

Here is the Trailer

Did You Know? Tesco in Chichester is now hiring out bike trailers for those who want to cycle their shopping home?

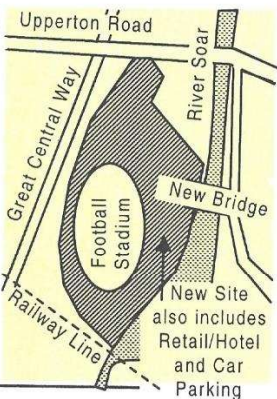
A new DETR publication "Focus on Roads" contains tables giving the results of the Department's National Traffic Surveys for 1997. Some points highlighted are: Motor traffic in Great Britain in 1997 increased by 1.5% compared to 1996 but by almost 500% since 1956. Cycle traffic fell by 6% between 1996 and 1997, continuing a long period of declining use.

Focus on Roads: 1997 Edition (ISBN 0 11 5520562) is published by The Stationery Office, price £29.50

Cycle Garages for New Football Stadium!? *Continued from front page*

the cyclist will probably need to walk, as cycling amongst 40,000 fans arriving over a very short period of time, is not advisable! We've come up with no possible solutions to that one! Martin Gage of Bede Island Community Association said local people do not want the ground relocated, but if it

does go ahead there must be widespread resident car parking schemes. The City Council have stated that no fans in Greater Leicester will be expected to use the car. However the Council really want the new ground, so the fear is that many planning requirements will be watered down, and cyclists will probably only get a few Sheffield parking stands instead. As the developer submitted a late Travel Impact Assessment, a Council decision on this development is unlikely before Christmas, so anyone with comments can write to: Hilary Leigh-Browne, Central Area Development Control, Environment and Development, Leicester City Council, Welford Place, Leicester LE1 6ZG.



Tandem Aid

A development and relief charity (Tearfund) has provided tandem bicycles to help blind and partially sighted Afghans to regain their mobility, following injury in recent wars. Young refugees in Pakistan, for example, are now able to cycle to school with a sighted friend on the front of their tandems. An estimated 150,000 Afghans have damaged vision.

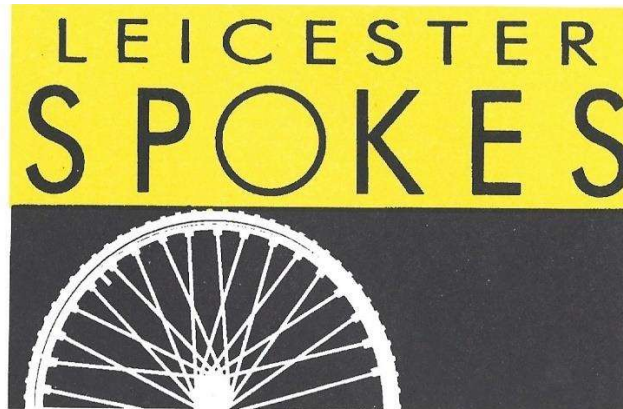
Leicester Spokes Aims are to encourage the safe use of the bicycle as an economical, healthy and efficient mode of personal transport, and to campaign for the introduction of favourable traffic planning measures and cycle routes within the city of Leicester and surrounding area. Leicester Spokes is independent of any political party.

New Safe Route for City Cyclists

A new stretch of the Great Central Way has opened to cyclists and pedestrians. The 100-metre section provides improved access to De Montfort University's sports hall and links up with the new events square at Westbridge Place. Helping to launch the stretch were Mike Peters, contracts manager at Phoenix Contracts, Frances Dooher, vice-chair of Leicester City Challenge, Greg Puczylo, of Leicester Spokes, and Ian Wilson, deputy director of estates at De Montfort University. The £750,000 scheme - which also included a wide range of improvements to the university's buildings - was funded jointly by Leicester City Challenge and De Montfort University. The Great Central Way extension is the latest addition to Leicester's network of footpaths and cycleways.

Leicester Link, Sept 1998

Abbreviations used throughout newsletter:
DETR - Department of Environment, Transport and the Regions
CTC - Cycle Touring Club



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Issue No 53

Winter 1998

Cycle Garages for New Football Stadium!?

