



working for cycling

cycling in the urban and rural environment

CycleDigest

Issue no. 64 2010

Cycling's funding future

Cycling England axed

Cycling England's demise was clear within a few months of the general election in May. Set up in 2005 to get 'more people cycling, more safely, more often', its end was announced in mid-October, a few days before the Chancellor set out the priorities for the next four years in the *Comprehensive Spending Review* (CSR). Many other 'non-departmental public bodies' shared the same fate.

In line with the coalition government's thinking on localism, there will be no more ring-fenced central grants for cycling in England, save a small pot to ensure the continuation of Bikeability cycle training. Wales, Scotland and London will all have to cope with cuts to their budgets, but decisions on how much cycling gets as a proportion of that total have yet to be made. In Northern Ireland, transport minister Conor Murphy is increasing spending on roads by 51% (from £149m to £225m), but has cut the cycling budget for Belfast to £8,000 – a huge, 98% drop from the

previous figure of £450,000. It's difficult to see how this will help quadruple the number of trips by cycle (on 2000 figures) by the end of 2015, as advocated by the NI Cycling Strategy (www.roadsni.gov.uk/cycling_report.pdf).

Local Sustainable Transport Fund

The CSR simplifies the funding for local transport spending, but reduces the overall total available. A significant chunk of the funding will be available to English local authorities outside London through the new *Local Sustainable Transport Fund* (LSTF), worth £560m over four years. While exact details of how this will operate are still being worked on, the idea of the fund is not new: the previous Government consulted on a similar idea earlier in the year, and the then opposition parties both called for a central 'challenge fund' to stimulate low-carbon transport.



Next year the LSTF will have £80m available, with increasing amounts in subsequent years. It seems very unlikely that all the work that Cycling England is currently achieving with its £60 million budget (match-funded by local authorities) will be able to continue. Presently around £15 per person per year is being invested in cycling in the 18 Cycling Towns and Cities. Indications from the first three years of the programme suggested steady growth in cycling levels of around 5-10% per year – the same rate achieved in other European countries where cycling was revived from the 1970s and 1980s onwards.

The LSTF will probably mean less money spread more evenly between local authorities, with the probable result that promotional activities, which tend to benefit from economies of scale, will have less impact.

Continued on page 3.

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The UK's National Cyclists' Organisation
www.ctc.org.uk

News in brief

Portsmouth benefits from 20mph

An interim report commissioned by the DfT from Atkins, finds that Portsmouth City's area-wide 20mph speed limit initiative has led to a drop in total casualties, and in average and maximum speeds. The council is the first in England to implement such an extensive scheme covering most residential roads and using signs alone.

www.dft.gov.uk/pgr/roadsafety/speedmanagement/20mphPortsmouth/

Quality streets need lower speeds

CTC is one of several organisations supporting Sustrans's *Quality Streets* campaign to encourage local authorities to adopt the widespread use of 20mph limits on most built-up streets.

www.quality-streets.org.uk

Drivers all over the place on speed cameras

A survey from the Institute of Advanced Motorists (IAM) reveals that drivers' attitudes to speed cameras are confused: cameras received a 70% approval rating overall, yet 44% support the Government's decision to axe their funding.

www.iam.org.uk/latest_news/driversconflictedovercameras.html

Cyclists and lorries – London campaign

Transport for London has launched a campaign to reduce the numbers of cyclists who are killed in the capital by lorries. Measures include reminding cyclists not to undertake a lorry at junctions and a training module for drivers on cyclists' safety. www.tfl.gov.uk

New Chief for LCC

Ashok Sinha is London Cycling Campaign's new Chief Executive. He replaces Koy Thomson, who has moved to Children in Crisis.

Ashok began his career as a climate change scientist before moving into policy analysis and advocacy. He was Director of the Jubilee Debt Campaign, helped found Make Poverty History and more recently, led the Stop Climate Chaos Coalition. Ashok has also served as Vice Chair of Amnesty International UK and of LCC itself. www.lcc.org.uk

Cycle helmet latest

CTC believes that it is up to individual cyclists to decide whether they want or need to wear a cycle helmet. We also think that all decisions on cycle helmets, personal, public and political, should be well-informed and based on sound evidence.

