



CYCLE TALK

Produced by CTC Scotland

a part of the UK's national cyclists' organisation

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The grand hopes for a major, high profile Public Engagement, to try and get everyone in Scotland to at least think about cycling and how to promote it, rather dwindled under the difficulty in achieving significant TV or newspaper campaigns. The Cycling Scotland Local Authority Survey took also up a lot of CS's early capacity. However there have now been a number initiatives to get the 'bottom up' feedback from the public, called for by the CAPS Board. Web site surveys, street interviews and some in depth focus groups have been gathering data and opinions. This process has been enhanced by a series of four CAPS Roadshows in Glasgow (04), Aberdeen (06), Inverness (11) and Edinburgh (13) September. (Details were posted to members who have signed up with Mike for e-news from CTCs.)

The idea has always been to bring in those who aren't the usual 'experts' but who should be part of the process of promoting 'more cycling, more often' and become beneficiaries. In the same spirit the next stage is to bring together the wide range of stakeholders who, although maybe not directly connected with cycling, could have an impact on ensuring a successful plan. This year's CS conference is being turned over to CAPS and as many stakeholders as can be encouraged will take part in workshops addressing the requirements for an 'action plan'. Details and registration are at www.holyrood.com/CAPS.

There will then be an exercise of consolidation and writing of the plan. This will be followed by a further period of consultations, to ensure ownership by all the parties, before presentation to the Minister next May.

Peter Hayman

Smarter Choices - Smarter Places

CTC Scotland has been thanked for its help in securing Scottish Government funding towards several local active travel schemes*. RTR members actively supported bids in Dumfries, Barrhead and for Glasgow East End Access in particular. Dividing the £15m between seven LAs, even with match funding, will limit the impacts possible; but it is a start with cycling featuring in these plans. This gives CTC an opportunity to cooperate further with these LAs, and also with the others who didn't win this round and should be encouraged to follow up their cycling activity proposals anyway.

The announcement by Transport Minister Stewart Stevenson on August 13th included, inter alia, the following points

- Initiatives will include proposals for the first self service bike rental schemes anywhere in the UK as well as more targeted transport advice to commuters.
- Bike rental schemes, based on successful models in Paris, Barcelona and Stockholm will allow people in Dumfries and Dundee to pick up a bike at a rail or bus station, use it for free for half an hour, and then pay a rental fee at an hourly rate thereafter. Once finished, the bike could then be deposited at any one of a number of other interchanges across towns and cities.

Stewart Stevenson said:

"With more cars on our roads, increasing levels of congestion and rising emissions, it is time for us all to look at our travel behaviour. These schemes will make a real difference, making transport choices cheaper, healthier, safer and greener. We look forward to the lessons learned from this project being used as a template for other local authorities, showcasing the very best of sustainable travel initiatives. It could result in a catalyst for change right across Scotland."

Barrhead, Kirkwall, Dumfries, Dundee, Kirkintilloch/Lenzie, Larbert/Stenhousemuir and Glasgow East End will now use £15 million of funding to develop a wide range of initiatives such as personalised travel planning, the building of more pedestrianised zones, free trial bus and rail passes and the development of better walking and cycling routes to encourage their residents to use greener forms of travel.

Similar schemes elsewhere have already led to impressive results. In Darlington, there has been a 14 per cent increase in public transport trips; 29 per cent increase in walking; 79 per cent increase in cycling and car journeys down by 11 per cent. The results have been achieved through simple measures such as improving cycle and walking routes, better public transport links, more pedestrian-only areas, travel advisors visiting homes providing tailored travel plans, car sharing schemes and even discounts on bus and train tickets.

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CTC Charitable Trust developments in Scotland

Progress seldom goes at the pace or in the direction expected but tends to lurch between some big strides and then a bit of shuffling.

A big step for the CTC in Scotland was in Edinburgh on 06 June when CTC Director Kevin Mayne and three other senior staff plus three CTC National Councillors, the CTCs development group and a range of invited cycle activists, who were thought to have special skills to offer, met. There was a lot of interest and potential identified but while no-one picked up the banner at this point the main outcome was to lay the groundwork for further progress.

It then became clear that the whole question of Cycle Training in Scotland was too big a topic to be dealt with by an ad hoc Champion's model. Kevin Mayne proposed a special meeting was needed. This has been arranged for 01 October and will look at how CTC experience and expertise can be used to provide a national cycle training product which can be tailored, funded and used to help deliver schools and adult training nationwide. Cycling Scotland and other delivery agencies are being actively involved in this CTC initiative. It is hoped that there will be a good turn out of CTC members and potential CTC partners already involved in this area of work.

