border

CTC/Cyclenation Cycle Campaigns Conference  
Hosts: Lothian cycling campaign group, Spokes  
6th November 2010, Edinburgh

Edinburgh transport chair Gordon Mackenzie and Cycling England Chairman Phillip Darnton are among the distinguished speaker line-up comparing national cycling policies in England (*the Active Travel Strategy*) and Scotland (*the Cycling Action Plan for Scotland*), as well as focusing on the cycling plans of London and Edinburgh, two capital cities with ambitious plans to increase cycling.

Afternoon workshops will allow time for more detailed discussion of topics like 'smarter choices' measures, cycle parking in tenement buildings (flats), Bike Club in Scotland and to reflect on the 'segregation v integration' debate in the light of feedback from the Velo-city conference in Copenhagen earlier this year (see centre pages). The pre-conference social will be held at The Bike Station on Friday November 5th, and delegates will be invited to a ceilidh on the Saturday evening, and to cycle rides in and around Edinburgh on the Sunday after the conference.

See [www.spokes.org.uk/wordpress](http://www.spokes.org.uk/wordpress) for booking details from September 1st.

## NEW PUBLICATIONS

### Bicycles, Market Intelligence (Mintel)

Report finding that 34% of adults in the UK own a bike; 12% of adults cycle regularly (i.e. at least once a week); 42% agree that "cycling is a great activity to do as a family", but 39% think "It is too dangerous to ride a bicycle on the road". Interestingly, only 10% think cyclists are a nuisance. Cost of report £1,500.00. <http://bit.ly/mintelbicycles>

### Do the Health Benefits of Cycling Outweigh the Risks?

Jeroen Johan de Hartog *et al*

Concludes that the health benefits of cycling are on average nine times greater than the risks associated with driving a car. <http://ehp03.niehs.nih.gov/home.action> (search for title).

### The Association between Commuter Cycling and Sickness Absence

Ingrid J.M. Hendriksen *et al*

Concludes that cycling to work is associated with less sickness absence. The more often people cycle to work and the longer the distance travelled, the less they report sick. Published in *Preventive Medicine*. [www.sciencedirect.com/](http://www.sciencedirect.com/) (search for title).

### Report of the Review of Drink and Drug Driving Law

By Sir Peter North

Findings of the first review since 1976 on drink/drug driving laws, commissioned by the previous Government from Sir Peter North, have been published. The review makes 51 recommendations, including: reducing the drink drive blood alcohol limit from 80mg/100ml to 50mg/100ml; giving the police greater powers to check for drink drivers; and a 'step-by-step' assault on drug driving, incorporating better data collection and research into the levels at which drugs impair the ability to drive. CTC strongly welcomes the North Review's findings and urges the adoption of its recommendations, including the advice to monitor the impact of any new legislation or procedures it proposes and toughen them if necessary. The report also attracted the support of the general public, driving organisations and the health sector. <http://northreview.independent.gov.uk/docs/NorthReview-Report.pdf>

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