• DfT helmet report

CTC is pressing ministers and the Department for Transport (DfT) to revise or withdraw the published summary of a report on helmets, commissioned as part of its wider cycle safety study (see *Digest* 61, p3). The summary claims that "A specialist biomechanical assessment of over 100 police forensic cyclist fatality reports predicted that between 10 and 16% could have been prevented if they had worn an appropriate cycle helmet", but neglects to mention the main report's most important finding, namely that it was "impossible to definitively quantify the effectiveness or otherwise of cycle helmets based on the literature reviewed".

Meanwhile the 10-16% statistic was not based on detailed consideration of the impact forces and speeds, but calculated purely from notional estimates of the effectiveness of helmets in impacts with motor vehicles and with the ground respectively – the researchers themselves acknowledged that "there was no specific evidence to support these estimates". In short, this is hardly a "specialist biomechanical assessment." However, it is being cited in support of the proposed helmet law in Northern Ireland (see below), as well as by several local authorities and employers looking to impose helmet rules on their staff.

- Summary of helmets' report: www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme1/ppr446.pdf

• Northern Ireland & compulsion

Pat Ramsey AM, a SDLP member of the Northern Irish Assembly, has tabled a 'No Named Day motion' (a bit like a Private Members' Bill), calling on Northern Ireland's Environment Minister Edwin Poots AM to make cycle helmets compulsory. The Bill has the backing of brain injury charity Headway, but in a ministerial answer, Mr Poots said, "I have no current plans to make mandatory the wearing of helmets by cyclists – either for adults or children."

- www.niassembly.gov.uk/io/noday.htm
- www.niassembly.gov.uk/qanda/2007mandate/writtenans/2009/100312.htm#7

• London & hire bikes

The success of London's 'Boris-bike' hire scheme has recently been overshadowed by an argument over whether users should be provided with helmets. Brain injury charity Headway has called for the measure "before someone is killed", while scare-stories claimed that two cyclists had been hospitalised with severe injuries that required brain-scans. Headway's concerns were also raised in the Lords (www.theyworkforyou.com/lords/?id=2010-10-13a.513.6&s=cycling#g515.6) and by London Assembly Member Val Shawcross.

In response, Mayor Boris Johnson confirmed that the scans were routine and that no injury (let alone a severe injury) was actually found in either case. (<http://mq.tlondon.gov.uk/mqt/public/question.do?id=33197>)

Below par results so far for Welsh Action Plan

The Welsh *Walking & Cycling Action Plan 2009 – 2013* seems to have got off to a mixed start, according to a recently published monitoring report. The target to match the UK national average for walking to school was met in 2007-08, but targets to increase the number of people who walk to work to 20%, to triple the percentage of adults whose main mode of travel to work is cycling and to double the percentage of adults cycling for recreation has not been met so far. However, the latest available data does show an increase in the proportion of people who have cycled in the past four weeks, up from the baseline of 5% to 8%.

www.roadsafetywales.org.uk/statistics/index.htm



From the Editor...

Cycling England has survived a whole 21 issues of the CycleDigest – hardly an edition since no.43 has gone by without some news of its projects, results, research and guidance. Its abolition brings home yet again just how perilously balanced cycling is in terms of funding and meaningful political backing, local and national. For the people with the money

in financially testing times, cycling often seems to be a 'nice to have' rather than an essential. This is all wrong of course, which makes it all the more vital to stress cycling's impressive value for money. Cycling England has been at pains to demonstrate and document this fact, and its work on this must remain one of its most abiding legacies.

While our headline news about cycling isn't that cheering, you could blow away the gloom by (yes!) cycling. How about getting away from it all off-road? To help point you in the right direction, see pages 4 & 5 for some of the best websites. You might also feel reassured by the stories on page 6 – especially of the two cycle forums now set up for young people in Sefton and Cardiff. Let's hope that some of the enlightened representatives on them blossom into the transport funders of tomorrow.

