



working for cycling

CycleDigest

Issue no. 67 2011

No to Longer Lorries, says CTC

While Transport for London, the European Parliament and the freight industry take action to reduce lorry danger, the UK Department for Transport is planning to make things worse.

CTC is calling on cyclists to contact their MPs in a bid to halt Government plans to permit an increase of over 2 metres in the maximum permitted length of lorries on UK roads.

The proposal, outlined in a Government consultation earlier this summer, would initially allow lorries to be 2.05m longer on a "trial" basis. However the consultation document also said, "The Government proposes a twin-track approach consisting of a trial operating under Vehicle Special Orders, whilst obtaining the necessary clearances and the legislative changes to the Regulations through the Parliamentary process." Well, it's a strange trial if legislative changes are being progressed before it is even completed! We also wonder how many lorry operators will invest a lot of money in longer lorries if they risk being told that they must stop using them if, predictably, the "trial" shows up serious safety problems.

CTC is working with a coalition, co-ordinated by the Freight on Rail campaign, to oppose these plans. Other partners include Friends of the Earth, Campaign for Better Transport, London Cycling Campaign, Sustrans, RoadPeace and Living Streets.

Goods vehicles and cyclist safety

Goods vehicles make up just 5% of road traffic mileage in Great Britain. Yet despite clocking up these miles primarily on motorways and trunk roads (where there are few if any pedestrians or cyclists to hit), they still manage to account for around 12% of pedestrian deaths, and 19% of cyclist deaths. In London the problem is much more acute - in recent years they have been involved in at least 50% of cyclist fatalities, and up to 90% in some years.

DfT's consultation document on the proposals suggested that increasing lorry lengths would make no difference to 85% of fatal collisions involving lorries. Yet 45% of cycle-lorry fatalities involve lorries turning either left or right. Either you place the lorry's axle at the back, and the middle of the lorry will cut in

more tightly at corners; or you put the axle further forward, and the lorry's tail will swing out more. Either way, other road users are more at risk, with pedestrians and cyclists being particularly vulnerable.

Councils and longer lorries

Meanwhile local councils would doubtless come under pressure to widen the corners at junctions. Not only is that costly for them, but it would also make it easier for other drivers to maintain their speed at junctions. Furthermore, longer lorries will inevitably lead to heavier lorries, which will increase the pressures on already overstretched road maintenance budgets. The local authorities' Technical Advisors Group (TAG) estimates that councils

Continued on page 2.



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Lorries *Continued from page 1.*

will face a 25% increase in maintenance complaints, and that increased maintenance of footways and kerbs alone will cost an extra £410 million.

Positive action on safety

The irony is that this comes at a time when many other players are taking positive action to improve lorry safety. The Freight Transport Association (FTA) and the Mineral Products Association (MPA) have both recently launched awareness campaigns on cycle-lorry safety; the DfT itself will shortly be publishing some research on solutions for improving lorry drivers' ability to see pedestrians and cyclists; and Transport for London is about to publish research on the effectiveness of lorry sensors and camera systems. A growing number of lorry operators (not just from London) are joining Transport for London's Freight Operators Recognition Scheme (FORS), and are approaching CTC and cycle training providers to arrange cycle training for lorry drivers and other awareness-raising initiatives.

Europe

Meanwhile, there has been strong support from

401 MEPs - well over half the European Parliament - for Europe-wide action to reduce the risks of lorry drivers failing to see pedestrians and cyclists. Written Declaration WD81 was tabled in the European Parliament as a result of a campaign led by Kate Cairns in the aftermath of the death of her sister Eilidh. Eilidh was killed on her regular morning cycle ride to work one day in 2009 in Notting Hill, by a lorry whose driver was later found to have defective eyesight. The Commission is expected to publish its response to WD81 shortly.

Conclusion

The introduction of longer lorries risks undermining all of this progress. It would not only increase lorry danger to other road users, particularly pedestrians and cyclists, but would also: increase the damage to road surfaces, kerbs and grass verges; increase the number of lorries causing tailbacks when they get stuck at tight corners; and undermine efforts to increase the efficient use of smaller lorries and the proportion of freight carried by rail.

CTC believes the Government should be working on ensuring the widespread uptake of cycle training among lorry drivers; improving lorry design (e.g. providing more window and less metal in the side-doors of lorry cabs);

promoting the adoption of sensors, cameras and audible warning systems (as well as mirrors); and ensuring that freight operators take seriously the management of their health and safety responsibilities.

Sensors and cameras are now incredibly cheap. The lives of cyclists definitely are not.

Action

You can contact your MP automatically via www.ctc.org.uk/nolongerlorries. Urge him/her to write to road safety minister Mike Penning MP to oppose longer lorries, and instead to take action to improve cycle-lorry safety.

