

# Cheltenham Cyclist

January 2004

## Colin Knight Transport Planning Manager for Gloucestershire to give a talk at the February meet- ing of Cheltenham Cycle Campaign

Accompanying Colin will be Emma Shibli the Cycling and Walking Officer for Gloucestershire.

This is your chance to listen to and put questions to someone who will be making a significant contribution to the next Local Transport Plan for Gloucestershire.

All members are invited to the meeting so that you can add your weight to help ensure that the right things get done and in the right way. The meeting will be held in;

**Room TC108 University of Gloucestershire Francis Hall Close Campus on  
Wednesday 4th February at 7.30 p.m.**

Inside this Issue	
New Helmet Law.	2
Cycling provision	4
Good news from the Railways	6
Changes at CCN	9
Local Issues	11

After the talk there will be time for questions to Colin and Emma.

It is anticipated that the talk and questions will take about an hour.

Following this there will be a chance to raise any cycling matter with the committee that you feel needs addressing. We shall also be seeking your views on the Helmet debate, see the article on the next page for more details.

NB. The normal (boring!) committee business will be suspended for this meeting.

# Come to the February Meeting and air your views on the Private Members Bill to make it illegal to cycle without a Helmet.

A private members bill is to be introduced to make it illegal for children under 16 to cycle without a cycle helmet. This is seen as the thin end of the wedge and the prelude to making it illegal for anyone to cycle without a helmet. (This is the same course of action taken by several countries and is seen as the soft option).

John Franklin, who has studied the effect of compulsory helmet wearing on cycle use and accident statistics will be at the meeting and can answer your questions on this issue.

The current policy of the committee is to take a pro-choice stance. That is we neither advocate the wearing of helmets nor do we take a definite anti-helmet direction, believing the public should be furnished with ALL the relevant information in order that the individual should be able to make up their own mind. A lot of statistics have been used in this argument many of which are misleading or wrong. The worst case of this has to be the data that was used in the Early Day Motion which had the signatures of 80 MPs and was the precursor to the private members bill referred to above. In the early day motion sponsored by BHIT (Bicycle Helmet Initiative Trust) it was claimed over 28000 children suffered head injuries each year. The implication being that these were all the result of cycling accidents.

The true figure for cycling acci-

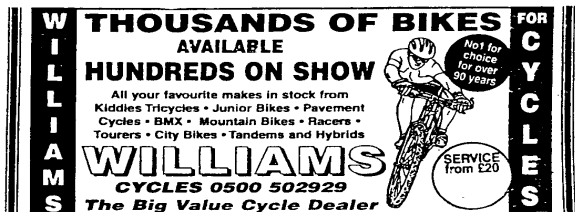
dents is around 1200. The 28000 figure is head injuries from all causes.

Like many things in life the choice may not be as straight forward as it seems. Helmets can in some circumstances help prevent serious injury as the author of this article can attest from personal experience. However, particularly in the young it may encourage them to take bigger risks than they would without a helmet, thus increasing the number of accidents. There is some evidence for this in the Canadian province of Alberta where head injuries amongst cyclist increased after a similar law was introduced.

We need your input, should we maintain our current stance of neutrality, should we actively promote helmet use, or should we engage in an anti-compulsion measures to fight the bill when it is presented to the House of Commons later this year.

Please come to the February meeting and have your say.

**Wednesday 4th February at 7.30 p.m. in Room TC108 University of Gloucestershire, Francis Hall Close, Campus.**



**W I L L I A M S** **THOUSANDS OF BIKES AVAILABLE HUNDREDS ON SHOW** **FOR CYCLES**

All your favourite makes in stock from  
Kiddies Tricycles • Junior Bikes • Pavement  
Cycles • BMX • Mountain Bikes • Racers •  
Tourers • City Bikes • Tandems and Hybrids

**WILLIAMS CYCLES** 0500 502929  
The Big Value Cycle Dealer

Not for choice for over 90 years

SERVICE from £20

## Bike Week 2004 12-20 June

Encouraging families and teenagers to cycle regularly is one of the main Bike Week objectives for 2004. Appealing destinations, traffic-free locations and routes for leisure cycling will be promoted, with advice on where to buy or hire a bike, together with opportunities to enjoy easy club rides and to 'have a go' at cycle sport.