One last thing, if you're out cycling and you're finding the experience rewarding and enjoyable (which we trust you mostly are), please remember to look happy (but why? you ask – see page 6).

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

Keep Posties Cycling!

Campaign update

Earlier this year, CTC launched a campaign protesting against Royal Mail's decision to phase out nearly all of its cycle delivery. Around 700 people sent us letters to deliver (by bike, of course) to Royal Mail's new Chief Executive Moya Greene. Since then, we have met their deliveries director, who told us that they will now keep bikes for 3,000 delivery rounds – their previous plans were for just 500.

CTC's Vice President Lord Berkeley then met Ms Greene, who agreed to attend a meeting of the All Party Parliamentary Cycling Group, of which Lord Berkeley is Secretary. This also provided an opportunity to persuade Ms Greene to look into cycle awareness training for their van and lorry drivers.

We also want the Government to relax the weight limit for electrically assisted freight cycles, making them a more viable option for Royal Mail.

www.ctc.org.uk/royalmail



Continued from page 1

Cycling's funding future

Although the economic case for cycling is extremely strong, local authorities may be under pressure to divert funding to support previous projects - including bus services that are now facing subsidy cuts - rather than start devoting more resources to what is in many areas deemed to be a marginal transport mode. Encouragingly, though most of the LSTF is 'revenue' rather than 'capital' so it can be used for cost-effective measures like cycle training or promoting cycling in schools and workplaces.

Minister for cycling Norman Baker MP has made clear his priorities, however. In a House of Commons debate on 28th October, he said, *"there is a pot of money - £560 million - in the local sustainable transport fund, much of which I am sure will be directed towards activities related to cycling."*

Will local authorities follow his advice? CTC certainly hopes so and will be lobbying for as much of the new funding to be guided towards cycling provision as possible.

- LSTF announcement: www.dft.gov.uk > press releases > 20/10/2010
- Cycling England's statement on its abolishment: www.dft.gov.uk/cyclingengland/2010/10/abolition-of-cycling-england/

Do you live in a particularly car dependent English city? Find out from the Campaign for Better Transport's *Car Dependency Scorecard*. In the section on rankings for walking and cycling, Nottingham came out top, Sheffield at the bottom. www.bettertransport.org.uk

Boost for cycle-rail in Leeds

Leeds railway station now boasts a new £700,000, staffed facility offering secure cycle parking, rental, repairs and a cycle shop. Cyclepoint, based on the best amenities at Dutch stations, has been tailored for rail passengers making it easier for them to combine rail journeys with bike travel. The concept was brought to the UK by Abellio, joint owners of the Northern Rail franchise, in partnership with Network Rail, Metro, Leeds Council, the DfT and Evans Cycles.

www.northernrail.org/northern/cycling/cyclepoint/

Volunteer support officer: Local campaigning

Based Guildford - Surrey (job share considered for exceptional candidates)

Salary c£25,000-£25,500 p.a.



CTC is the UK national cyclists' organisation. It provides services and other benefits for its members, while its charitable arm CTC Charitable Trust raises public and political awareness of cycling's health, social and environmental benefits, and works with all communities to help realise these benefits (see www.ctc.org.uk). Specifically CTC campaigns throughout the UK, urging national and local Governments and other bodies (e.g. train operators) to improve cycle provision and encourage significantly increased cycle use (see www.ctc.org.uk/campaigns).

With "localism" now high on the Government's agenda, a key campaigning priority is to strengthen CTC's network of local and regional campaigning volunteers. Increasing the number and diversity of the people involved, and boosting their levels of motivation, activity and effectiveness, are all vital to cycling's prospects in the years ahead.

To fulfill this role you need to be someone who can galvanise and motivate volunteers, and who can develop and deliver the events, activities and processes through which we can offer them training and induction, networking and information-sharing opportunities. You will also provide administrative support to the network. So you will need the IT and admin skills, and the willingness, to get these tasks done quickly and efficiently, so as to maximise the time you have available for the more developmental aspects of the role.

For a job description and person specification see www.ctc.org.uk/vacancies, or phone 0844 736 8450.

