



working for cycling

## EDITORIAL

After all the activity of the 125th Anniversary at the beginning of May, **Bike Week** seems to have taken second place this year. The thing is though, that the Anniversary Celebrations were really for members – to celebrate what the Club is for us. Bike Week, however, is an outreach activity – to show the many and varied benefits of cycling to those who are not dedicated in the way members are. This was well exemplified in the **Borders Cycling Festival**. After a few years of experimentation and sometimes small numbers, the organisers have persevered and seem to have come up with a formula which is attractive. This year the rides all started from one location in Kelso and were led by members of the local club. There were four rides each day. These were the Saturday ones –

- **Family** 5 miles riding round Floors Castle estate
- **Enthusiast** 22 miles to Harestanes
- **Off-Road Challenge** 12 miles (starting with transport to Kirk Yetholm) partly on the Pennine Way and
- **Challenge** 40 miles to Kirk Yetholm and Jedburgh

This last ride in itself showed some of the range of cycling interests and enthusiasm, as the 20 plus riders included a group of race/time trial enthusiasts from the Berwick Wheelers, some Club recreational/touring riders and a few who were none of these, but nevertheless felt up to (and were up to) tackling this somewhat hilly ride. As I was in this group which left first at 10:00 and arrived back last I never saw the other groups, but I heard that the numbers for the Family Ride were considerable.

The range of options and the support of all the organisations (Council, local sports council, cycle

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clubs, Scottish Enterprise, EU, various local sponsors) helped to provide an event which attracted some visitors into the area from outside and also had appeal to local residents.

This was a two-day event and food and some entertainment were laid on for those staying overnight.

On Sunday the 22nd both **Glasgow** and **Edinburgh** held their **Bike Festivals in the Parks**. These involve a few workers doing a lot of hard work in preparation and on the day, and are definitely aimed at cycle users and non-cycle users rather than cyclists. They aim to catch the attention of those who happen to be passing through the parks or the curious who have seen the adverts and come along to see what's going on. They offer a showcase for letting people see what kinds of bikes are around, what cyclists can do with them, finding out about routes around the cities, getting advice on travelling by bike and discovering the work which organisations like Go Bike and Spokes do for cyclists.

At the start of Bike Week CTC Scotland had an **Open Day** in St Andrews. See the report elsewhere in this newsletter.

## Now for the interactive bit. What do you think?

The Constitution of CTC Scotland requires us to have regular 'Open Days' but strangely enough it doesn't say anything about the purpose of these! Is it to recruit more members to CTC? Is it to promote cycling (for health, for sport, for easing traffic congestion or whatever)? Is it to chivy along local authorities who aren't doing much for cyclists? Or to show examples of good practice from some councils? Is it, perhaps, to get CTC members in an area together for a bit of bonding?

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**Pedal for Scotland**  
**14 September 2003**  
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## KM Rally 2003

At least one couple arrived at Drumlanrig and thought they were the first there – strange as the event was already under way. Fortunately they were in a car, and very soon were 10 miles down the road at the new home of the rally – the Barnsoul Camp site near Shawhead. Due to difficulties at Drumlanrig which looked as if they could not be resolved in time, a late decision was taken to move to the camp site used by the Tandem Club last year. Everyone who knew the conditions in the field at Drumlanrig seemed to think this was a good move (and will be even better next year when the new toilet block is finished). There were one or two little snags – like the coffee stop in Dumfries on Saturday morning was rather close to breakfast as we were so much nearer to Dumfries, and the opposite on Sunday – it wasn't possible to rearrange the service at Keir Kirk, but we still had the buns in Keir Village Hall. Three days had less than perfect weather – damp in patches, but it was warm during the day so we all dried off quickly. However, the nights were something else – very cold for the end of May.



## Aren't people wonderful!

I was landed (thanks, Diane!) upon leading the 'C' ride to Castle Douglas on the first day, and told to have lots of coffee stops (those who ride with me know that I'm not generally in favour of stopping). Problem – between Barnsoul and CD there's only one village (Kirkpatrick Durham), but it does have a pub. Surely good for a coffee stop. Not when there's a padlock on the outside of the door and there are rumours that it's up for sale. Never mind. Cyclists are resourceful – there's a lady with young child in the street (no-one else in the street), ask her, though we can see no shops and are not hopeful. Wonder! She invites us (six in number) into her house. "Sorry all I have is Earl Gray" (getting better and better). We help her boy (aged 4) do a jigsaw, discover that she has in the past been a stoker, and reluctantly after about an hour continue to Castle Douglas greatly cheered at the goodness of humanity. Feel-good factor – maximum.

