



Cheltenham Cyclist

January 2002

Cycle crossing in Fairview?

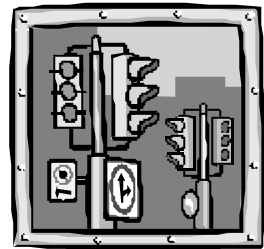
After an email to the Transport Strategy Manager pointing out the difficulties of crossing Fairview Road, it was revealed that there are plans for a Toucan crossing. But not yet!

Philip Williams Transport Strategy Manager in responding to the email said.

"My colleagues and I are aware of existing pedestrian and cyclist movements in this area and have taken steps to ensure that these are improved either using Local Transport Plan funds or through local redevelopment opportunities, or a combination of both.

INSIDE THIS ISSUE:

Cyclist keep Inn in business	2	In March 2001 the Head of Engineering Services presented a report to Environment Committee following receipt of a petition of 300 signatures requesting the installation of a pedestrian crossing on Fairview Road near Sherborne Street. This location is currently 'popular' with people accessing a local shop and primary school, as well as others from further a field, so it would be preferable to provide a formal crossing facility close to this desire line.
Inquiry into speed	3	Providing a safe crossing of Fairview Road for pedestrians and cyclists would also remove a significant barrier to greater pedestrian and cycle trips to and from the town centre. Cycle access to this point is already available using the network of quiet streets nearby, and should not be a major problem. However the exact location and form of a crossing would depend on whether adjacent sites are redeveloped and the need to comply with technical design standards.
Clear Vision	4	
Notes from the AGM	6	
UK Signs Car Free Pledge	7	
Bike use in Bogotá jumps 900%	8	
Thumbs down for roadside cycle paths	9	
Dates for your diary	11	



Both the Cheltenham Transport Plan Strategic cycle network proposals map and Gloucestershire County Council Local Transport Plan Cheltenham cycle network show a proposed cycle route from the town centre across Fairview Road to Prestbury Road. The Cheltenham Transport Plan also includes a cycle network scheme from the 'town centre to Prestbury' in its outline five year programme of capital works.

In addition, the Gloucester Place, Sherborne Place and Fairview Road Development Brief, adopted by CBC as Supplementary Planning Guidance in April 2001, identifies the 'construction of a signalised crossing of Fairview Road for cyclists and pedestrians' within a list of planning obligations which may be

sought from development proposals. I understand that the council has already received some money towards this from a development permitted in the Fairview area.

Although the provision of a crossing is not currently identified in the council's approved capital programme the report to Environment Committee states that the relative priority of this scheme will be kept under review.

I am therefore copying this e-mail to the Secretary of the Cheltenham Cycle Campaign with a view to seeking his informed view and stimulating some debate on the subject".

(My thanks to Phillip Williams for allowing this to be published. ED).

Cyclists 'save' inn-keepers in foot and mouth crisis

Two North Yorkshire inn-keepers have strongly endorsed CTC's plans to publish a directory of services for holidaying cyclists. The book, which will be published annually, will provide invaluable information for cyclists but will also help boost tourism throughout the UK in the wake of foot and mouth.

June and Neil Warwick who run the Station Inn in Ribbleshead, say their advert in CTC's annual Members' Handbook, which next year becomes *Cyclists Welcome*, helped to keep them solvent as the disease kept the Yorkshire Dales closed. They said: "CTC members certainly helped us through FMD and sometimes were the only people about. At times there were as many cycles out the front as there were customers in the bar. They saved our business."

Mr and Mrs Warwick's

Yorkshire Dales B&B and bunkhouse is known as the 'Three Peaks Pit stop' because it is almost the only place in the area for three peaks' walkers, racers and mountain bikers to stay or find refreshment.

Foot and mouth hit Ribbleshead hard, with outbreaks in the Yorkshire Dales National Park reducing income by 60 per cent for eight months. "Cyclists were the only people about because they could use the roads," the couple said.