To apply please send a CV and covering letter to: Sue Cherry, CTC, Parklands, Railton Road, Guildford. GU2 9JX. Email sue.cherry@ctc.org.uk

Closing date: Midday, Friday 17th December

Assessment day, 11th January. Follow-up interviews 18th January.

CTC Charitable Trust is fully committed to equality of opportunity in everything it does. Registered Charity Number 1104324.

GUIDE TO THE BEST WEBSITES ACCESS, ROUTES AND RIGHTS

Google is pretty amazing, but it's only as good as the words you type. So to help you for off-road cyclists, the following summarises a selection of useful websites and the

ORGANISATION	KEY MAIN MENU PAGES
British Horse Society: Access and bridleway routes and campaigning https://www.bhs.org.uk/About_Us.aspx	<ul style="list-style-type: none"> • Rights of Way • Rides • Campaigns
British Waterways: Source of information about cycling on the UK towpath network www.waterscape.com/things-to-do/cycling	<ul style="list-style-type: none"> • Cycling Permits • Find a cycle route • Cycling hints and tips • Towpath Cycling • London Cycling
Byways & Bridleways Trust: Information and campaigns in support of byways and bridleways www.bbtrust.org.uk/	<ul style="list-style-type: none"> • Resource • Government • Law & Practice
Defence Estates: Public access on and around military training grounds www.mod.uk/DefenceInternet/AboutDefence/WhatWeDo/DefenceEstateandEnvironment/AccessRecreation/	<ul style="list-style-type: none"> • Access & Recreation • Cycling • Safety & Access Restrictions
Defra: Government Department for Environment & Rural Affairs http://ww2.defra.gov.uk/rural/	<ul style="list-style-type: none"> • Access to Countryside & Coast
Forestry Commission: Manages timber, recreation and conservation in publicly owned forests www.forestry.gov.uk/mtbscotland www.forestry.gov.uk/mtbwales www.forestry.gov.uk/england-cycling	
IMBA - UK: The UK section of the International Mountainbike Association www.imba.org.uk	<ul style="list-style-type: none"> • Trailbuilding • Public Rights of Way • Where to Ride • Research & Reports
IPROW: Institute of Public Rights of Way and Access Management for rights of way professionals www.iprow.co.uk	<ul style="list-style-type: none"> • Good Practice Guide • Questions about Rights of Way
National Trust: National landowning and property owning conservation and heritage charity www.nationaltrust.org.uk/main/w-chl/w-countryside_environment/w-activities/w-activities-cycling/w-activities-cycling-good_practice.htm	<ul style="list-style-type: none"> • Cycle Rides • Cycling / Guiding principles
Natural England: Public body targeted to protect, improve the natural environment and encourage people to enjoy and get involved in the countryside www.naturalengland.org.uk/ourwork/enjoying/places	<ul style="list-style-type: none"> • Rights of Way • Coastal Access • Greenways & quiet lanes • Conservation walks register
Ramblers: Promotes walking and campaigns for improved access to the countryside www.ramblers.org.uk/Campaigns+Policy/Campaigns+Policy	<ul style="list-style-type: none"> • Rights of Way - Make a difference • Rights of Way - Rights of Way Law



working for cycling

ON OFF-ROAD CYCLING, OF WAY

find information on routes and campaigning
the key access information they contain.