Plans for a new Leicester City Football Club 40,000 seat stadium located at Bede Island South, have been submitted to the City Council. This proposed development will be twice the size of the existing Filbert Street ground. But not only that, also planned is an 87 bedroom hotel, three fast food restaurants and three non-food retail units. As one might expect there will be car parking at the site, but the 12.5 hectare-site plans show only 1359 spaces, much of which must serve the retail/hotel developments. So most fans, if not all, will not be able to arrive by car. This massive structure shall be adjacent to the Great Central Way Cycle route, so this is an ideal opportunity for Leicester City Football Club to consider sophisticated cycle parking, not just a bunch of parking stands. The developers have indeed proposed "Cycle Garages within a controlled secure area... (which) ...could be combined with a season or match day ticket discount to

WILL L.C.F.C. BE



encourage greater use by non car modes.", but no precise details have been given. Leicester City Council Cycling Officer and Leicester Spokes have suggested that ideally what is needed is a computerised access system, in which fans would use a smart card to gain access to cycle lockers/or secure area and only be able to leave/retrieve their own bike. A single cycle parking attendant, like in Leicester's Bike Park, will not cope, even if just 1% of those arrived on bikes. This is not "pie in the sky", such schemes are already in place at Public Transport Interchanges in Japan and Holland. There is the

"SADDLE UP!" Glenda Tells Local Transport Chiefs

"Cycling is good for everyone. It's a sustainable, healthy and environmentally friendly means of transport. It can contribute to our integrated transport strategy by helping to reduce congestion, and helping to improve our environment. We will be expecting local authorities to integrate cycling into their local transport plans, improving provision for cyclists."

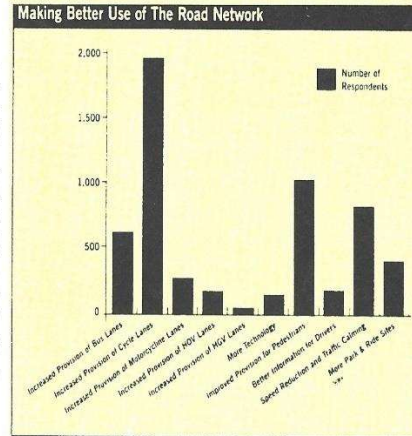
Glenda Jackson,
Minister for Local
Transport, 8/10/98

other problem that
Continued on back page

Support for cycling & walking

The Government was inundated with responses to the Integrated Transport Policy (ITP) consultation paper. Most government consultations receive perhaps less than 100 responses - the ITP received over 6000! A summary of all these responses has just been released. When asked how to make the best use of the road network the overwhelming response was to increase provision for cycling. This was twice as popular with the public as the next biggest response. This table clearly shows John Prescott how much public support there is for increasing provision for cycling, walking, speed reduction and traffic calming.

CTC, Cycle Digest, Autumn 98



Newsletter Contributions

Articles for consideration for the Leicester Spokes Newsletter are welcome, including non-commercial leaflets for free distribution to members only. Next newsletter deadline is 31st Dec. 98.

Members Only

Spokes members will get at least one extra information leaflet in this newsletter, maybe more. So if you've not joined Leicester Spokes you'll be missing out. Fill out the form overleaf and send it in!

A Day Out in the Wreake Valley

It was a warm sunny day when I arrived at Town Hall Square, a day full of promise for the ride ahead. With 8 people on the ride there were enough people to chat to, but also a chance to ride on one's own and enjoy the sense of freedom which comes from cycling. Out along the riverside way and through Watermead Park made a lovely traffic-free start to the outing. Through Syston and East Goscote and then we were really on our way. We followed the river on quiet country lanes with lovely views and picturesque villages until we crossed the railway line at Frisby where we stopped for a sumptuous pub lunch - a good menu with a large choice of hot and cold meals and efficient service. Well, the sun was still shining so out came the hats and the suncream and a few drinks later we were on our way again. Crossing over the A607 we ambled down deserted country lanes - a few animals in the fields stopping their munching to look at us while we admired the rolling views. Cycling through some of the East Leicestershire villages made me appreciate the beauty of the Leicestershire countryside, and all within easy reach from the city. Heading towards Barkby for tea (and cakes) at the village hall we could look across to the Charnwood Hills standing proudly against a backdrop of blue skies. Much revived by the tea we headed back towards the city, feeling the late afternoon breezes on our faces and agreeing what a lovely day it had been.