Further information:

- CTC's briefing on lorries - [www.ctc.org.uk/resources/Campaigns/1105_CTC_GoodsVehicles\(1\)_brf.pdf](http://www.ctc.org.uk/resources/Campaigns/1105_CTC_GoodsVehicles(1)_brf.pdf)
- Freight Transport Association's Safety Code: www.fta.co.uk/export/sites/fta/_galleries/downloads/cycling/fta_cycling_code.pdf
- Mineral Products Association's Cycle Safe Code: www.mineralproducts.org/feature_cycle_safe.htm
- TfL's Freight Operators Recognition Scheme: www.tfl.gov.uk/fors/



Photo: Geoff Caddick/PA

Bike Week 2011

Team Green Britain Bike Week 2011 in June was heralded by the annual Parliamentary Bike Ride. Lords and MPs, including Transport Minister Norman Baker, schoolchildren, cycle campaigners and celebrities cycled from the London Eye to Parliament. Bike Week itself drummed up an impressive 2,000 events and almost half a million participants. <http://bikeweek.org.uk/>



From the Editor...

Proposals to let even longer lorries loose in the UK are not what most cyclists and pedestrians want to hear, and it's hardly something that anyone involved in accommodating enormous vehicles on the roads is likely to welcome either. It's a bad idea on many fronts, hence our 'No to Longer Lorries' campaign - please join the fight (pp 1 & 2). Working out exactly what statistics say about cycling is a fine art, especially the relationship between cycle use and cyclist casualties. Chris Peck has been looking behind the latest figures from DfT (p3). The Government's decisions about how to allocate its Local Sustainable Transport Fund (LSTF) in England have had mixed results for cycling; less mixed is the news that most councils aren't spending nearly enough LTP money on smarter choices (p4). Rights of way never cease to intrigue - and a ruling on what cyclists can (or can't claim) is now expanding the bemusement range (p6). The excellent partnership between cycling and public transport is doing rather well, though (p5) and cycle-rail is a key theme for ATOC's conference at the end of September (p8). It's also time to think about booking up for the CTC/Cyclenation/Cycle Sheffield conference on 15th October. Local cycle campaigning, linked with national activity, is vital for the future of cycling, so come along to explore the threats and opportunities that predominate today (p8).

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

MEPs back 20 mph

Members of the European Parliament on the Transport and Tourism Committee have called for 30 kmh (20 mph) to be the norm for residential streets and single-track roads without cycle lanes. The aim is to help cut the number of children under 14 years old killed on roads by 60% and those seriously injured by 40%. The recommendation followed lobbying by the European Cyclists' Federation (ECF, of which CTC is a member), with ED's Cycle Co-op (a social enterprise organisation promoting cycling in East Dunbartonshire) and 20s Plenty For Us.

www.europarl.europa.eu/ (search for Committee / press release 21/6/2011)

News in brief

Bridge plans outrage cyclists

Plans to increase the speed limit from 20 to 30 mph on Blackfriars Bridge in London have outraged cyclists and led to a 'flashride' attracting over 600 people at the end of July. London Cycle Campaign (LCC) says TfL must rethink in view of the large numbers of cyclists who use the bridge every day and its history of cycle crashes.

<http://lcc.org.uk/pages/blackfriars>

Death by driving – campaigners question justice

The use of the charge *Causing Death by Careless Driving* has gone up significantly in England and Wales, while *Causing Death by Dangerous Driving* has dropped. The 2010 figures from the Ministry of Justice confirm the fears of many road safety campaigners, including RoadPeace and CTC, who predicted that the courts would tend to opt for the 'careless' charge (introduced by the Road Safety Act, 2006) even when 'dangerous' would be a more accurate description of the driving concerned.

www.justice.gov.uk/publications/statistics-and-data/criminal-justice/criminal-justice-statistics.htm

For more on CTC's views on dangerous driving, see: www.ctc.org.uk/campaigns (road safety section)

Cuts to byelaw red tape good for cycling

At the end of May, Local Government Minister Grant Shapps gave councils in England greater freedom to revoke any byelaws they no longer want or need without having to apply to Whitehall for permission. This should make it easier to render local public spaces more accessible to cyclists by removing restrictions that byelaws have in the past put on them (e.g. along promenades and in parks).

www.communities.gov.uk/news/corporate/1912929

Boost for Boris's cycling fame

One of the most common reasons for feeling satisfied about the way London Mayor Boris Johnson is doing his job is "More cycle lanes/getting more people to cycle", according to a survey of 1,406 residents.

www.london.gov.uk/sites/default/files/Annual-London-Survey-Toplines-2011_1.pdf

Capital police work sees cycle theft drop

The first year of the 30-strong Metropolitan Police task force, set up last June to tackle cycle theft in London, has seen levels of the crime fall. Between June 2010 and May 2011, 22,536 bikes were reported stolen, compared with 23,245 between June 2009 and May 2010. Officers in the team gather intelligence on suspected cycle-theft related cases and advise cyclists on security.

www.tfl.gov.uk/corporate/media/newscentre/metro/15737.aspx

Worrying trend in cycle casualties despite overall growth in cycling

For the last few years, official figures have shown a gradual increase in cycle use – accompanied by a gradual increase in cycle casualties. According to the latest published statistics, moreover, in 2010 cycle casualties continued to increase, while the volume of cycle traffic appears to have reached a plateau. Chris Peck, CTC's Policy Co-ordinator considers why this might be.