Cycle tourism is invaluable to local economies and in the UK alone is valued at £635m per year. By 2020 its value is expected to soar to £14 bn. across Europe boosted in Britain not least by the completion of the second 5,000 miles of the National Cycle Network.



Select Committee Inquiry into Speed

The Transport, Local Government and the Regions Committee (DTLR) has decided to undertake an inquiry into the nature and effects of illegal and inappropriate road traffic speed in the UK.

The Committee will wish to consider:

The role of illegal and inappropriate speed in respect of: causing crashes, and the severity of accidents; reducing the quality of life in urban areas; and the consequences of illegal and inappropriate speed for urban design

The availability and reliability of research on the consequences of, and reasons for, illegal and inappropriate speed, and in particular, the reasons for the very high pedestrian casualty rate;

The extent to which the problems associated with speed should be tackled by: better enforcement; road re-design and traffic calming; road re-classification; physical measures to separate pedestrians and cars (e.g. barriers); technology (e.g. through Intelligent Speed Adaptation and car designs which promote pedestrian protection); education to improve drivers' and motor cyclists' behaviour and pedestrian and cyclist aware-

ness; changes to speed limits; and what specific policies should be implemented.

The extent to which relevant bodies are taking the right actions Whether local authorities, DTLR, the Highways

Agency, the police and Home Office are providing a co-ordinated approach to speed management, and what they

should do Whether the sentences imposed by magistrates and judges on

those convicted of speeding offences have in all cases been appropriate and

what other approaches ought to be considered Whether motor manufacturers,

the national press, TV programmes about motoring and advertisers have

shown an appropriate attitude to speed, and how they should change

The role of speed management strategies Witnesses were invited to submit memo-


randa to the Committee before Tuesday January 8. If you would like a copy of

any House of Commons publication, and did not submit written or oral evidence

to the relevant inquiry, you may purchase it from The Stationery Office, gen-

eral enquiries tel. No. 0345 023474.

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Conference on Cycling Infra-structure Design

A one day conference is to take place at Nottingham University on Tuesday 16th April. The conference is to be led by Hugh McClintock and the keynote speech is to be delivered by Steven Norris, a former Tory Minister of Transport. Other speakers will come from Local Authorities, Transport Consultants and Campaign Groups.

In the morning session the conference will address general issues relating to the quality of current design including its application, strengths and weaknesses of design advice, the role of national design advice and standards.

In the afternoon there will be a number

of workshops on specific topics such as:

- pinch points and traffic-calming
- with- and contra-flow cycle lanes
- advance stop lines
- bikes and bus lanes
- cycle audit/review procedures
- training issues

The organisers are keen that the conference picks up on the issues that are key concerns to those involved on a day to day basis.

For further details contact Hugh McClintock.

(Hugh.Mcclintock@nottingham.ac.uk).

Clear Vision?

Have you noticed how on cold winter mornings some drivers seem to think they have X ray vision? This may appear to be the case because they seem not to believe they need to clear their car windows of snow, frost or even condensation before they start off. (I suppose it does stop them being spotted by the boys in blue whilst they are using the mobile phone whilst driving).

Seriously, it is quite amazing just how many drivers cannot see clearly out of their vehicles simply because they do not bother to spend a couple of minutes to clean the windows before setting off. So that bright yellow jacket you just bought and the new lights you had for Christmas sometimes all amount to nothing - many drivers cannot see you regardless of how visible you are. So take extra care if a car is anywhere near to you with obscured windows, for it is odds

on that if they cannot bother to make their vehi-



cle safe to drive then they won't even consider that you might be nearby. An awful case of out of sight, out of mind. I have personally been the victim of such an incident in the past, and Cheltenham inner ring road with the many sharp corners is a particularly common place to see examples of such irresponsible driving, so look out!