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Look at what has happened over the last couple of months (May-June) – the May Day celebrations, the KM Rally, the St Andrews Open Day, the Borders Cycling Festival and the Cyclefest/Bikefest. All of these have incorporated the above possible aims in varying degrees and CTC has been involved either through work of individual members or members of affiliated clubs.

If you participated this year in any of these or know from past experience what happens at these events...

- What do you think CTC Scotland should be doing along these lines?

- Which do you think are the important objectives?
- Which kind of event do you think achieves the most?
- What should we do next year?
- Should we do it on our own, or should we pitch in with other partners to make a better event?

Answers need not be on a postcard, but your thoughts would be welcomed. Either write to Editor, Cycle Talk, 11 (2F3) Stead's Place, EDINBURGH, EH6 5DY or email [Editor@CTCScotland.org.uk](mailto:Editor@CTCScotland.org.uk).

## SOAC - SOAC - SOAC

Not the 'soaking' that happens on some Scottish cycle rides, but the Scottish Outdoor Access Code. In the last issue of Cycle Talk Diane Adams set out some of the key features as far as cycling is concerned. She has been disappointed at the lack of feedback from cyclists to inform her comments to Scottish Natural Heritage (SNH), and has accordingly had to respond based on a combination of her own opinions and what she reckons would be the responses of other members.

*Those who act on our behalf within the Right to Ride Campaign of CTC are often castigated by other members for expressing their own views – and admittedly, sometimes they do not completely express the opinions of all members – but without input from YOU (the one in the saddle) sometimes they have to second-guess what you really want. In this case there has been plenty of time to respond to the consultation, so you could have had your say. The day I'm writing this (June 30th) is the final day for responses to be received, so if you haven't done anything about this one, it's now too late.*

Having looked at what Diane has written in her response on behalf of CTC, I consider that she has picked up on some loose ends and untidy drafting, spotted some points where cyclists appear to be regarded as bottom of the pile and the code seems to have been written with one particular section of the public only in mind, asked for clarification on some points, e.g. the difference between a user as an individual and users in a group, and in at least one point suggested that the codes is not severe enough on users' behaviour.

Overall, she has managed the task of responding to the 24 questions based on a 70-page report succinctly and constructively and in a way which should contribute to an improvement of the final legislation.

To those whose idea of a track is simply the Velodrome, the Access Code may have no relevance, but to those who do even short distances along tracks and paths which are not part of the public highway the Code will be important, for the roughstuff addicts and the mountain-bikers it will be paramount.

*Next time there is an important consultation like this, please take some action. John Taylor, Peter Hawkins and Diane Adams all put a lot of effort into making the views of cyclists known and in putting the case for more and better facilities. They have experience in writing the reports in an acceptable way, and know the right people to contact whether for major issues like SOAC or for smaller one-off local matters. Please help them to get it right by feeding in your contribution.*

## TRAILBLAZING with SUSTRANS (part 1)

"How can it take two days to do Edinburgh-Stirling-Alloa-Edinburgh?" was asked of Tony Grant at the Edinburgh Bikefest in June. A group of Sustrans supporters (which included a number of CTC members) found out the last weekend in June when Sustrans organised a Trailblazing Ride for the proposed "Round the Forth Route". This is tied in with the Forth Coastal Path which will eventually run from Dunbar to Fife Ness, and covers the part from the Forth Road Bridge to Stirling along each side of the river. Parts of the route are on roads (that's the easy bit), some along cycle lanes and paths, some on farm tracks and disused railways which have not had any treatment to make them cycle-friendly, and then the rest!! It was suggested that chain-saws and machetes might be issued before the ride. At one point caterpillar tracks for the bikes might have been useful. As it was a trailblazing ride, special permission had been obtained for us to ride in places where bikes are not currently welcomed to see what the problems of more regular access might be. As with many of the Sustrans routes, negotiation rather than bulldozing is the tactic to use in gaining access and facilities.