CONTENT AND / OR SUB MENUS	RATING (OUT OF 5)
<ul style="list-style-type: none"> A series of helpful pdf files about rights of way The <i>EMAGIN Routes by Region</i> pages provide a selection of local bridleway rides Pages providing information about bridleway officers and current campaigns 	***
<ul style="list-style-type: none"> Free download providing a waiver of bylaws that otherwise prohibit cycling An interactive link providing towpath routes Includes information on safe cycling and a code of conduct The 'Cycling on Towpaths' link opens a pdf file of the 1000 miles of towpath open to cyclists The '2 tings' campaign and the <i>London Towpath Code of Conduct</i> 	***
<ul style="list-style-type: none"> Pdf index of all topics addressed in the magazine <i>Byway & Bridleway + B & BT Extra</i> Rights of Way Review Committee Practice Guidance Notes Defra advice notes and Government consultations Procedures to deal with obstructions and surface repair 	****
<ul style="list-style-type: none"> Links providing site-specific access opportunities by region Overview and Code of Practice Bylaws, red flags, what not to touch! 	**
<ul style="list-style-type: none"> Overview of rights of way and open access 	**
<ul style="list-style-type: none"> Details of trails and routes in Scotland Details of trails and routes in Wales Details of trails and routes in England 	****
<ul style="list-style-type: none"> Manuals, guidelines, risk assessment, accreditation, insurance Policies, Improvement Plans, Definitive Map Modification Orders, obstructions, FAQs Challenge trails, long distance trails, Trans Cambrian Way, towpaths Usage estimates, tourism, environmental impact, Compensation Act 	****
<ul style="list-style-type: none"> Definitive map, legislation, enforcement, management, maintenance, monitoring, Rights of Way Improvement Plans Responses to some of the more commonly asked queries 	****
<ul style="list-style-type: none"> Find through: Places to visit / Find a place to visit / Cycle rides. Offers 17 downloadable leaflets National Trust position statement on cycle access and offroad cycling 	****
<ul style="list-style-type: none"> A synopsis of some rights of way topics Information on the development of the English coastal trail Review of the 1998 project, including the Greenways Handbook Use cwr.naturalengland.org.uk/Default.aspx?Module=CountryWalksFullSearch and select bridleways and county to find a local route. 	*
<ul style="list-style-type: none"> Report obstructions, poor maintenance and other problems. Make claims and deal with Orders Basic law, Map Orders, obstructions, creations, advice notes 	*****

CTC's own website - www.ctc.org.uk - is currently being re-vamped. We'll tell you about our new off-road and campaigning pages as soon as they are available. Keep watch!

bike club round-up

Bike Club, a joint initiative from ContinYou, UK Youth and CTC, works with children, young people and families to enable learning and encourage healthy lifestyles through cycling-based activities. Here's just a selection of the latest projects:

- Bike Club has recently arrived in Northern Ireland, thanks to the supermarket chain Asda's Pedal Power fundraising campaign. Working closely with Belfast City Council, it offers small grants to schools, youth clubs and other groups, along with expert support from Tim Edgar, Belfast's new Bike Club development officer.
- Lexden Springs School in Colchester has taken delivery of some adapted bikes to so that disabled young people can cycle freely and without restrictions, with the help of staff members trained in Bikeability, the National Standard for cycle training.
- In North Yorkshire, police officers and PCSOs have formed a Bike Club-funded group known as Richmondshire Off-road Cycling Initiative. Officers lead mountain biking sessions with young people who have been identified as being at risk of anti-social behaviour.
- In Leighton Buzzard in Buckinghamshire, Bike Club has been involved in the construction of small off-road bike (or 'BMX') circuits in public green spaces. Young people socialise around these facilities and find their need for excitement and adventure is met not through vandalism or violence, but through friendly competition and healthy activity.

For more on Bike Club and to enquire about grants, see <http://bikeclub.org.uk/>

• Cardiff 'Y Bike' forum



Backed by a Bike Club grant, Cardiff YMCA youth forum 'YDon'tU?' has set up a 'Y Bike YMCA!' forum to encourage more young people to take up cycling to keep fit, as 'free' transport and for social activity.

Campaigning and organising cycling events are just two of the things the forum intends to do.

The group will meet once a month and invite secondary schools, pupil referral units, youth centres and uniformed groups in Cardiff and surrounds to send 1 or 2 representatives along. Local cyclists will also be asked to share their expertise and experience. The forum will decide what cycle rides they would like to organise for other young people and look at how easy (or not) it is to cycle round the city for socialising and shopping purposes.

Cyclists: cool, but are they happy?

Results from a YouGov survey commissioned by the Bristol Social Marketing Centre at the University of the West of England (UWE), found, amongst other things, that: 42% of the British public (cyclists and non-cyclists) think that 'cycling has become cool nowadays'; 43% agreed that 'When I'm stuck in a traffic jam I sometimes wish I were cycling'; and that 28% agreed and 50% disagreed that 'roads are for cars not bikes'.