One thing that you might like to try (but beware the reaction it might provoke) is that if such a vehicle pulls along side you at say traffic lights, try wiping the offending vehicle's window clean. OK, your hand or glove gets a bit wet & mucky, but it may be just the thing to remind the driver to do it themselves next time & may save your neck in future. In my experience the driver is so taken aback they often mouth a rather surprised "thank you". Strange that - maybe mopping up everyone else's muck is all us cyclists are fit for?

Transport Minister unveils plans for £2 million national cycling fund

Plans for a new scheme to provide up to £2 million support for cycling projects across the country were presented to the first meeting of the newly formed National Cycling Strategy Board.

John Spellar, the Minister for Transport, outlined proposals for the provision of a cycling fund of up to £1 million per year over the next two years to provide support for a range of cycling projects across the country.

The projects will include creating new cycle parking areas, improving existing cycling routes and creating new cycle routes.

The National Cycling Board will now consider the proposals and further details of the fund and invitations to bid will be announced in the next few weeks.

The NCS Board remit covers England and was established to help ensure the implementation of the National Cycling Strategy's (NCS) outputs, aims and objectives. The Board will focus on key tasks identified annually by the National Cycle Forum (NCF). This will involve co-ordinating and integrating contributions to the NCS from all relevant sectors, and monitoring progress on NCS outputs and targets.

The Board has overall responsibility for the recommendation of day-to-day policy, advice and guidance to local authori-

ties and Government Departments, and will also be responsible for proposing revision to the NCS as necessary in the light of wider developments.

At the first full meeting of the Board, John Spellar said:

"I am pleased that the Board is now fully operational, and has a clear focus on the task ahead."

"Dynamic action is needed to implement the National Cycling Strategy. I and my Department will give full support to the Board in identifying and unblocking obstacles to progress."

The Chairman of the NCS Board, Steven Norris said:

"We have been able to assemble a strong Board membership, and I am confident that we shall make rapid progress in opening up opportunities for people to cycle more."

Nine people have so far agreed to serve on the Board. They are not representative of particular organisations, but have been selected for their knowledge of issues that the Board will need to engage, and their willingness to contribute to making cycling a mainstream form of transport.

Cheltenham Cycles

OPEN : TUESDAY- SATURDAY 9am-6pm
61, Winchcombe Street, Cheltenham, GL52 2NE
TEL: 01242 255414

Notes from the AGM

The Treasurer reported that whilst we had a net loss on the year we are still in a healthy financial state. The main reason for the decline in the bank balance being the purchase of new display boards which are viewed as a non-recurring cost. The Treasurer was therefore able to recommend no increase in members subscriptions and this was duly passed. John Mallows (retiring secretary) reported a good year for the Cheltenham Cycle Campaign and went on to list some 15 separate events we had either organised or taken a significant part in. This is just a sample of that list:

- making recommendations on 25 traffic orders
- National Bike Week Events
- Objections submitted to the ban on cycling on the Golden Valley Bypass
- Gloucestershire Health and Transport Forum
- CCN/CTC conferences

John also reported that work was well underway on a new map design and that a new campaign publicity leaflet was about to be issued. (It is now done and can be down loaded from our web site ED).

André Curtis stepped down as Chairman. However, his talents will not be lost as he was duly elected as an ordinary member of the committee.

After the election your committee is as follows.

Chairman: John Mallows

Secretary: Graham Ricketts

Treasurer: Tony Halls

Other members elected to the committee were:

André Curtis,
David Breeze
and Chris
Meehan.

It was noted that Cheltenham Cycle Campaign is represented

within a number of organisations on several committees. These include; Road Safety Liaison Committee, County Cycling Forum, Vision 21, and Cheltenham Cycling Forum.

The Development Plan for the campaign was briefly reviewed. Projects during the coming year include:

An update to the cycle parking database. Carry out a cycle audit/review on targeted sites with emphasis on traffic calming facilities, leading to a review of Cheltenham Cycle Network. Events.