Caroline

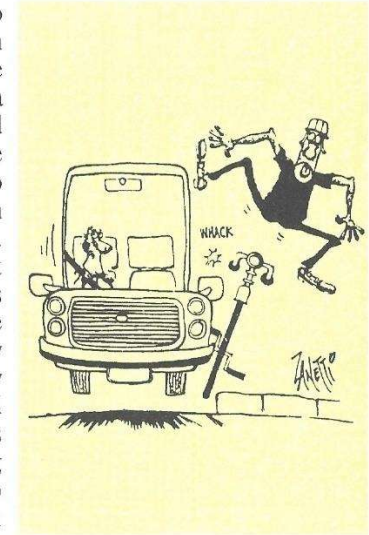
Courtesy Bells

Dear Sirs, I have read Spokes no.52 as I try to read all my mail. The Question I beg is. Now cyclists & pedestrians are mixing more & more, why cannot cyclists who often curse motorists for lack of consideration of others, do put their (cyclists) house in order & carry & use bells? It would win much public sympathy if such courtesy applied. Yours faithfully. County Councillor Duncan Lucas. 7/9/98.

Thwarted Threat to the Right-to-Ride™

The CTC has won a significant victory in defence of cyclists' right to ride on the UK's roads. The Driving Standards Agency (DSA), acting on behalf of the DETR, had been consulting on a new version of the Highway Code. The proposed change instructed cyclists to 'always use cycle tracks and lanes when they are available'. The CTC believed that this would represent a fundamental erosion of the freedom of cyclists to choose their own routes and the organisation alerted the cycling community and raised the issue directly with the DSA. The CTC argued that as a matter of principle cyclists' right to use the road should be maintained. In practice cycle tracks are often not suited to the journeys cyclists need to make- they are frequently unlit, shared with pedestrians, poorly maintained and meander. Nevertheless, under the new wording, any cyclist who preferred to use the road and was subsequently involved in an accident might have found themselves accused of contributory negligence for failing to follow the Highway Code's advice. The CTC's call to action triggered an angry and overwhelming response from cyclists opposed to the new proposals. Following strong representation the Code has been re-drafted to advise cyclists to 'use cycle routes when practicable'. Commenting on the change, Kevin Mayne, CTC Director, said: 'This is a major victory for cyclists rights. Cycles are vehicles, their place is on the road and cyclists have a right to expect roads to be safe for them to use. This proposal would have banished bikes whenever an alternative facility, of whatever use or quality, existed. The Highway Code is not law, but it is highly influential. This climb-down will ensure that CTC members and all other cyclists retain their right to ride. We are delighted that the Government has seen sense'. For further information please contact Lisa Warburton of the CTC on 01483 417217. 'Right-to-ride' is a CTC trademark.

CTC 29.7.98



New National Car Share Scheme

Unable to travel by bike or public transport? National Car Share, launched this summer may be of interest to you. It will help you to make the most of each car journey by allowing you to arrange to share car journeys. It offers a 24 hour information service. Look for their website on www.nationalcarshare.co.uk. Further details can be obtained from: Tel. 01344 861600, e-mail nationalcarshare@dial.pipex.com

Join!

Family £9; Waged £6; Unwaged/Student £3
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**3rd party insurance is available to members only and costs £2.00 per person. It only covers you against claims from other people, not bike theft.
 *Leicester Cycling Map is published by Leicester City Council, produced by CycleCity Guides.

Membership	£	I can help with ...
Cycle touring tips	£ 3.00	<input type="checkbox"/> Newsletter mailouts
Leicester Cycling Map*	£ 2.95	<input type="checkbox"/> Legal work
3rd Party Insurance**	£ 2.00	<input type="checkbox"/> Lobbying
Printer Fund donation	£	<input type="checkbox"/> Artwork
TOTAL	£	<input type="checkbox"/> Cycle counts
		<input type="checkbox"/> Photography
		<input type="checkbox"/> Other

Data Protection Act: Your membership details are held on computer.

Bonkers Bikes and Boneshakers.