While the findings suggested that cyclists see themselves as independent minded and free spirited, environmentally aware, adventurous, and even somewhat rebellious, non-cyclists generally think that cyclists are not nearly as happy as they report themselves to be. Maybe a campaign for the better integration of cycling and smiling is in order? 😊

For inquiries about the research, contact: Alan.Tapp@uwe.ac.uk

Southport young people's cycle forum

Greenbank High School has been taking the lead on a young people's cycle forum in Southport, which they set up with Juliet Jardine, CTC Cycle Champion there. The idea is to make sure that young people's voices are heard in Sefton, so they can influence decisions that affect them.

The members have already come up with some excellent ideas on how to make Southport a safer place for them to cycle, how to improve school routes and encourage more cycling to school – by reducing motor traffic congestion, for example.

Pupils from Greenbank High, Birkdale High, Stanley High, Birkdale Primary and Farnborough Road Juniors are all members of Forum. Three or four pupils attend from each school, and they run the sessions for themselves with advice from cycling staff and teachers.

Juliet says: "The forum has an excellent age range and the children always have great ideas about cycling and other green issues. The group has been working with video in recent months filming traffic situations outside their schools and interviewing parents and pupils as they arrive at school.

"Forum members have also met with the Cycle Town project team, politicians, cycling officers and head teachers to discuss ways of making our roads safer for young cyclists." www.ctc.org.uk/cyclechampions > sefton



Conference review: 'Cycling across the border', 6th November 2010

By Roger Geffen, CTC's Campaigns and Policy Director



This autumn it fell to Spokes, the Lothians cycle campaign group, to host our 6-monthly joint CTC/Cyclenation campaigners' conference in Edinburgh – and an excellent event it was too!

Edinburgh's Transport Convener, Cllr Gordon Mackenzie, outlined the city's *Active Travel Action Plan*. ATAP makes an intriguing distinction between a 'family network' of off-road or lightly trafficked routes, and a more general 'Cycle Friendly City' plan, incorporating improved on-carriageway cycle provision, access improvements (e.g. 2-way cycling on 1-way streets) and the widespread use of 20mph speed limits.

Responding, Dave du Feu from Spokes commended Cllr Mackenzie's leadership in reviving Edinburgh's progress on cycling. Dave also stressed that implementing ATAP (and indeed the promotion of cycling throughout Scotland) will require sustained Scottish Government investment in cycling. At present, less than 1% of its transport budget is allocated to cycling despite its aim to increase cycle use to 10% of trips by 2020. For a summary of ATAP, plus Spokes's comments, see:

www.spokes.org.uk/wordpress/2010/09/cec-active-travel-action-plan/

Jen Calvert from Transport for London (TfL) presented London's cycling programmes, notably the success of 'Boris bikes' and the Cycle Superhighways, but also highlighting TfL's work on boosting the image

of cycling, and the leadership (that word again!) of Mayor Boris Johnson himself. London Cycling Campaign's new Director Ashok Sinha acknowledged that much was good in TfL's plans but voiced concerns about the design of the Superhighways, the admission of motorbikes into bus lanes and the loss of dedicated cycling funding for the London boroughs.

The conference was originally intended to include a comparison of Cycling Scotland (CS) and Cycling England's (CE) future plans. However, CE's abolition (see front page), put its chairman Phillip Darnton in a more reflective mood. He too emphasised the importance of political leadership, but advised that, when this is lacking, campaigners need to find an influential champion. He also urged delegates to keep referring to CE's evidence on the value-for-money of its investments in cycling, as we lobby to maintain funding for cycling in the months ahead.

After CS's Director Ian Aitken had outlined the key features of its programmes with the *Cycle Action Plan for Scotland* (notably on cycle training, school-based activities and promotional events such as Pedal for Scotland), Sustrans Scotland's Director John Lauder concluded the morning with a number of reasons to be hopeful (well, in Scotland at any rate!).