As anecdotal evidence from cycle sales, CTC membership and event attendance appears to suggest that cycling is still growing very strongly, this discrepancy may be due to the 3 months of severe winter weather both at the start of 2010 (January) and at the end (November-December). Indeed, the Department for Transport (DfT) suggests that the huge reduction in car mileage in 2010 (over 8 billion kms) was in large part a result of the weeks of snow and ice across much of the country. In the first quarter of 2011 cycle casualties have taken a very sudden leap upward compared with the equivalent, snowy period in 2010. Even after accounting for the snow, cycle casualties are still estimated to be around 18% higher than the average for 2007-2009.

How are estimates of cycle usage made?

The two sources for cycling levels in the UK are:

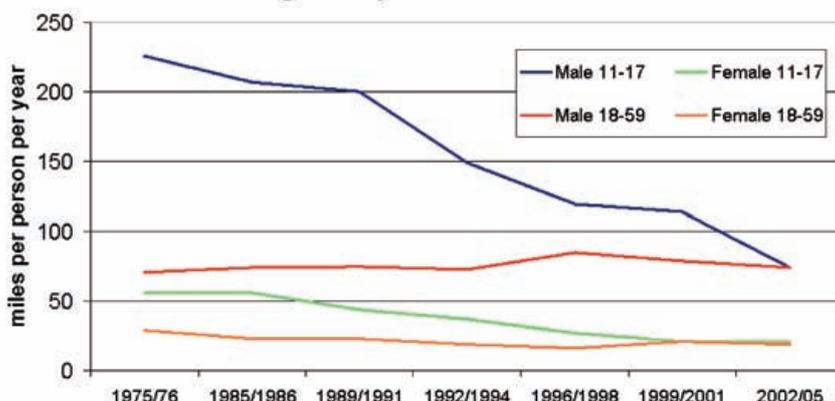
- *The National Travel Survey* (NTS, issued July 2011) – a survey of 20,000 people each of whom fills out a short 'travel diary'; and
- *The Traffic Census* (issued June 2011) – counts of traffic on a selection of roads from which an estimate of the national traffic level is made.

Levels of risk

The *Census* showed an almost imperceptible increase in cycling to just over 5 billion km, whereas the NTS revealed a slight reduction in the average distance cycled per person per year. These two figures can then be compared against the casualty returns from police forces to give a figure for the risk of cycling. Since the late 1990s, risk of death while cycling has fallen 50% - thanks in part to the 20% increase in cycling recorded by the *Traffic Census*.

However, the growth in cycling appears to be mainly associated with adults, particularly older adults. The level of cycling amongst children has continued to fall, with male cycle usage in 2002-2005 being just a third of the level it was in the mid 1970s.

Changes in cycle use - 1975-2005



Source: National Travel Survey



Cycling's fate and local transport funding

By Roger Geffen, CTC's Campaigns Director

Background

The Government has announced the English local authorities who have gained funding from Tranche 1 of the Local Sustainable Transport Fund (LSTF – n.b. Tranches 1 and 2 are both for bids of up to £5m), and those who are being invited to develop larger LSTF bids (£5m to £50m), based on their initial submissions. Meanwhile Friends of the Earth and Sustrans have published a survey of how 'smarter travel choices' (STC) measures have fared in the 3rd round of England's Local Transport Plan (LTP3) submissions. It makes for depressing reading.

Out of the 73 LSTF bids (from 66 authorities), the Government has approved 39 (from 37 authorities), with 34 of these being funded in full. Some of the successful bids are for 'key components' (below £5m) of larger bids (up to £50m). The total allocated to these bids is £155m over a 4-year period from April 2012. So there is still £405m of the £560m LSTF 'kitty' still to be allocated to larger bids (which must now be submitted in fully worked-up form by 20th December) and to Tranche 2 bids (deadline 24th February 2012). Decisions will be announced in May (Tranche 2) and June 2012 (larger bids) respectively.