Bike Week 2004 supports a National Cycling Strategy Board initiative to 'market' cycling to non-cyclists. Many events will be free and suitable for novices and lapsed cyclists. Cycle skills training will be promoted and free 'Dr Bike' checks offered to help existing owners get road-worthy bikes back in use. 1,500 events nationwide are expected to attract more than 150,000 participants. The popular Bike2Work campaign will run for the whole week, with major employers - including local authorities - and cycle campaign groups encouraging employees and students to try cycling to work or education. The annual Parliamentary Bike Ride to the House of Commons will be a flagship event to promote Bike Week on television and throughout other media.

National co-ordinator Nick Harvey said: *"Local Bike Week events do a great job getting more people onto bikes in June. But the biggest impact we make is with the media. Positive cycling messages reach millions of people of all ages, some of whom will be encouraged to try or re-start cycling."*

All cycling events and rides taking place during Bike Week can be registered free of charge. Event organisers are offered free £5M public liability

insurance, promotional materials, certificates and a prize draw open to all participants. Bike Week is professionally co-ordinated for a steering group of 18 organisations that want cycling to grow in the UK. Funding in 2004 is being provided by government departments in England, London, Northern Ireland, Scotland and Wales plus £25,000 from the new 'Bike Hub' cycle industry fund.

Further information is available on the Bike Week website at [www.bikeweek.org.uk](http://www.bikeweek.org.uk) or from Nick Harvey, email [hq@bikeweek.org.uk](mailto:hq@bikeweek.org.uk), phone 01243 527444.

Cheltenham Cycle Campaign are looking for new and innovative ideas for Bike Week. If you have an idea or would simply like to help please contact the secretary email: [secretary@cyclecheltenham.org.uk](mailto:secretary@cyclecheltenham.org.uk)

## Looking for a new job?

Having received funding from the Department for Transport to train 100 new cycle training instructors, CTC is now looking for applicants keen to make the most of a free-of-charge instructor training course. CTC is happy to help people that are new to cycle training to find potential clients. Application forms and further info from [greg.woodford@ctc.org.uk](mailto:greg.woodford@ctc.org.uk)

## The Natural Grocery Store

142 Bath Road, Cheltenham GL53 7NG  
Tel: 01242 243737 Fax: 01242 238872

Open 8am - 10pm  
7 days a week

*Live Better - Naturally!*

## **CYCLING PROVISIONS: HELP OR HINDRANCE?**

### **A sideways look by John Mallows.**

Two decades ago cycling campaigners could only dream of support from national and local government as well as from well motivated organisations like Vision 21. But at last cycling's advantages have justified it a place in transport schemes - there is pro cycling rhetoric in local and national strategies and targets have been set to double then quadruple cycling over a couple of decades.

So why have cycling levels stayed stubbornly low? Has the dream become a nightmare?

This is the view of many of us active cycling proponents. Our conclusions cut across the grain of much official thinking. The wrong things are being done; the right things are being done badly and wrong messages are being put across. Take cycling routes. A good route is simply a cycle friendly link. It does not automatically need off road cycle paths, red tarmac or white lines. Such 'facilities' should be constructed where they are needed, with off road paths shared with pedestrians very much a last resort. Separate cycle paths can be important to encourage cycling, and for children gaining experience, but they need to be of top quality, especially if they are to offer any benefit to experienced cyclists. Too often routes are equated solely with special facilities and too often facilities are substandard, slipped in where the planners find it easy and left out where they are really needed. Some planning advisors (including the County's it seems) claim that any facility is better than none. Not so - sub standard facilities create more difficulties and problems than they solve.

Next is the over emphasis of danger. Too much talk

of safer cycling implies that cycling is especially dangerous, as does all the cajoling to get cyclists to wear helmets. Casualty rates do need to be cut, but the facts are that the mean time between cyclist deaths is fifteen thousand years. Health benefits can make cyclists as fit as non cyclists 10 years younger, far outweighing the dangers. Cajoling and compulsion for helmets is proven to decrease cycling, having exactly the opposite effect to the intended one, apart from which helmets rarely offer any significant protection in a vehicular collision. (If you find this difficult to believe, have a browse at [www.ctc.org.uk](http://www.ctc.org.uk) [www.lesberries.co.uk](http://www.lesberries.co.uk) [www.ecf.com](http://www.ecf.com) -look through the position papers - and [www.bmj.com](http://www.bmj.com))

