

## Contribution to Air Pollution

Motor vehicles produce 90% of the carbon monoxide, 51% of the nitrogen oxides, 41% of the volatile organic compounds and 19% of carbon dioxide released into the atmosphere each year. *Cyclists' Touring Club, Bikes not Fumes, 1992*

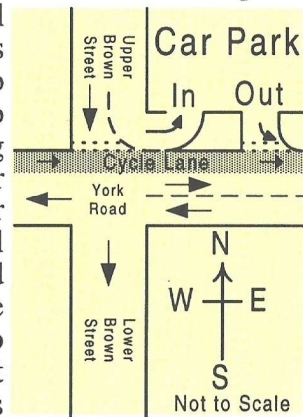
## All Traffic Schemes to be Scrutinised

Spokes man Viv and local CTC rep Gerry have been appointed by the City Council to receive consultation plans for all the local transport schemes for this financial year and feed back any comments on behalf of all Cycle Consultative Panel members. They will be facing around 70 such schemes!

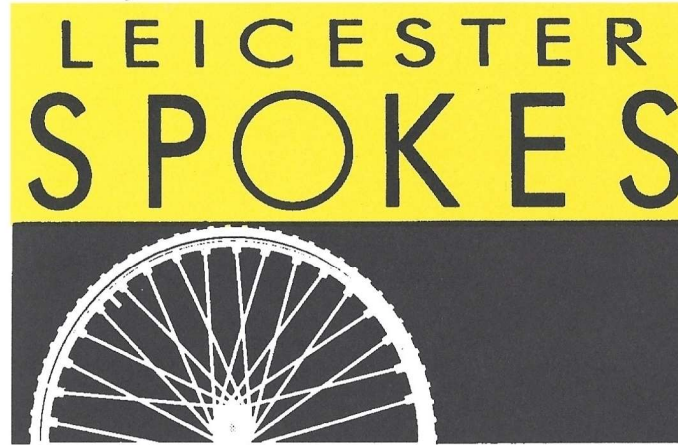
GOOD LUCK  
VIV & GERRY!

## York Road Cycle Route Controversy

There has been much Leicester Mercury coverage of the cycle route along York Road. The line of the route has been considered essential linking De-Montfort University to the City Centre for many years. The actual scheme itself has been an experimental order for over a year and recently has been under local media gaze due to local business concerns that it is "dangerous". This is not because cyclists were likely to ride illegally, but due to that motorists were unlikely to pay attention to the new road layout, omitting looking out for cyclists from their right at the junction of Upper Brown Street and when leaving the Newark Street Car Park. A worrying delay followed when the City Council Urban Sub Management Committee members deferred the future of the scheme pending a site visit. The scheme has now been accepted with changes to be made to junction priorities and extra signing to be introduced at the exit of Newark Street Car Park reminding motorists to be more vigilant for cyclists.



Leicester Spokes is on the Internet  
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Issue No 55

Summer 1999

## Big Transport Award for Leicester

Central Government has awarded Leicester the second highest local transport funding of £4.934 million for the year 1999/2000 when compared to all the unitary authorities in the country. Compared to the year before, this is an increase of 11%. Last year £2.5 million was spent on the A46/A47 link road, but now there are no new road proposals in the Greater Leicester Area. Hence the amount of money to be spent on sustainable transport and traffic calming has effectively increased by substantially more. However major road maintenance and bridge strengthening funding has also increased by 121% and 310%. Funding for "Measures to improve travel by bicycle", has been increasing from £103,000 in 97/98 to £145,041 in 98/99 to £313,000 in 99/00. The main part of the funding is aimed at completing Leicester's section of the Sustrans route 6 (Dover to Inverness) and route 64 (Leicester to Peterborough). This later route means that at last there should be more "severely lacking" cycle routes in the east of the city. Further funding may be available from Sustrans for these routes. These national routes are planned to open in Summer 2000 and 2005. It is becoming increasingly difficult place a monetary value on the remainder of local transport funding which improves the cyclist's lot, as "Safer routes to school" allocation of £169,000 includes a proportion for cycle parking at 3 schools. Also £498,000 for traffic calming, local safety schemes; and the Belgrave Corridor scheme which gets £1.1 million this year includes new bus lanes. These should benefit cyclists as long as their needs are taken into account, but that's another story! See back page "All Traffic Schemes to be Scrutinised".

## A Last Resort

Provision for cycling should be of good quality, to both attract and retain users. The conversion of footways and footpaths to shared use by cyclists and pedestrians should be regarded as a last resort measure, where there is no opportunity to improve conditions on the carriageway.

Guidance on  
Provisional Local  
Transport Plans  
DETR April 1999

## ON YER BIKE

All Repairs & Servicing  
Wheel building on Premises Resprays  
Part Exchange / Second Hand Cycles

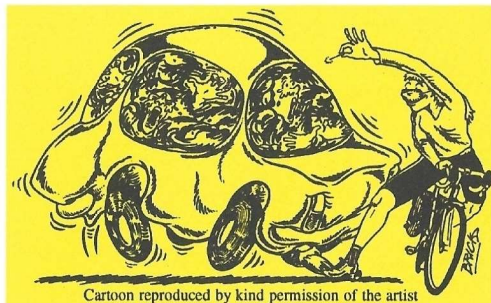


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Cartoon reproduced by kind permission of the artist