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News from Scotland: Plans into Actions

By Peter Hayman, CTC Councillor Scotland

Cycle Action Plan for Scotland – delivery update: In August, sustainable travel, cycling and walking was added to Transport Scotland's (TS) remit. Speaking at Cycling Scotland's conference, the new Chief Executive of TS, David Middleton, said they would "try to achieve the 10% of all journeys in Scotland by bike" and expected that after the *Spending Review* in Scotland, cuts to his current £17.2bn budget would mean less capital available for big projects.

With £3.9m added for CAPS delivery to the total £17.3m Scottish Cycle Project Fund, David was confident about the current funding structure for the various CAPS interventions; but with £1.5bn also added to the motorway and trunk road budget there is some scepticism that the conference's call for leadership and commitment is not yet in place to meet the ambitious cycling and climate damaging emission targets.

Cycling Scotland has been tasked with implementing and overseeing CAPS and its new Chief Executive, Ian Aitken, reported that 'Skills Development' (4) will be progressed through a Cycle Training Standards and Delivery Group, which will rationalize the present fragmented training scene in Scotland - but delivery will continue to depend on volunteers. For 'Monitoring and Evaluation' (6.2), a new two-part body is planned: a CAPS *Delivery Forum* will be for those charged with implementing and managing actions, to report back and plan interventions; while a *National Cycle Interests Group* will be for cyclists' organisations, campaigners and cycling delivery and promotion enterprises to have their input and address future agendas.

• CAPS is summarised in *Cycling in Scotland: Update 2010*
www.scottish.parliament.uk/business/research/briefings-10/SB10-62.pdf

Budget announcements are coming thick and fast as we go to print - more in the next issue.

Edinburgh: The Spokes/CTC/Cyclenation conference (see above for full report) heard how a consortium of cycling interests worked with the City of Edinburgh Council to produce an ambitious *Active Travel Action Plan*. This will build on good work that has seen Edinburgh cyclists' numbers shooting up compared to only modest or no gains elsewhere.
http://cpol.edinburgh.gov.uk/getdoc_ext.asp?DocId=144405

The Plan's success will, however, depend on the *Cycling, Walking & Safer Streets* fund continuing. The fear, in these volatile times, is that CWSS will be lost and the nominal increases in active travel funding will be diverted to feed a growing focus on electric vehicles. Bad news.

Airdrie-Bathgate railway line: Excursion trains are already travelling on the re-instated Airdrie-Bathgate line, due to open on 12th December. An alternative Sustrans path has replaced the one lost.

More cross-country trails: Thirty other cross-country trails have been identified by Scottish Natural Heritage suitable for development. Initially these will be for leisure and tourist routes; but could be used as future green roads for long distance travel when the oil runs out!

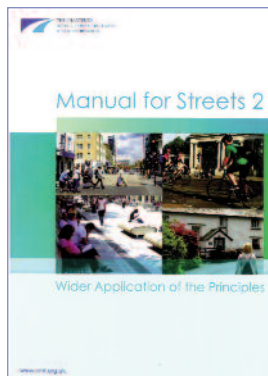
Manual for Streets 2 - Wider Application of the Principles (The Chartered Institution of Highways & Transportation)

Whereas the first *Manual for Streets* set out the preferred approach to new residential streets, its sequel goes farther, encompassing all urban and rural streets. The document reflects much of the current thinking on improving the look of the built environment, and using changes in the appearance of our streets to influence road user behaviour. Ultimately, though, the guidance stresses the need for local transport planners to be bolder and more original in their approaches to design.

Advice on cycling is by and large good: it repeats much of the sensible guidance set out in *Cycle Infrastructure Design* (LTN 2/08) including summarising the thinking behind tackling speed and volumes of traffic before attempting to provide on or off-road cycle facilities.

There are excellent case studies of how to improve and declutter high streets, with much focus being on desegregating streets and making them easier to use for pedestrians and cyclists. The document should be required reading for anyone involved in local transport.