A proven way to make cycling safer is to get more people cycling. This requires well conceived routes, with top class facilities where necessary, no misleading and counter productive pronouncements on dangers and helmets, and no leaflets illustrated with pictures of cyclists kitted out for touring rather than commuting; people are put off by odd clothes. Similarly we have to remove the social stigma which is an unspoken deterrent for many people. In these ego-centric, status conscious times we cannot rely on messages of social inclusion and reducing congestion and pollution - people are wearied and turned off by these worthy exhortations. Instead we must represent cycling as convenient, enjoyable, quick, healthy and normal. We must not waste money on substandard and counter productive facilities and we must not give misleading messages. Only then will we see a broad social spectrum choosing their bikes for many of the 50% of journeys which are less than a couple of miles - just as they do in cities like Amsterdam, Copenhagen and Cambridge.

## Virgin removes cycle booking facility

Virgin Trains has removed from its web site the ability to make reservations for cycles. The facility has also been removed from the associated Trainline web site. In addition, Virgin has ceased issuing tickets for cycle reservations that are made.

Virgin says that following a review of the services provided on its web sites, the cycle reservation facility has been removed. As the facility was not utilised on a more frequent basis, all reservations now have to be booked by telephone. Virgin has not explained why it should matter that an on-line facility is lightly used – the cycle reservation field was unchecked by default and there are no cost implications.

The decision raises the prospect of booking a ticket on-line, tied to a specific service if a discounted fare, and then visiting a station to book the bike, only to find that there is no cycle space left on the train. Stations of other operators are in any case not keen to spend time making free cycle reservations if they do not also get the passenger fare.

The alternative is to book at extra cost by telephone via Trainline on 08457 222

333. This option does not allow you to hunt around for the best fare deals.

Alas, the only competitor, QJump, has never permitted cycle reservations.

Cyclists are urged to write to Virgin, their local Rail Passengers Committee (see [www.railpassengers.org.uk/](http://www.railpassengers.org.uk/)), the Strategic Rail Authority, MPs and the media about this absurd retrograde step that discourages integrated transport.

The decision not to issue cycle tickets will make it impossible to prove that a reservation has been made, particularly to another operator.

## Cutting your car use

Anna Semlyen has revised and updated her book 'Cutting Your Car Use'. The new 96 pp pocket sized edition includes



a directory of 206 organisations and new cartoons from Axel Scheffler. It is used to support travel planning. For example, Portsmouth Council gave copies to people registering on their car share site, Devon Council gave copies to those ringing a green travel help line; many organisations give it to new recruits, use it for prizes or sell it alongside parking permits.

Travel planners, reviewers or anyone considering a bulk order can ask for a free sample copy. Otherwise the cost is £3.95 plus £1 p&p. Contact Green Books 01803 863260, [sales@greenbooks.co.uk](mailto:sales@greenbooks.co.uk)

## New rooms

contemporary design

Distinctive Home Assessories  
Unusual & Innovative Gifts

51 High Street, Cheltenham, Glos, England GL50 1DX  
Telephone (01242) 237-977 Facsimile (01242) 237-977  
[www.newrooms.net](http://www.newrooms.net) [theshop@newrooms.net](mailto:theshop@newrooms.net)

# Some Good News from the Strategic Rail Authority

CTC, the national cyclists' organisation, has welcomed an assurance from the Strategic Rail Authority that it is committed to playing its part in achieving the Government's target to treble cycle use between 2000 and 2010 through a combination of improved cycle parking, cycle carriage, cycle access and convenient reservation systems.

The positive news came from Chris Austin, Executive Director of community-rail development at SRA, who was speaking at the Rail future annual conference on Saturday 1<sup>st</sup> November. More good news emerged from the conference when Theo Steel, Managing Director at First Great Eastern, revealed large increases in cycle use across the First Great Eastern network. The proportion of FGE's passengers arriving by cycle has increased from 1.5% to 3% since it began a programme of installing

cycle parking at its stations. This suggests that encouraging cycle and rail use could play a major role in achieving Government targets to treble cycle use between 2000 and 2010.

Roger Geffen, CTC Campaigns and Policy Manager, commented: "This news is a great foundation for the forthcoming consultation on SRA's proposed cycling strategy. We look forward to participating in this process to decide how best to boost cycle use and train travel, by encouraging people to combine these two safe and environmentally benign modes."