LSTF successes

There are certainly some good news stories for cycling so far. For instance, Greater Manchester's key component bid for £4.9m will deliver seven 'cycle centres' (although the Greater Manchester Cycling Campaign and Trafford Cycle Forum are very critical of the proposed design and location of one of these centres in Altrincham). The centres provide secure covered parking and lockers for 650 cycles, as well as toilets, showers and changing facilities for subscribers. There will be a further 450 cycle spaces at six cycle compounds, providing secure covered cycle parking and lockers only. There will also be a scheme to lend bikes to job-seekers for a trial period, to help them travel to possible job opportunities. Greater Manchester has also been invited to submit a fully worked up larger bid, albeit in revised form.

Suffolk's successful £5m bid includes a new cycling bridge for Lowestoft harbour, improving cycle access to and from a badly run-down area of the town. Cumbria's plans focus on reducing car use for visitors to the Lake District. In addition to improved cycle routes, they intend to convert four buses into cycle-buses, with capacity for 19 bicycles. West Yorkshire will use their key component funding to promote cycling for journeys to work, reflecting the different needs of different communities in their area (however they have not been invited to develop their larger bid proposals). Brighton will be encouraging cycling for school pupils and students on congested corridors around the University area. A common factor seems to be a focus on being able to demonstrate reductions in congestion in very specific areas.

LSTF disappointments

It must also be said that there is also plenty of disappointment. Three of the Cycling Towns (Blackpool, Colchester and Leighton Linlade) will no longer be funded, while three others (Cambridge, Derby and Stoke) are in doubt, having been told to resubmit their bids in Tranche 2. While Leicester City will be able to continue some of their excellent work promoting a cycling culture for the city's ethnically diverse population, a 'collaborative bid' to run CTC's Bike Club in 12 Councils areas around the country was unsuccessful. Similarly Devon, who submitted a major collaborative bid for £28m to run Sustrans's Bikelt project in several areas of the country, have been told they can only submit a much smaller bid in Tranche 2. The Blackpool bid had a strong focus on promoting cycle use among disadvantaged young people in the area – including a bike recycling project – as well as a hire-bike scheme and other initiatives aimed at encouraging use among the town's many visitors. It too was unsuccessful.

Unless there was a demonstrable link to reducing congestion at particular hot-spots, bids focussing on young people and school travel seem to have fared poorly. Despite the Government's statements beforehand, clear and localised economic benefits (i.e. tackling congestion) seem to have been given greater weight than reducing carbon or improving health. We understand Ministers felt there was insufficient economic benefit from trying to influence young people's travel habits, even though the school run accounts for 21% of car trips made by people living in urban areas during the morning rush hour.

LTP funding

As for LTP funding, a new report from FoE/Sustrans paints a depressing picture of both national and local government failing to allocate even remotely adequate funding to measures intended to encourage more sustainable transport behaviour, given the reductions in transport-related carbon emissions needed to achieve the 2010 Climate Change Act targets. It notes that the three towns in the Sustainable Travel Towns demonstration programme spent an average of £5.65 per capita annually over 5 years. This resulted in a 9% reduction in car trips by residents of these towns, and a 26-30% increase in cycle use. The report argues that these results are good evidence of the effectiveness of measures employed, and that these should now become mainstream in local transport policy around the country. It then seeks to determine whether this

is happening. It takes a representative selection of 27 LTPs (out of a total of 80), and finds that total annual spending on the 'integrated transport block' (i.e. the portion of the LTP3 which isn't allocated to road maintenance) amounts to £8.40 per person. So STC funding would have to come to 67% of total integrated block funding, in order to match the levels of spending on STC delivered by the Sustainable Transport Towns.

In fact, the average annual allocation for STC in the LTP3s studied amounts to 70p per person, amounting to just 8% of the average integrated transport block allocation and 3% of total LTP funding. The report recommends that, to deliver the Committee on Climate Change's recommendations for a national roll-out of STC measures, government at all levels should ensure STC funding is raised to at least the £5.65 level allocated in the Sustainable Travel Towns. It also notes that 70p is just 12% of this. Additionally, it calls for local area climate change strategies and improved monitoring, to ensure the Government's aims for a shift to low-carbon transport is achieved.

The future

In short, the LSTF pot, and the way some of the more enlightened local authorities plan to use it, will help ensure that the current funding cuts do not snuff out the beacons of cycle-friendliness and sustainable good practice lit by Cycling England's Cycling Towns and Cities and the Sustainable Travel Towns programmes – indeed a few more may still be ignited. However, the LTP process as a whole shows that we have a long way to go before this good practice becomes the norm.

- For Government announcements on LSTF funding allocations, see www.dft.gov.uk/publications/local-sustainable-transport-fund-guidance-on-the-application-process
- For the full FoE/Sustrans report *Moving towards smarter travel?* or an executive summary, see www.sustrans.org.uk/resources/research-and-monitoring
- CTC's advice on cycle-friendly local transport policies and programmes is at www.ctc.org.uk/ltp.