£43. Order from www.ciht.org.uk > Publications



Child Casualties Report 2010: A study into resident risk of children on roads in Great Britain 2004-08 (Road Safety Analysis Ltd)

This report, which gained a lot of publicity, suggests that children in deprived areas have a much higher road casualty rate than those in affluent areas. Includes useful analysis of child casualties (i.e. age, road user type, socio-demographics), plus a list of authorities and the risk of casualty for children resident in each.

www.roadsafetyanalysis.org/wp-content/uploads/2010/08/Child-Casualty-Report-2010.pdf

Cycling, Safety and Sharing the Road: Qualitative Research with Cyclists and Other Road Users (Simon Christmas et al, published by DfT)

Part of the DfT cycle safety study, this report looks at attitudes towards cycling held by cyclists and non-cyclists. Describes very insightfully the sheer range of different types of cycling, the variety of attitudes among cyclists towards safety and the different strategies they use to manage risk. Sections on the reasons for cycling, ways of cycling, young cyclists, types of cyclists, sharing the road, infrastructure and safety gear. One conclusion is that there is "...a failure in the culture of road sharing, with a lack of consensus about whether, and how, cyclists belong on the roads."

www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme1/researchreport/pdf/rswp17.pdf

The Economic Impact of Local Road Condition (Asphalt Industry Alliance)

Report by YouGov revealing that badly maintained local roads are costing the economy £4.1bn a year in wasted staff time, production delays and damage repairs, and that 55% of small and medium sized enterprises in England and Wales are losing on average £13,600 p.a. too. As far as cycling is concerned, the report found that nearly 20% of the public would either take up cycling or cycle more if roads were better maintained; while over half thought their local roads were not fit and safe for cycling.

www.asphaltuk.org

Health on the Move (THSG)

The Transport and Health Study Group (THSG), a group of public health and transport practitioners, is preparing an update of its 1991 publication *Health on the Move*. The cycling section has already been published and contains some very useful data showing that, contrary to public perceptions, cycling is not an exceptionally high-risk activity. It also includes an annex showing that helmets are not an effective way to reduce the risks of cycling and that efforts to make cyclists wear them merely reduce cycle use with all its health and other benefits.

www.healthandtransportgroup.co.uk/research/Ch_2_Active_transport_Cycling.pdf

Walking and Cycling to Health: A Comparative Analysis of City, State, and International Data (John Pucher, PhD et al, published in the American Journal of Public Health, October 2010)

Paper looking at the relationship between active travel and rates of physical activity, obesity, and diabetes. Provides evidence that active travel has population-level health benefits and recommends that policies on transport, land-use and urban development should be designed to encourage walking and cycling for daily travel.

<http://ajph.aphapublications.org/> (search for author – abstract only is free of charge)

POTHOLE! CRACKS!

You spot it...



CTC's iPhone app version of the pothole reporting website www.filthathole.org.uk is now ready to help you get something done about the road defects you come across throughout the winter and beyond. It's free to download from the Apple iTunes Store. The app, developed with funding and support from Aggregate Industries, combines a photograph of a pothole with GPS technology to pinpoint the exact location of the hazard – all in less than two minutes. Once a report is logged, the relevant local authority is informed, so they can quickly inspect and fix it.



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Conference review: 'Cycling across the border', 6th November 2010

Afternoon workshop topics included: cycle training and Bike Club in Scotland; Spokes's tenements cycle parking project; Scottish funding for cycling; the *Smarter Choices* programme in Barrhead; *Edinburgh Bike Station's* work on promoting sustainable travel (including a collaboration with the CTC / Challenge for Change *Workplace Cycle Challenge*); cycle hire; *I Bike* project with older school pupils; council/Sustrans joint work in Kirkcaldy; an intriguing discussion on whether segregated cycle facilities could ever work in Britain; and an inspirational presentation from Mark Kiehlmann on how *ED's Cycle Co-op* has quadrupled cycle use to schools in Bishopbriggs through community-based activity. It ended with round-ups from Cyclenation's Andre Curtis and CTC's Roger Geffen, the latter stressing two inter-related key themes for the coming months: strengthening local campaigning and protecting the funding for cycling.

Conference presentations:

www.spokes.org.uk/wordpress/2010/11/cyclenation-conference-report/

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