He concluded: "The announcement is a tribute not only to CTC's work over the years, but to the role of National Cycling Strategy board member, Christian Wolmar, who has taken up the issue with SRA in recent months."

---

## Choked by the Vehicle No Registration for Cyclists Ahead?

Cyclists are often at the wrong end of exhaust pipes and there are reports that more and more of them are finding DVLA's 'Smoky Vehicles Hotline' most useful. Having taken a note of the offending vehicle's registration number, type, make and livery name (if any); time, date and place seen, they simply give DVLA a ring on 0870 606 0440



The Department for Transport has concluded that the costs of a registration system for cyclists

*"... would certainly outweigh any benefits for enforcement of road traffic offences by cyclists.*

*Moreover, increasing the costs of cycling would not support our policy of encouraging more people to consider cycling as a viable mode of transport and we have no plans to introduce such a tax".*

House of Commons Written Answers, 5/11/03: Column 638-640W

[www.parliament.uk/hansard/hansard.cfm](http://www.parliament.uk/hansard/hansard.cfm)  
(Courtesy CTC CycleDigest)

# CTC/CCN Autumn Conference

The CCN/CTC Autumn Conference took place at The Earth Centre Conisbrough Nr Doncaster on the 18th October and was run by the Sheffield Cycle Campaign.

After the opening speeches Dr Alison Hill gave her presentation which covered The importance of physical activity and exercise to public health.

The specific health effects of cycling.

The risks of cycling.

The wider benefits of cycling.

She started by asking the audience to think of the negative effects on health caused by cycling. It was evident from the answers given that the few negative health aspects which could be attributed to cycling were completely swamped by the positive health aspects of regular cycling. Some of the positive benefits listed included, Reduced risk of Heart Disease, reduced risk of a Stroke. Reduction of the incidence of Diabetes and a reduction of the incidence of High Blood Pressure.

Things which were brought to light included. "The way we travel is making us a less healthy nation". (DfT. A New Deal for Transport: Better for everyone. 1998) The same DfT which ran the scare mongering helmets promotion last June.

The UK has the highest level of obesity in children and lowest levels of cycling when compared with Sweden, Germany Switzerland or Denmark. The UK ranks above the USA and Canada for walking and cycling but well below any of our

European neighbours.

For example whilst the French and Italians walk about the same amount as people here in the UK they do about twice as many journeys by bicycle. The talk on The Making of the Trans-Pennine Trail was given by Pamela Ashton who having been involved from the start now chairs the Friends of the Trans-Pennine Trail. This route starts on the Irish Sea coast at Southport, bypasses Manchester and Barnsley where there is an offshoot to Leeds. The route continues past Doncaster through Selby, where there is another offshoot to York. The final stage of the route passes through Hull to finish at Hornsea on the North Sea coast. Several other routes to link up with the Trans-Pennine Trail are either under construction or completed. As was pointed out a trail of this length does not come cheaply, having cost about £30 Million. However, compared to building a bypass at about £26 million per mile cycle leisure routes are comparatively cheap.

Other topics for the day included:

- The new Lancashire County Council Cycle Design Guide
- Local Transport Plans
- Look Bike Look Forward (the future of cycle campaigning)
- Future Integrated Transport
- Sheffield Cycle Map

Papers from the conference may be found at on the Cycle Campaign Network web site at:

[www.cyclenetwork.org.uk/papers/papers.html](http://www.cyclenetwork.org.uk/papers/papers.html)

# Web sites worth visiting

## [www.cyclecheltenham.org.uk](http://www.cyclecheltenham.org.uk)

The web site of the Cheltenham Cycle Campaign.

In addition to our web site we also have a contact group on yahoo, which we intend to make more use of in the future, for contacting our members, but, you have to sign on to the group to be included. To become a member of the group go to <http://groups.yahoo.com/group/cyclecheltenham/> and follow the instructions for joining the group.

## National congestion charge

A report by the Institute for Public Policy Research recommends that congestion charges should be introduced nationally and added on top of fuel taxes to help reduce traffic congestion and pollution. The report argues that if motorists are to be asked to pay more, the revenue raised should pay for better roads and public transport, and road tax should be abolished. The full news release is available at: [www.ippr.org](http://www.ippr.org) (14/10/03 ippr press release).