We will again be organising events within National Bike Week and aim to arrange speakers at some of our monthly meetings. (Members will be contacted either through this Newsletter or via other publicity when speakers and dates have been confirmed).

Publicity and Promotion.

We are to place increased emphasis on promotion of cycling to the general public in cooperation with other organisations. This will include the publication of a general fact sheet relevant to Cheltenham.

An information pack is to be produced for local Bicycle User Groups (BUGS).



The UK Government has at last signed an agreement in support of European Car-Free Day, the last member of the European Union to do so. However, to minimise disruption to motorists and business, the UK has suggested that event should be held at a weekend rather than stick to the designated date of 22nd September.

Local Government Minister Alan Whitehead told the Local Government Association: "Our view is that the main purpose of the event should be to create a less polluted, quiet part of urban space for a day and should aim to encourage all of us to think about the way we travel into town centres". He said that the decision to participate in the event will continue to be the responsibility of individual councils in view of the potential po-

litical sensitivity of the event. "This initiative is not an anti-car one and should not be portrayed as such. It was essential that local authorities ensure that any initiatives they take will not cause unacceptable inconvenience to motorists". Councils should consult widely on their plans.

As it happens this year the 22nd of September Car-Free Day falls on a Sunday. The Environmental Transport Association is responsible for co-ordination within the UK. More details can be found at www.eta.co.uk



RoadPeace Petition

Roadpeace, the National Charity for Road Traffic Victims is organising a petition to get the law changed to ensure that sentences reflect the level of injury caused. As they say on the petition.

"We want to see an end to the treatment of road death and injury as merely the unfortunate by-product of a piece of driving instead of the killing of a fellow human being - we are therefore asking for a law which treats a road death caused through law breaking and negligence with a homicide charge, and serious injury similarly caused, with an appropriate charge also involving a hearing before a judge and jury and the level of culpability reflected in the sentence."

If you would like a copy of the petition form contact the Secretary of Cheltenham Cycle Campaign or contact Roadpeace directly. Their contact details are shown below.

Roadpeace, P.O. Box 2579, London NW10 3PW

Tel: 020 8838 5102

email info@roadpeace.org.uk

Web site www.roadpeace.org.uk

BIKE USE IN BOGOTA JUMPS 900%

Bogotá, COLOMBIA-- Business is booming for bike dealers throughout Bogotá, a city of 7 million people. Why the sudden jump? This year, Bogotá completed a network of "Ciclo-Rutas," 300 kilometres of bicycle paths, the most extensive dedicated bike path network in the world. The new paths, coupled with other bike promotion measures, have caused a 900% increase in cycling. In 1997 only 0.5% of the population used the bicycle as a means of transportation, today more than 5% do it.

Other strategies that have led to the growth of cycling in Bogotá include a crack-down on cars parking on public space, and the "Ciclovia," a policy by which all cars are banned from 120 kilometres of the city's main arteries on Sundays and holidays, opening the streets to 2 million cyclists, walkers, and roller-bladers. The popular Enrique Penalosa, who because of term limits recently stepped down as Mayor of Bogotá, was the primary force behind these and other pro-bicycle measures.

On Thursday 24th February 2000 Mayor Penalosa carried out Bogotá's first Car-Free Day, a day in which no cars were allowed to circulate in the entire urban area (32,000 hectares). During 13 hours, from 6:30 AM to 7:30 PM, about 6.5 million people moved in public transit, bicycles, roller blades, taxis and by foot. On this workday 98% of all activities functioned normally. Indeed, many businesses reported increased sales. Due to these visionary efforts, Mayor Penalosa was recently awarded the prestigious Stockholm Challenge Prize.

A bus rapid transit system called TransMilenio was also launched in December 2000. 160-passenger buses run through exclusive corridors. The system is integrated with the Ciclo-Ruta network, TransMilenio's main stations are provided with bicycle parking facilities.