Minister updates MPs on cycle-rail

The Rt Hon Theresa Villiers MP addressed the All Party Parliamentary Cycling Group's AGM in July and took the opportunity to update members on cycle-rail issues. Villiers shadowed the Transport brief before the 2010 General Election and now holds the position of Minister of State for Transport, with responsibilities for rail and aviation.

Cycle-rail integration has received considerable attention in recent years with Secretary of State for Transport in the previous government, Lord Adonis, taking a personal interest in the issue. Network Rail has since invested in cycle facilities at various locations, including the £1m Leeds Cyclepoint and has plans to construct similar 'cycle hubs' (secure cycle parking combined with hire, repair and retail facilities) at several major stations.

Having briefly outlined the current government's position with regard to cycling and rail policy, the Minister then responded to questions from members of the group. Several

expressed concerns that the major impetus to cycle-rail integration from the previous government appeared to be dissipating. In response, the Minister suggested that the move to longer franchising agreements may mean train operating companies showing greater attention to the need to improve cycle-rail integration as one of the most flexible and efficient ways of getting passengers to and from stations. On the subject of carriage for cycles, however, the Minister was less amenable – soaring passenger numbers and limited extra carriage capacity meant that ensuring space for cycles was difficult.

The Minister was able to cover other issues not entirely within her remit. She even revealed that, having only returned to cycling as an adult when she took up her position as shadow Transport Secretary, she found that "cycling has made me a better driver" and enthusiastically recommended the benefits of cycle training for both children and adults.



Leeds Cycle Point

Nice kind of Bill for Wales

Wales's First Minister Carwyn Jones has announced that his Government's legislative programme will include a Cycling Bill, creating a duty on local authorities to provide cycling routes in key areas. CTC strongly welcomes the support for cycling, but believes success will depend on high standards of design and maintenance, including priority for cyclists at junctions; and that the wider aim must be to provide safe and attractive cycling conditions throughout the road network - as well as quality off-road routes - to meet the needs of all cyclists, wherever they are going. Unfortunately, cycle facilities vary from the outstanding to the downright dangerous.

<http://wales.gov.uk/newsroom/> 12/7/2011

Roads rule over sustainable transport in Scotland

Transform Scotland, the national sustainable transport alliance, is deeply disappointed by the Court of Session's decision to reject the legal challenge to the proposed Aberdeen western bypass. Colin Howden, Director of Transform Scotland, said: "Everyone knows that the real problem is car commuting into the city, especially during the morning rush hour - something that an orbital road will do nothing to address."

www.transformscotland.org.uk/aberdeen-western-bypass-announcement.aspx

Guildford station gets 1st Brompton bike dock in the country

South West Trains launched the UK's first 'self-service' Brompton Bicycle rental scheme at the beginning of July. The bikes are dispensed from lockers housed in a self-service bike dock, and are available for hire to season ticket holders and the general public, who can register and purchase a smartcard online. The idea is to encourage passengers to cycle as part of a fully integrated low carbon journey combining bike and train. The dock, which is made from 95% of recycling material, uses only one car parking space to store up to 80 bikes.

A spokesperson for South West Trains said: "We have a positive response from keen cyclists in Guildford regarding our new Brompton bikes renting facility. We are



currently working closely with the Brompton dock team to make further improvements to the renting station, based on the feedback we have received from our first users."

<http://pilot.bromptondock.co.uk/pilot.php>

www.southwesttrains.co.uk/Brompton.aspx

Edinburgh Bus Station cycle lockers

Cycle-rail tends to excite more interest than cycle-bus, but Edinburgh City Council has recognised the importance of providing for cycling bus passengers, and has installed four cycle lockers operating at St Andrew Square bus station. They offer short to long term hire options. Fees range from £3 per day, to £300 per year.

www.edinburgh.gov.uk/info/385/cycling_in_edinburgh/542/cycling/3

2011 National Cycle Rail Awards – nominate now!

It's time to nominate any schemes, projects and individuals that have improved or encouraged greater use of combined cycle and rail travel. Deadline for entry into this year's Association of Train Operating Companies (ATOC) National Cycle Rail Awards is 30th September 2011.

www.cyclerrail.com/images/generic/NCRA_entryform11.pdf

Away from the roads

Independent Forestry Panel By Colin Palmer

Back in April, Environment Minister Caroline Spellman cancelled proposals for a mass sell-off of Forestry Commission forests in England, and instead set up an Independent Forestry Panel to advise her on future policy. This panel will publish an interim report in the autumn, and a final report next spring.

CTC has worked with a forestry user group of walkers, climbers and equestrians to inform the panel of the importance of access, and has also written a comprehensive submission to the panel. We have stressed the view that the only way that current access can be assured is if the forests remain in public ownership, as the track record of cycle access to English woodlands outside of the Forestry Commission is very poor indeed - with few exceptions e.g. Swinley (Berks), Penschurst (Kent) and Cannock Chase (Staffordshire), which promote an acceptable level of informal cycle access.