What was that bump?

# More B... Pot Holes



Following previous articles on this subject one of our members reported a pot hole on the A40 (Lansdown

Road). Only to be told Ah! that is not in the borough you need to report this to the contractors.

When we got to hear of this a little digging and bending of the odd ear was done. So now if you report a pot hole which is not strictly within the bounds of the borough it should be passed on to the relevant contractors without further effort on your part, please let us know if this works ok.

As previously stated the details required are the name of the road and the exact location of the fault, if you can relate it to a nearby house number this narrows down the area. You should also indicate the nature of the fault, pothole, collapsed drain, broken manhole cover etc. You should send your report to Stephen Burden, Network Maintenance Manager, Central Depot, Swindon Road, Cheltenham, GL51 9JZ. . Telephone 01242 774 545 or email: [Streetcare@cheltenham.gov.uk](mailto:Streetcare@cheltenham.gov.uk) .

Please if you do report a pot hole or road defect please copy the cycle campaign so we can track the effect of the reports. The simplest way is to email: [editor@cyclecheltenham.org.uk](mailto:editor@cyclecheltenham.org.uk).



Cotswold Cycling  
Holidays, plus  
Cycle, trailer &  
Tandem Hire  
01242 250642

[compass.holidays@dial.pipex.com](mailto:compass.holidays@dial.pipex.com)

## Changes at the Cycle Campaign Network

The Cycle Campaign Network to which the Cheltenham Cycle Campaign is affiliated is in the process of making some fundamental changes to its constitution.

In line with the enabling motion passed at this year's AGM, CCN's Steering Group has moved forward with a proposal to convert CCN to a Company Limited by Guarantee.

The change of status will enhance CCN's standing and its relationship with statutory bodies, and also provide important financial safeguards for its officers.

For the most part operation of CCN will continue as previously, but groups will notice two particular changes. One will be a need to appoint a named individual as their representative to CCN, in whom will be vested voting rights. Proxies will be possible, but will need to be declared in advance of general meetings.

The other change is that appointments to the CCN Board (the successor to the present Steering Group) will be by postal ballot in advance of an AGM.

Early in 2004 all groups will be sent full documentation relating to the proposed change in status. The change of status will then be decided by next year's AGM which (if the motion is approved) will also be a preliminary meeting of the new company.

Because of the importance and extended

length of this meeting, it will be held on a different day to the spring conference.

## Speeding is OK if you can afford it — according to the Conservatives.

The latest proposals from the Conservatives is that you can break the law by going faster than the speed limit allows and have no penalty points added to your licence. A fine would still be imposed. So despite all the evidence regarding excessive speed being the prime cause of most accidents. If you can afford it, under their proposed changes, you can speed as often as you like.

Alistair Darling the Conservative spokesman on transport just may have a vested interest here. He was recently caught driving at 50 mph on a road with a 40 mph limit! Could self interest be driving this policy?

Instead of pandering to a minority of vocal motorists, why do they not advocate the obvious solution to the problem of being caught speeding. Drive within the legal speed limit.

## Safety in Numbers

According to the Department for Transport, an as yet unpublished OECD study confirms the safety in numbers prediction. As more people cycle, so the risk per cyclist falls significantly.



294 High Street, Cheltenham, Glos GL50 3HQ Tel: 01242 226332 Fax: 01242 226317  
 cheltenham@color.co.uk <http://www.color.co.uk>



# CCN/CTC Cycle Planning Conferences

The Spring conference of the CCN and CTC will take place in Dublin on **Saturday 1st May 2004**. This is the first time that the event has taken place in Ireland. It will be hosted by the Dublin Cycling Campaign and take place in the Hamilton Building of Trinity College in the heart of the city.

The event will kick off with a leisurely city centre cycle on the Friday 30th April (6pm), retiring to a central pub with a chance for everyone to meet one another informally. Another social event will take place on the Saturday night after the main conference. Cycle tours of the city will be organised for the Sunday showing off the best and worst of changes in the city's cycling environment.

Details of the conference will be posted on the Dublin Cycling Campaign website in due course.

Dublin's cyclists look forward to welcoming you to the biggest cycle campaigning conference ever held in Ireland.