Meanwhile on 22 July there was another more modest get together of the development group. This mainly looked, with CTC Fundraising Officer Holger Schiller, at how the wide range of possible CTC Champions' activities could be introduced into Scotland. A BIG Lottery bid has been put in. The proposition is to finance four CTC Cycling Development Officers around Scotland to run cycling schemes, aimed mainly at hard to reach groups. We still wait to hear if we have got to the second stage, when a lot of work will be required to flesh out the specific proposals.

Another opportunity for CTC (if we consider ourselves a 'community organisation') is via the Scottish Government's 'Climate Challenge Fund' which specifically mentions more cycling as a positive contribution. We do that.

It is still less than a year since the membership Gathering in Stirling on 24 Nov 2007. We don't have CTC Scotland staff in place yet but we are lurching on, taking steps and shuffling towards generating the new activities and cycling involvements called for.

Peter Hayman

CTC Scotland Leaflets



New updated leaflets have been produced again by National office for CTC Scotland. These were printed primarily for inclusion in the Cycling Scotland 'goodie bags' given out at Bike Week events and to Pedal for Scotland participants. We also have an extra supply for our own use.

These are handy to give out, like calling cards, to cyclists and anyone interested in cycling. They show that there is a nationwide organisation for them with a range of benefits to offer. It also gives the details of local groups around the country, for help with any cycling issues and organised group rides. Last but not least there is a membership application form attached.

As well as the bundles sent out to CTC Group secretaries for enquirers and local events, it would be ideal if every member has a couple of copies with them, to spread the word and answer the question 'What is the CTC?'.

If you ride or meet up with a local group, ask who has a stock and get one or two, otherwise let Peter Hayman know how many you can use and they will be send out.

Deadline for copy for CycleTalk is the 1st of Jan, Mar, May, Jul, Sept, Nov. Contributions from individual members as well as RTR and Local Groups reps is welcomed [by email of words and/or pictures].

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CTC Local Groups

Some DAs around Scotland are using their AGMs to reform under the new 'Member Groups and Organising Committees' criteria. The Policy Handbook (version 2.9) which sets out the requirements can be downloaded from the CTC website <http://www.ctc.org.uk/> via Resources/ Groups/ Policies http://www.ctc.org.uk/resources/Go_Biking_with_CTC/PolicyHandbookforgroupsV2.9.pdf. Jill Kieran, who was largely responsible for updating the Handbook says she is happy to answer questions about it. 01923 772521 jillandroger@btinternet.com

Glasgow's Flashing Pedals

Don't say we never win anything! By filling in the Bike Week feedback form, which showed that our modest evening ride around the South Side Parks of Glasgow attracted twice as many females as males, we won. The self-powering pedals and toe clips with reflectors will go into the CTC Glasgow group auction for club funds. Details will be posted on the latest Group website in Scotland to come on line. <http://www.ctcglasgow.org.uk/>

In the North-East...

Mark Haggart and others have been at the coal-face of the AWPR (Aberdeen Western Peripheral Route) affair while Peter Hawkins and others have been joining in at the top level. Like other similar schemes, there are benefits, but also massive problems. Away from all this work and worry, the Grampian Group managed, once again, to run what has been reported as a very successful Rally.

Bikes go free on the CalMac Ferry

Too late for this year's summer holidays, but OK for a mid-free October break, here's an excuse to cycle around beautiful Scottish islands. Caledonian MacBrayne ferries announced that from October they will not charge cyclists extra for taking their bike onboard. The new fares will not only encourage local residents to cycle more but should also make it a lot simpler for cyclists who take their bikes on holiday.



Mellowvelo Cycling Weekend Arran and Bute 4-5 Oct

A weekend ride taking in 5 ferry crossings. Meet Ardrossan for 12.30 crossing to Brodick. Overnight at Lochranza hostel. On Sunday, ride about 40 miles to Rothesay, then ferry to Wemyss Bay. Train connections from Glasgow to Ardrossan and from Wemyss Bay back to Glasgow. Cost about #30 including ferries and hostel. For bookings and more information contact Peter Hawkins, peterhawk@care4free.net Detailed programme is at http://www.estc.org.uk/mellowvelo/prog_dets.htm#Peter_det

DUMFRIES DOES IT AGAIN!

Well, this is actually early notification - we do not have the details yet. What will happen is that the International Mountain Biking Conference will be held there in May next year. There is talk about blowing it up into a full-scale festival and even promoting Dumfries as a cycling town. We should have more details for next issue.

East Lothian bikefest

Hundreds of cyclists took part in the inaugural Sustaining Dunbar bike fest held at Hallhill on Sunday 22nd June.