In reviewing the use of woodlands outside of the Forestry Commission for cycling, CTC has analysed the various woodland landowning categories, and assessed them in terms of possible potential. We recognise that private owners and conservation charities have been reluctant to encourage informal cycle access on grounds of liability, privacy and a general fear of cycling as a recreation.

However, not all will be negative as noted below:

Ownership	Track record	Potential for new cycle access
Community forests	Many have permissive cycle access	High
Local authority woodlands	Very mixed, but some good examples	Reasonable
Investment forests	Poor in England, better in rest of GB	Reasonable
Woodlands in royal estates	Sympathetic to requests for access	Reasonable
Publicly open private estates	A handful of good examples	Reasonable
Utility companies	Some good examples	Reasonable
National Trust	Positive, but wary at estate level	Reasonable
Woodland Trust	Tolerate but do not encourage cycling	Low
Defence Estates	Some good examples	Variable
Traditional private estates	Very little informal cycle access	Unlikely
Wildlife trusts	Very little informal cycle access	Unlikely

The table above suggests that there is more potential for cycle access to woodlands outside the Forestry Commission, but that requests for access should be targeted at those most likely to be receptive.

Although the deadline for the Panel's call for views has ended, it should still be worth responding to the questions highlighted by the Panel - if only to continue to remind it of our continuing need for cycle positive policies.

www.defra.gov.uk/forestrypanel/

www.ctc.org.uk/forests

CTC and Forestry Commission cement partnership

CTC and Forestry Commission England have launched a strategic partnership to increase the role that cycling plays on Forestry Commission Estate. The agreement aims to enhance the health and wellbeing of the nation and support local tourism.

CTC Chief Executive Kevin Mayne said: *"CTC and Forestry Commission England continue to make a real difference in providing cycling opportunities to a very diverse range of cyclists, across all age groups. CTC is very happy to cement the relationship and we very much look forward to continuing our involvement with current cycling projects, alongside delivering a number of new and exciting opportunities across the Forestry Estate"*.

Over the next five years, the two organisations will work together to promote physical activity through cycling in woodlands and to engage young people with the natural environment.

Current projects delivered by Forestry Commission England and CTC already include:

- Introducing cycling to disability groups at Alice Holt in Hampshire;
- Encouraging families on holiday to try cycling for the first time in Sherwood, Haldon, the New Forest, Kielder and Dalby;
- Supporting young people developing new community trail projects in the south east of England and;
- Developing a new network of off-road trails in the South West.

[www.forestry.gov.uk/pdf/CTC_agreement_A4.pdf/\\$FILE/CTC_agreement_A4.pdf](http://www.forestry.gov.uk/pdf/CTC_agreement_A4.pdf/$FILE/CTC_agreement_A4.pdf)



So what rights of way can cyclists claim?

Until recently, qualified access to bridleways conferred on cyclists by the 1968 *Countryside Act*, has always been regarded as disqualifying cycle use for claiming bridleways under s31 of the 1980 *Highways Act*.

Before the 2006 *Natural Environment and Rural Communities Act* (NERC), the only rights of way classification that 20 years' unchallenged use by cyclists could claim was byway open to all traffic (BOAT). Clearly this was illogical as cycle use could lead to motorised access even though no motors had ever used it.

CTC then lobbied for 20 years' cycle use to lead to restricted byway status for all non-motorised users, and this was incorporated into NERC and led to the establishment of a number of these routes.

However, a judgement by an appeal court judge in December 2010 has turned this on its head. The judge ruled that as the 1968 Act conferred cycling rights, then post '68, 20 years of cycle use leads only to bridleway status to minimise any loss of property rights. This means that we now have a strange situation: 1968 to 2006 cycle use leads to bridleway; while post 2006 cycle or pre 1968 use leads to Restricted Byway.

So what of 20 years of cycle use that spans 1968 or 2006? No one knows!

The other oddity about this case was that whereas it had usually been considered that at least 10 cyclists would have needed to have used a route over the 20 year period - in this case only four had done so - creating another precedent.

Where now for the National Trust? By Colin Palmer

For many years, the National Trust (NT) has been friendly towards cycling, although generally much more comfortable with the concept of cycling to their properties, rather than cycling on their 2000 miles' network of tracks and trails.

One of the most significant exceptions is the pleasant 8km trail at Clumber Park, but beyond this any mountain biking on NT property has tended to be frowned upon by local managers - or at best just tolerated.

But this may all change following the writing of an NT strategy document which aims to position its estates as places to cycle around, and therefore encourages local managers to open their trails to cyclists, and make them more readily available through the establishment of cycle hire facilities.