Marketing conference Nottingham University, CTC and the NCS Board are organising a conference on The Promotion and Marketing of Cycling on Wednesday 31st March. Concessionary tickets at £25 are available to cycle campaigners. Further information and an application form are on the CCN website ([www.cyclenetwork.org.uk/conferences/conferences.html](http://www.cyclenetwork.org.uk/conferences/conferences.html)) or phone 0115 951 4132.

## Dates for Your Diary

**Wednesday 4th February** Cycle Campaign meeting. See front page for main item ALL MEMBERS WELCOME.

**Wednesday 3rd March** Cycle campaign meeting

**Saturday 27 March** This is way out of our territory but if you happen to be in the area then the West Dorset Cycle Jumble may be of interest More info from Ken Reed, 66 Old Castle Road, Weymouth DT4 8QE Phone 01305 772654, email [anneandken@neale.net](mailto:anneandken@neale.net)

**Wednesday 31st March** Marketing of Cycling at Nottingham University. (Details above).

**Saturday 1st May** CCN/CTC Spring Conference Dublin.

**12th-20th June** National Bike Week 2004



**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 campus, St Paul's Road. starting promptly at 19.30Hrs. Usually in room TC 108.

### Cheltenham Cycles

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

# Local Issues

## The Borough Plan

Just over a year ago the Cheltenham Cycle Campaign put considerable effort into our response to the second review of the Borough Plan.

The effort put into this seems to have been worthwhile as we have been informed that the majority of our comments have been taken on-board and are now reflected in the revised version, which goes to the Council Cabinet early in the new year..

In particular our general themes of referring to overall congestion rather than congestion (so that provided bus passengers etc increase in numbers and get around faster, there doesn't have to be an improvement, necessarily for remaining car drivers) and that cycle network should not mean just where facilities have been provided. The use of the term cycle facilities has also been cut back.

## Wymans Brook Route



A proposal to extend the existing path to Wymans Brook has been under consideration for some time.

There has been much correspondence on this issue both with members of the Parish Council and officers of the Borough. The Parish Council

having considerable reservations regarding security should the current path be extended. Though it has to be said that security becomes less of an issue the more a path is used. Having looked at what is possible it now looks as though the real limitation on the extension of this route will be the funds available. The current position is that the existing route from Folly Lane to Wymans Brook is to be upgraded and will have a tarmac surface. However, any planned extension is to be put on hold.

## Honeybourne Line

This shared use pedestrian/cycle track has been in need of improvement for some time. At last we have some good news on this. The upgrade is due to start in February and be completed by the end of April.

The track is to be surfaced along the whole of its length and some lighting is to be installed. In addition some of the vegetation alongside the track is to be cut back to make it feel less isolated.

This route is eventually to be part of the National Cycle Network (route 41). Discussions are still in progress to try and open the track under the Queens Road bridge, which would give direct access to the rail station from the cycle track.

## Cheltenham Cycle Map

The Cheltenham Cycle Campaign have reached an agreement with the Borough over the production of the 3rd edition of the Cheltenham Cycle Map. The first print run of the new map is now expected to take place in April.





## 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. \_\_\_\_\_

Annual Membership £3 Individual £5 Family  
£10 Associate

I enclose £ \_\_\_\_\_ for Individual/Family/Associate\* membership and a donation of £  
Please send cheques to our Treasurer: H.Rickets, 41 Beechurst Avenue, Eldon Road,  
Cheltenham, GL52 6TY.

I hereby give permission to the Cheltenham Cycle Campaign to hold the above details in its records.

signed \_\_\_\_\_

Date \_\_\_\_\_

\* Delete as appropriate

If Joining as a family please list other family members.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Publications **New TRL Reports available for free download**

TRL578 Cycle helmet wearing in 2002

TRL585 Capacity implications of Advanced Stop Lines for cyclists.

Download from [www.trl.co.uk/1024/mainpage.asp?page=142](http://www.trl.co.uk/1024/mainpage.asp?page=142)

*Also new from TRL but not for free download:*

AG26 Footway and cycle route design, construction and maintenance guide. £50.



Editor : David Breeze. Email: [editor@cyclecheltenham.org.uk](mailto:editor@cyclecheltenham.org.uk)  
Cheltenham Cycle Campaign is part of the Cycle Campaign Network.  
Printed by The Color Co. 294 High St. Cheltenham GL50 3HQ  
Tel: 01242 226332 web address: <http://www.color.co.uk>



The federation of cycle campaign groups