Penalosa asked citizens if they wanted to hold a Car Free Day every first Thursday of February and whether they wanted to prohibit all cars circulation at peak hours (6 AM to 9 AM and 4:30 PM to 7:30 PM) by the year 2015. Both proposals were approved, which means that Bogotá is becoming the first Car Free City in the world.

"Mayor Penalosa's policies have positively affected my business; I have increased sales as well as the mechanical service. People have become passionate about bicycles; they buy accessories to repair or improve their bikes, sport clothes, helmets, gloves, and other accessories," said Carlos Torrado, the owner of Bici Ruta.

According to Torrado, who in addition to many well known makes, carries his own line of "Torrado" bicycles, monthly sales have jumped 80% one year. "It has become a trend for parents and their children who go together to the Ciclovia or the Bike Paths. I have seen cases in which the father buys a bicycle for his son and then buys one for himself and another one for his wife, so they can enjoy bicycling together," continued Torrado.

Oscar Edmundo Diaz, who is currently employed at the Institute for Transportation and Development Policy (ITDP), an international bike advocacy group based in New York City, gave a seminar to industry leaders at the 2001 Interbike trade show. "This is a perfect example of how pro-bicycle policies and infrastructure can yield significant increases in sales for the bike industry," said Diaz. Mr. Diaz, before he came to ITDP, was Mayor Penalosa's Special Advisor on Foreign Affairs. "Now that I am at ITDP, I am working to convince other cities around the world adopt the same things that have worked so well in Bogotá."

The Bogotá model has been studied with interest by other Latin American capital cities such as Lima, Quito, Santiago de Chile, Panama City and Guatemala City.

Finnish study cautions against road-side paths



A study based on Helsinki has shown that it is much safer to cycle on the roads with traffic than on the two-way cycle paths .

45% of cycling kilometres in Helsinki take place on the cycle paths, but they are the location of 56% of injury crashes to cyclists.

The situation is worst at junctions. The risk of a crossing crash is 3 times higher coming along a cycle path than along the road. Cyclists riding on the pavements are also more at risk.

According to the author, the main problem is that car drivers have nothing to fear from cyclists. At crossings, drivers focus their attention on other cars and not on cyclists. The two-way nature of most of the cycle paths exacerbates the problems as drivers expect even less to see cyclists arriving from the 'wrong' direction. The most common type of crash is a car turning left hitting a 'wrong-side' cyclist approaching from the driver's right.

The Finnish two-way cycle network was based on a Nordic traffic planning guide from the 1960s which considered cyclists and pedestrians to be a homogenous group of vulnerable road users, to be separated from motor traffic. Though an appealing principle at the time, it has led to a considerable number of unnecessary car/cycle crashes on at-grade crossings and pedestrian/cycle conflicts on paths connected to sidewalks.

Helsinki has 800 km of cycle paths, half of which are especially dangerous. The report concludes that in those countries and cities that are just beginning to build cycle networks, road-side paths and particularly two-way types should be avoided in an urban environment. The report also found that cycling is usually safer the more cyclists there are about. Cheltenham Cycle Campaign's view is that provision of safe cycling routes is not always best met by provision of off-road cycle paths.

No Bikes on Trams

Pedals the Nottingham Cycle Campaign put forward plans to carry out a controlled experiment to allow some bikes to be carried on Nottingham's new tram system. The experiment was to be based on a similar successful scheme in Portland Oregon.

However, the authority concerned turned down the plan giving their reasons as concerns about safety and extra difficulties for other passengers.

This means that there are still no tram systems in the UK which take bicycles.

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A Quick Way to the Sales

By December 27th the January sales had started in earnest and created huge queues. Not just at the tills, but on the roads too. The difference is that whilst the money through the tills flows freely, the traffic did not. Cheltenham's roads were totally grid locked on a couple of occasions between Christmas and the New Year. What better reason to get the utility bike out? O.K., not much fun, but at least you get around with minimal delay.