Rounding off a busy Civic week, Bike fest provided an afternoon of varied entertainment for all ages including a skills course, treasure hunt and pedal powered Scaletrix, trials by ex British Champion Downhill Mountain Biker and fun races including a folding bike race. The parade of 100 cyclists up to the High Street was led by a colourful Indian Cycle Rickshaw. Many children took the opportunity to pedal on the parade, the youngest being 4 years old. The event was opened by Cllr Paul McLennan, chair of ELC environment committee. He was forthright in importance of cycling for the Council. The new member of staff responsible for cycling "cycling officer" was also in attendance. Funding rearrangements has meant that its not quite what we had hoped for.....

Event organiser Mark James said "It was great seeing so many young people able to cycle safely along the High Street. Dunbar is an ideal town to get around by bike, compact and not many hills". Co organiser Morag Haddow stressed "Sustaining Dunbar wants to encourage biking, especially for short journeys. It makes for a more people-friendly town". Bike Fest will be an annual feature of Civic Week.

Background Info

- Dunbar Primary School has 20% of pupils who regularly cycle to school - that's around ten times the national average.
- Sustaining Dunbar is a community based organisation.
- National Cycle Network route 76 from Berwick to Edinburgh passes through Dunbar on its way to Haddington via Hailes Castle.

CORE PATHS – WHITHER NOW?

It all depends where you live. About half the Councils have published their draft Plans and completed their public consultations on them. These have now published their final Plans, are now considering objections or may even have deposited them with Ministers. Others are conducting their final consultations, and a very few have not yet published their draft Plans.

Objections may be about a particular path or about "sufficiency" - an interesting concept! Originally, my imagination went into top gear on that one, but Councils boggled at the cost of providing complete networks, so we have to accept that this exercise really constitutes only phase one. Most Plans only include the most mentioned candidate paths, however disjointed. I think that all we can do is to make sure that there is a reasonably high percentage of cycleable routes and to ensure that the ones we consider important are included.

In all cases, we trust that there has been, and continues to be, significant input from our members. It would be good, if you do take part in the process, if you would let me know, as I have no other way of discovering the extent of our participation. If you let me have your email address, we could set up an informal group.

In connection with all this, I would like to draw attention to a workshop of users who concern themselves with the processes, whether they are Local Access Forum reps or not. This is an annual event and, so far, attendance by cyclists has been sparse. It is on Saturday November 22 at 10.00, at the Stirling Baptist church, a comfortable venue; it's free, and lunch is provided. We should have more cyclists there. If you wish to participate, please get in touch with me regarding travelling expense.

John Taylor

Smarter Choices - Smarter Places [cont. from p.1]

The Scottish Government asked for innovative ideas from Scottish Local Authorities within their expressions of interest. Amongst the actions from the seven successful

authorities were:

- Individual Travel Marketing (sometimes known as Personalised Travel Planning or travel blending) which provides tailored travel information based on the needs of the household
- Self service bike rental interchanges
- Car sharing schemes
- 'Park and Choose initiatives'. Unlike conventional Park and Ride sites, these provide a wider choice set for potential users. This includes: bus, rail, cycling, and trip share - where people can book spaces for car share in one vehicle for onward travel
- Organised cycling and walking trips
- Discounted bicycles
- Free trial bus and train tickets encouraging residents to give it a try
- Infrastructure changes
- More pedestrian/cycle/walking only areas
- No car zones
- Improved conditions for walking, footpaths cleared of obstacles; better managed and maintained streets
- More cycle lanes and secure cycle parking
- Improvement of green space
- Better integrated access from rail and bus stations to key points in towns and cities
- Use of public spaces to increase opportunities for recreational physical activity
- Greater investment in public transport - improved bus services, facilities and better public transport information
- Maps explaining how to walk or cycle to a local shop, or even something as simple as a timetable for their nearest bus stop
- School and work place travel plans

Scotland currently leads the UK in its approach to tackling climate change and the Scottish Government has set ambitious targets to reduce Scottish emissions by 80 per cent by 2050.

In Darlington, a team of travel advisors visited homes and offered travel information tailored to individuals, whilst collecting comments from residents about how their experience of local travel could be improved. The Local Council also found that even by simply giving residents free copies of the most up to date bus timetable led to increases in people switching from car to bus.

Improvements to cycle and walking paths to and from key points in towns have led to impressive increases in cycling and walking. One example from Peterborough saw the installation of high-tech cycle path improvements. New paths, linking in with rail stations, schools, hospitals and other public services, as well as key town landmarks have been installed. Mini-solar panels have even been installed allowing coloured solar lights to mark out paths across the city in early evening and through the night. These generate enough electricity to power the lights for three weeks, with sensors ensuring they only turn on at night.