If you thought shaft drives, suspension and recumbent bikes are all new inventions, visit the Pinkerton Collection at Arbury Hall just south of Nuneaton. The collection contains all sorts of cycles from early boneshakers to new shaft drive gas suspension bikes. In between are various weird and wonderful bikes - how about a Crypto-Bantam? Or a Long Emma? Or a Moulton Tandem? There's even a bike with an eccentric rear wheel which is powered by jumping up and down as you go along. When you've had enough of the bikes take a look around the hall and the lovely gardens, there's also a tea shop... Several Spokes members were inspired to build their own machines, so expect to see some Frankenstein's creations turning up in the near future.

Is the Structure Plan going Green?

The Leicestershire, Leicester and Rutland Structure Plan 1991-2011 Consultation Draft was open to public scrutiny till 9th November. Eventually a Structure Plan will be adopted which will govern strategy for many policies including the transport infrastructure and housing/ industrial/ shopping developments, till the year 2011. This 180 page document is difficult to summarise in a few short sentences, but what is there in it for the cyclist? Apparently cycling is seriously considered stating "After walking, cycling is the most sustainable mode of transport. Cycling has clear advantages over the private car, having little or no adverse impact on air quality, energy consumption and congestion levels." So what will we get? Basically both dedicated cycle routes and on road (including main road) provisions for cycling, and new developments must have cycle access and suitable parking facilities. So is the plan green? As a cyclist, am quite excited by it. However a shame existing developments cannot be retrospectively made more green. Greg.

The Landing

New Cafe Upstairs, above the Ark
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 Excellent cycle parking

Can Cyclists Have their Cake and Eat It?

Leicester and Leicestershire County Councils have put in a joint bid for Central Leicestershire Transport policies and programme 1999/2000. This is an annual request to Central Government for transport infrastructure funding. They state "Cycling is an essential element of the Leicester and Central Leicestershire transport policy", and this is reflected in the largest requested funding over other Package Capital Measures in this £4.5m (million) bid. Costs for "Measures to improve Travel by Bicycle" are expected to be £0.7m for the bid year, and similar amounts every year till 2011. But cyclists should not get too excited, as the amount of money awarded by Central Government is usually less than half of that requested, and the allocations to different schemes can change. This current year's budget for cyclists was £0.22m. Other measures which should help cyclists are Traffic Calming: £0.5m, and bus related measures: £0.3m. There is now a new bid of Safer Routes to School: £0.4m. A welcome announcement (for cyclists) is that there will be no further bids for so called "Junction Improvements" which tend to make motor traffic travel faster to the next bottleneck. Leicester Spokes thanks Leicester's City and County Councils for giving cycling such a high priority.

the Bike Park leicester

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Help us to Help you

Do you have a query regarding cycling facilities, or lack of, in your area? Active members at Leicester Spokes, have access to much information which may help you. Here is a recent case where Spokes was contacted a concerned cyclist. Graham of Syston has been lobbying the Syston Parish council on the lack of cycling infrastructure proposed for the Syston traffic calming scheme, especially along Melton Road. Spokes was able to provide Graham with relevant information which was hoped could strengthen his case to try and include more cycle friendly features into the traffic calming scheme, such as cycle bypass lanes. Even though at the end of the day Graham was disappointed that nothing specially was included for cyclists, the following explanations were given by officers on what could and could not be achieved: Cycle bypass lanes in residential streets or shopping high streets would lose car parking spaces, which is unlikely to be politically acceptable, so would risk the whole scheme being rejected at Council committee stages, although the anticipated reduction in speeds with the proposed scheme was hoped to bring benefits for cyclists. At the end of the day people like Graham, have helped to place cycling needs into the minds of Councillors and Planning Officers. Thanks Graham.

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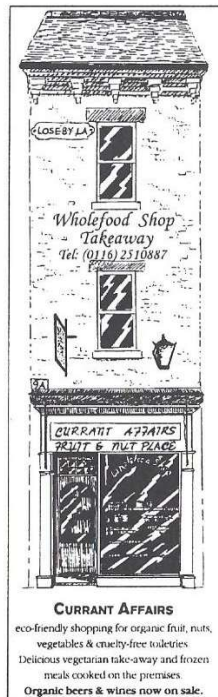
A winning team managed by former Cycling Champions Alex & Martin Webster

Home Delivery Services - A Taste of the Future?