So after shopping 'til I dropped in M & S I used their "pick up by car" facility for the first time ever - except that I picked up by bike instead. The two "arm stretching" bags of shopping I had accumulated & left in the care of M&S staff easily fitted into the bike panniers with

room to spare. So by careful choice of route through town & back (without cycling on pavements or similar I hasten to add), I had done the 2 mile home/M&S/home return journey & goods collection in 15 minutes. In fact when I looked at the cars going absolutely nowhere I really felt quite smug about it! I also had the chance to chat with the young chap @ M&S, who agreed with me that the so named "collect by car" scheme might be misleading. Perhaps it should be re-named "leave & retrieve" or similar, with some encouragement to use a bike?

The Happy Shopper



Web sites worth a look

www.cyclemaps.co.uk

Urban cycle maps throughout Britain

www.who.dk/London99/transporte.htm

WHO charter on transport

www.nationalcyclingstrategy.org.uk/

The National Cycling Strategy aims to increase the use of bicycles for all types of journey.

www.bikeweek.org.uk/

The Bike Week Liaison Group

www.bentrideronline.com/

On-line magazine aimed at the recumbent cyclist.

www.roadpeace.org.uk

The national charity for road traffic victims.

www.cyclecheltenham.org.uk

The new web site for the Cheltenham Cycle Campaign.

The Natural Grocery Store

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Over 80 M.p.h. a bicycle

Sam Whittingham Broke the world record on a recumbent bike in Nevada during October. He achieved over 80 mph over 200 yards and over 78 mph over a mile. All this on a public road closed for the occasion. It's a good job Cheltenham Police weren't there (See the last issue of Cheltenham Cyclist to find out why).

Driver Drowsiness a real killer.

Drivers becoming inattentive through drowsiness or falling asleep at the wheel now accounts for more deaths than alcohol related crashes.

Thankfully the courts seem to be taking a serious line on this and have imposed stiff penalties on recent offenders.

Dates for Your Diary



Saturday 16th February Cotswold Corker Audax. Details from Sean Graff 01242 863080.

Saturday 27th April The CCN/CTC Spring Conference, to be held in Dorchester, is to be opened by Stephen Norris, the newly-appointed Chair of the National Cycling Strategy Board. Booking forms should be distributed in February.

Sunday 19th May Cotswolds Bike Ride, charity ride for the British Heart Foundation.

Saturday 15th to Sunday 23rd June National Bike Week.

Cheltenham Cycle Campaign meetings are held on the first Wednesday of each month (except August). They are held at the **University of Gloucestershire, Francis Close Hall, St Paul's Road**, starting promptly at 19.30Hrs. Usually in room TC 108.

For Sale And Wanted .

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Did you know
More motorists break the law
by driving on the footway
than cyclists infringing the
same law.

*From the Reading Cycle
Campaign News letter*



Join Cheltenham Cycle Campaign

You can make a difference by joining Cheltenham Cycle Campaign. We aim to improve conditions for cyclists, and to make the Cycle Campaign a more effective organisation. The more supporters we have the better. Individuals and families can join and local organisations are welcome to affiliate as associate members.

Name: _____

Address: _____

Post Code: _____

email: _____

Telephone No. _____

If Joining as a family please list other family members.

Annual Membership £3 Individual £5 Family £10 Associate

I enclose £ for Individual/Family/Associate* membership
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Please send cheques to our Treasurer:

Mr A Halls, 14 Durham Close, Warden Hill, Cheltenham, GL51 5DF

* Delete as appropriate

Recent Publications

The Route to Sustainable Commuting: An Employers Guide to Mobility Management Plans is a guide, produced by the Way to Go research project, aimed at organisations that are considering, or already implementing, measures to reduce dependency on the car for staff commuting and other work related journeys.



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Cheltenham Cycle Campaign is part of the Cycle Campaign Network.

The federation of cycle campaign groups