This sounds good in theory, but at the local level it has often proved extremely difficult to persuade staff that cycling on mountain bikes will not result in unacceptable management problems. However, now that most managers should have seen this document, local NT doors should at least be ajar to approaches from local cyclists or cycling groups - and if you don't ask.....

The nation's top pothole-fixing council is....



.....Cheshire West and Chester Council, who won CTC/Aggregate Industries' award for fixing the highest percentage of potholes reported via CTC's Fill That Hole website during the competition period. Newham, West Lothian, Brent, Redbridge and Luton also scored 100%.

From Shetland to Cornwall, and Fermanagh to Norfolk, the general public put potholes on the map at www.fillthathole.org.uk and waited to see how quickly - and how well - their council filled them. They were then asked to rate the authority on the overall condition of the roads, with the best receiving five stars, the worst getting just one.

The People's Vote award went to the London Borough of Brent. Cheshire West and Chester appeared again as a runner up, along with Bath and North East Somerset Council and Bristol City Council.

Richard Flood, Highways Manager at Cheshire West and Chester, said, "*The Fill That Hole league table helped us improve the service we provide to the public. All of our team have got behind it. They've taken ownership of their pothole fixing performance.*"

During the competition, the UK's public reported 11,200 potholes to Fill That Hole, some of them via the free iPhone app developed in partnership with Aggregate Industries.

The competition has now closed, but you can still report potholes at www.fillthathole.org.uk - an iPhone app is also available.

For the full results see www.fillthathole.org.uk/awards/2011/ratings

Cycling makes big contribution to the UK economy, says report

A new report from LSE, commissioned by Sky and British Cycling, calculates that the gross contribution that cycling made to the UK economy in 2010 was £2.9bn. The researchers took into account a number of factors including sales, participation, health benefits, work performance, infrastructure and employment. The report also reckons that the gross cycling product (GCP) of individual cyclists reaches £230 p.a. The authors predict that 1m additional regular cyclists could contribute £141m to the UK economy by 2013, whilst concurrently reducing absenteeism and improving the individual's health, providing an incremental economic benefit.

http://corporate.sky.com/documents/pdf/publications/the_british_cycling_economy

News in brief

VAT on Cycle to Work payments

Her Majesty's Revenue and Customs has ruled that Cycle To Work, the UK's salary sacrifice benefit scheme for leasing a bike, can no longer be VAT free. This will make bikes more expensive for some through the initiative but, by clearing another grey area in the legal structure of these deals, it should help convince concerned employers that it's a robust scheme. For employers, the benefits of their staff cycling to work are considerable: cyclists take 10-15% fewer sick days off and each cyclist is worth around £50 to the economy per year. www.hmrc.gov.uk/briefs/vat/brief2811.htm

Happy birthday, London Cycle Hire Scheme

London's Cycle Hire Scheme has just celebrated its first birthday. To mark the occasion, Mayor Boris Johnson announced that Barclays has pledged an additional £25 million in sponsorship. This will help ensure that Boris Bikes get to operate in West and South-West London from 2013. www.tfl.gov.uk/corporate/media/newscentre/archive/20667.aspx

Active travel for Scotland's schoolchildren...

The third annual *Hands Up Survey* of school travel habits in Scotland found that 49% of pupils normally travel actively to school, by walking, cycling, scooting or using a skateboard. The survey is a joint project between Sustrans Scotland and Scottish local authorities funded by Transport Scotland. 440,000 children aged under 16, from 1,987 schools in every local authority in Scotland, took part. www.sustrans.org.uk/resources/research-and-monitoring

...and for NE Essex NHS staff

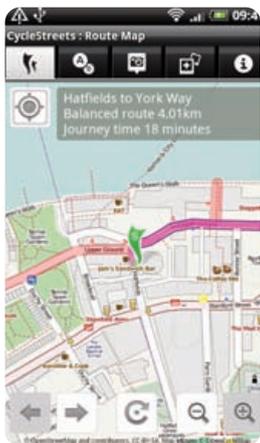
NHS North East Essex has launched a pool bike initiative so that staff can cycle for work related trips, such as local meetings, travel between sites and visiting clients. As an employer, they recognise that cycling is highly convenient for short trips, that it's good exercise and helps improve air quality and reduce congestion. The staff have responded enthusiastically.