Is the future of shopping going to be on-line shopping and home delivery? Home shopping is expected to account for more than 25% of all sales in 10 years time and many retailers are beginning to launch their own services. In doing so, they are beginning to address concerns over the environmental impact of shopping. Initial research shows that replacing individual car trips with a fleet of delivery vans could result in a reduction in mileage travelled of between 70 and 80%, even if systems are operated with relatively small vans and few customers. It could also help reduce the culture of car dependence, as a major reason for car use is the carrying of goods. But what about green delivery services? Zero Emissions is a company offering bike-based delivery of goods in London, using specially designed three-wheeled pedal cycles. It also provides complete delivery packages, and is currently running services for a number of companies, including food stores and book retailers. Some customers order the goods from home, whilst others shop as normal, leaving Zero to transport it to the destination. According to founding partner Andrea Casalotti, the service is not only environmentally-friendly, but more reliable since a bike-based service is far less affected by congestion and traffic restraints. The rider can estimate delivery time to within a five minute range with a high degree of confidence. He also notes that the vehicles are cheaper than vans, are able to transport chilled and frozen goods (using special EU approved cool boxes) and will enable the recruitment of younger drivers, who may be attracted by the health benefits. Such schemes are

realistic only for local deliveries, he admits, but they have clear advantages as the bikes are considerably less threatening, less noisy and less polluting than vans. He argues that it is in the interests of local authorities to promote home delivery services, as a key tool to traffic management and to ensure the prosperity of local shopping areas. Meanwhile, the company is also exploring the possibility of providing delivery from some kind of shoppers base, where customers could leave a range of shopping at a central point, for bike-based delivery later on.

With thanks to the Environmental Transport Association for permission for this article



Fun Balloon Weekend

Sunshine, rolling hills and winding back roads typified Christine's three day tour to Northampton's Hot Air Balloon spectacular. The 9 fun riders (including Mina who only recently learned to ride) stayed at Badby YHA, the only hostel with a thatched roof, bike store, nice kitchen and a very nice pub 100m away. Quiet lanes and nice local walks too. Tea stop at the Cafe/deli in Long Buckby which also has supermarkets while Daventry has a bike shop. The balloon festival was blessed with sunny, blue skies and no wind - ideal for the more spectacular shaped balloons like the free fall Action Man, OS map and Bertie Basset designs. Stupendous!

Learn to Love your Car

A confidential document by the Society of Motor Manufacturers and Traders (SMMT) has been leaked to Friends of the Earth (FoE). The SMMT are planning a £12 million campaign, over 5 years, against Labours transport policy, as it claims "the Government is no friend of the car". The campaign includes a national advertising blitz, and even a specific programme aimed at our children, at schools, as it admits "...the car industry will initially be swimming against the tide of Government and public opinion." so "The motor industry's resolve to lead and control the process of changing opinions is critical". The SMMT aims are "to protect the long term commercial freedom of the motor industry, and the lifestyle freedom of car users." It shall oppose new legislation and the regulation of car use, in favour of self-regulation and voluntary agreements. The paper goes on to say "The ultimate audience for this campaign is policy-makers who have the power to legislate against the car: Government, Whitehall and Westminster. It needs to be persuaded that the industry is in some way able to self-regulate ... However, policy-makers operate in a climate of public opinion - this administration more than most". The campaign will therefore target both "informed opinion" and "problem groups" including young people. The report shows that the SMMT wants to act on pollution caused by the one in five existing vehicles which would fail



ILLUSTRATION: CLARA VULLIAMY

existing emissions tests. There is nothing at tackling the problem of overuse of the motorcar and congestion, except the building of more roads by saying "There is strong, popular support for many bypasses and local road schemes. Where road improvements provide the right environmental and economic solution Government should

take them forward without delay.". Commenting on the leaked paper, FOE Policy and Campaigns Director Tony Juniper said "This leaked document confirms that the motor industry is not only cynical but immoral. Why should they have commercial freedom when everyone else be denied the right to breathe clean air? Instead of spending money on trying to manufacture public opinion they should be helping to solve Britain's

environmental and transport problems by discouraging excessive car use. If they did that they might be popular enough not to need expensive public relations campaigns".

See the full report on the FoE website: www.foe.co.uk/camps/atran/smmt.htm

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