### So why did it take 2 days?

You'll have to wait until Cycle Talk 29 for the answers. We have run out of space in this issue. But meanwhile - do you recognise this bridge? Where is it, and why is it significant?



## CTC Scotland Open Day *Pat Harrow*

The Committee decided that as Fife has given so much prominence to cycling and its supported infrastructure, it would be appropriate to ask Fife Council to host our Open Day. The result was that it agreed and suggested that the venue be St Andrews during Bike Week as this is where the final part of the Millennium Routes in Fife were completed to connect with the rest of Fife.

On the morning of Saturday, 14 June at the start of Bike Week, a group set out from Dundee to cycle across the Tay Bridge into Fife and followed the North Sea Cycle Route along the coastal path by Tayport, through Tentsmuir Forest, to Leuchars and Guardbridge. It should be mentioned that a stop had to be made to apply sunscreen! The shared use smooth surfaced path took us to St Andrews where we were joined by others for a conducted tour by Chris of Fife Council around the town to show us its cycling facilities. The group who had come from Dundee, Angus, Edinburgh, Stirling and Fife were riding a variety of bikes including tourers, hybrids, tandems and different makes of folding bikes.

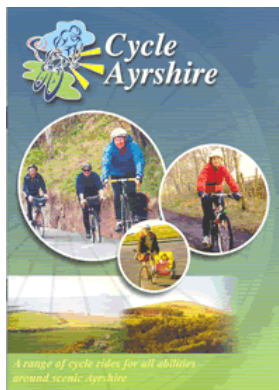
After a sandwich lunch in the Town Hall, we had a number of short presentations by members of Fife Council and CTC Scotland with opportunity for discussion on various items including cyclists' response to the Access Code, the CTC Benchmarking Project in Fife and "Cycling for a Healthy Heart" project. Literature on a variety of topics was available and all present were given an information pack by Fife Council. Leaflets included the Ferrytoll and St Andrews Park and Ride schemes, Traveline (public transport information), travelling to Rosyth Ferry Terminal (including routes for cyclists) and a Kingdom of Fife Millennium Cycleways mouse mat! Details of cycle rides in Fife and from Dundee were also available and a sample copy of the recently published book by Peter Hawkins on cycling in Edinburgh.

The sun was still shining for those to cycle home and the group from Dundee stopped off for refreshments in a pub garden at Guardbridge. Thanks to all those who contributed to the success of the day.

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All possible effort is made to ensure that facts in this newsletter are accurate. Please tell the editor of any inaccuracies – it's too late to correct what's in print, but most information is repeated on the web and can be corrected there.

Opinions are those of the authors, and do not necessarily represent the policies of CTC and CTC Scotland.



This publication puts Ayrshire firmly on the map as a cycling destination for a day-trip or a longer holiday. Using mainly the quiet network of rural roads which link the county's many dairy farms there are routes from 7.5 miles for beginners to a leg-stretching 40 which takes in coastal and high moorland scenery.

The routes radiate from 8 centres around Ayrshire including Ardrossan, Mauchline, Ayr, and Ballantrae. Six of them can be reached by rail from Glasgow and, as bikes are unrestricted on Strathclyde Passenger Transport trains, many interesting outings are only 40 minutes away from Glasgow or Paisley.

The booklet was written and designed by Drew Moyes of Ayrshire Section CTC and copies are available from him at 24 New Bridge Street, Ayr KA7 1 JX (Tel 01292 285313 or e-mail: realise@globalnet.co.uk) The Section will send out single copies but if you require a bulk batch please contact for carriage charge.

Ayrshire local authorities have added to the county's cycling literature with a couple of little local guides. The one from East Ayrshire Council details the network of primarily on-road cycle lanes/routes which have been established in and around *Kilmarnock*. The other is a long-awaited map of the *Irvine Town Trail* which includes a section of the National Cycle Route. Links with Kilwinning are especially useful.

SAE to Drew Moyes (as above) will get you a copy. (Ayrshire members will receive one with their next Sadlebag Newsletter mailing)

### Editor's last word...

Have you noticed how much **co-operation** comes into the successful events reported here? Especially cooperation between cycling campaigners and local authorities. They are often willing to help if they know what we want. Sometimes if can be money, but more often it's being able to speak to the right people, to facilitate something for us, and in return we can offer them support and guidance in getting things right. Let's work together for cycling.

*copy for next issue by end of August, please*