200th project for CTC's Bike Club

CTC's Bike Club recently celebrated its 200th project. The Ayr Carrick Eagle RaceRunning group offers specialist cycling opportunities for young people who may not have the chance to ride a 'traditional' bike. The club offers a special running cycle with three wheels and no pedals that can be used for exercise, as well as in competition - perfect for young people who have difficulty with mobility and balance. Bike Club Development Officer Victoria Leiper said: "*The joy the running bike has brought the young people in the club and the sheer delight on their faces is so rewarding to see.*"

<http://bikeclub.org.uk/2011/07/11/a-c-e-racerunning-200th-bike-club/>

New things



Cycle journey planning for Android phones

If you want to plan a cycle journey from A to B anywhere in the UK, a new app from CycleStreets is now available, free, for android phones. The app can plan routes through the full street and path network, including Sustrans routes and other networks; switches easily between different types of routing – fastest/quietest/balanced/shortest; takes account of hills automatically; includes a full placefinder, with full postcode searching; offers a choice of map styles (including OpenCycleMap showing contours, and Ordnance Survey Street View); and much more. It uses information from OpenStreetMap, sometimes dubbed 'the Wikipedia of maps', to which cyclists and others can add their own local knowledge. CycleStreets is a social enterprise run on a not-for-profit basis, and was originally a spin-off project of Cambridge Cycling Campaign.

www.cyclestreets.net/blog/2011/06/21/cyclestreets-for-android/
<https://market.android.com/details?id=net.cyclestreets>

Free Range Kids

The new Free Range Kids campaign from Sustrans wants to help every child experience the freedom to go exploring, play outdoors and make their own way to school and beyond. The charity says that the enormous rise in the speed and volume of traffic has driven children indoors or into cars to be ferried around. They want them to become 'free range' for the sake of their health, happiness and wellbeing. A dedicated website explains more, and how to get involved.

www.sustrans.org.uk/freerangekids/

En route cordiale

1,800 km of new cycle routes that will cross the national boundaries between England and France are on the way thanks to €8.6 million of European 'INTERREG' funding. Much of it will be off-road, along disused railway lines or by canals, or on quiet roads, taking in some of the most beautiful countryside and outstanding attractions in South West England, Normandy and Brittany. The French routes will also link directly into the European cycling network, 'EuroVelo'. The Cycle West project, is designed to boost tourism and family cycling, and has brought together 17 French and English partners who are working together to confirm the routes, get major new infrastructure improvements under way, bridge gaps, develop a marketing plan and create a visual identity for the new routes.

www.cycle-west.com

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

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

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

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NEW PUBLICATIONS

The health risks and benefits of cycling in urban environments compared with car use: health impact assessment study (David Rojas-Rueda, Audrey de Nazelle, Marko Tainio and Mark J Nieuwenhuijsen, published in BMJ)

Looks at the risks and benefits to health of travel by bicycle, compared with travel by car in an urban environment. Based on the bike sharing scheme in Barcelona, Bicing, the study concludes that the health benefits of cycling outweigh the risks by a ratio of 77 - even if the bike is only ridden for comparatively short journeys. The research took account of air pollution and road traffic incidents.

www.bmj.com/content/343/bmj.d4521

Thriving Cities: Integrated land use & transport planning (Ian Taylor and Lynn Sloman, Transport for Quality of Life, published by pteg)

Report looking at the process of developing towns and cities based on insight into their transport infrastructure. Draws on professional and academic analysis, with case studies. It considers the extent to which current policies in the UK achieve integration between transport and land use planning and concludes by highlighting changes in the policy framework that could be introduced to guarantee that future development progressively moves towards more sustainable transport patterns.

www.pteg.net/Publications/Reports

Bicycle Account 2010 (City of Copenhagen)

Since 1996, Copenhagen's Bicycle Account has analysed the development of the city's cycling traffic, examining what's gone well and where there's room for improvement. It gathers information about conditions for cyclists, casualties, economic and environmental gains, sense of safety, and new initiatives. One of the city's goals is for 80% of all cyclists to feel safe. In 2008, this number was only 51%, but the latest bicycle account shows that it's now 67%. www.cycling-embassy.dk/

DIARY DATES

Rail and Integrated Transport Conference

ATOC in association with Act TravelWise and sponsored by Abellio
29th September 2011, Leeds

Key conference themes include 'Cycling and Rail', 'Rail Station Travel Plans' and 'Passengers and the Decision Making Process'. With presentations and participatory workshops. ATOC / ACT TW members £100 plus VAT

Non Members £150 plus VAT

norris@itpworld.net / tel. 0115 988 6905

Cycle Campaigning and Localism: Threats and Opportunities CTC, Cyclenation and Cycle Sheffield

15th October 2011, Sheffield

An information-packed day with a range of key speakers including Professor Danny Dorling, an expert in Human Geography and strong supporter of the 20's Plenty Campaign. More speakers TBC.

Workshops are on offer in the afternoon, delivered by Cyclenation, the GeoVation project, 20's Plenty's Rod King, and CTC.

An excellent chance to get together with people with the same interests, sharing best practice and networking, as well as coming away with an update on current developments from Cyclenation and CTC.

There will also be social events over the weekend, including rides and a post conference meal.

£20, including lunch.

www.cyclesheffield.org.uk