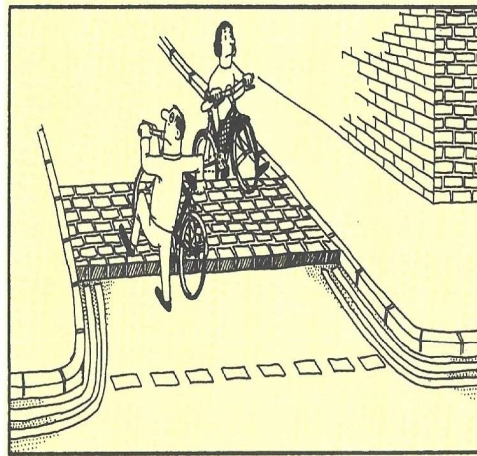
## June Diary Dates

Don't Choke Britain - All month  
Green Transport Week - 5th to 12th  
Car Free Day - 8th  
National Bike Week 12th to 20th  
Bike to Work Day - 16th

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

## Road Closures in your Area

The City Council accept that road closures constructed before 1988 did not take cyclists into account, but are now willing to consider altering road closures, subject to funding, to ease cycle passage. Unfortunately they do not know where all the road closures are! So if you are aware of cycle unfriendly road closures in your area, please let us know and we will pass on the information to the City Council! Write to "Road Closure Spotted", Leicester Spokes, PO Box 30, Leicester LE1 7GD.



Cartoon reproduced by kind permission of both the artist and CTC source "Cyclists and Traffic Calming"

## Off yer Bike Sir!

Sir George Young the Bicycling Baronet (and Transport Secretary of the last Government) was warned off his bike even though he had a carrier for his red boxes!

Guardian 14/4/99

## Spokes Fun Rides

There are still 16 free "Fun Rides" between May and October. Members already have a copy of our Ride Guide. Send an SAE to "Ride Guide", Leicester Spokes, PO Box 30 Leicester LE1 9DG.

## Bikes on Trains: Your Help is Needed!

Which? magazine, published by the Consumers' Association, has requested help with their research for future reports as follows:

Taking Bicycles on Trains: If you have recently taken or tried to take your bike on a train, we would like to hear from you. Was it easy or trying? Was it easy to get the information you needed? If you had to pay; was it expensive? Were there any restrictions about when you could travel? Also, what are the facilities like for leaving your bike at the local station?

Replies to: Dept SEL, Which?, P O Box 44, Hertford X, SG14 1SH.

Send a copy of your reply to Caroline Talbot at Leicester Spokes - we'd like to build up a local picture on this issue- the more information from cyclist rail users the better! Look out for the Which? report once it is published - we'll keep you informed through the Leicester Spokes newsletter so watch this space!

## Subscribe to CCN News

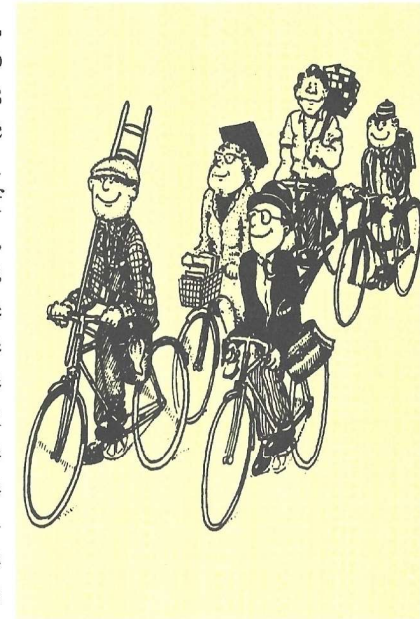
Leicester Spokes is affiliated to the Cycle Campaign Network (CCN). This organisation keeps us informed of activities of other cycle campaign groups around the country by receiving their newsletters and CCN's own newsletter CCN News. CCN News is now available on subscription to individual cyclists. The charge is £6 per annum (5 issues). Send cheques (payable to "Cycle Campaign Network") to Colin Langdon, 22 Gorsewood Road, Liverpool, L25 2QW.

## Tax Cuts for Business Cycle Use

Government Budget announcements have the usual tax increases for motorists and smokers, but last March's Budget also had something for cyclists too! No, cycles are not to pay road tax yet. Government is recognising the importance of cycling as a serious mode of transport, and so has doubled the tax-free mileage allowance for cyclists to 12 pence per mile. Also businesses are now able to provide cycles, cycling equipment, workplace bike parking and changing facilities to employees tax-free. Stuart Reid, CTC Campaigns and Policy Manager said: "We're delighted that the Chancellor has taken this extremely positive step. There has been much discussion since the Budget of the impact on the motorist of increased fuel duty, but these measures show that the Government is prepared to use carrots as well as sticks to achieve the vision set out in the Transport White Paper." He continued: "The message to employers should be clear. It's now easier than ever to do your bit in resolving the UK's growing transport crisis and the bicycle is coming to the forefront as part of the solution."

Other welcome transport related moves are the removal of employee tax benefit charges on works buses, subsidised public transport and employer's tax free provision of alternative transport when car sharing arrangements break down. Friends of the Earth have also welcomed these and other measures but have criticised the Chancellor for failing to use revenues from green taxation to fund essential environmental infrastructure and services, including public transport. Commenting, FOE Executive Director Charles Secrett said "This Budget put the environment at the heart of economic policy- making. This is a vital change in the direction of Britain's economic policy, perhaps the most important since the Second World War. Yet it has not been properly appreciated either by the economics profession or by economics commentators in the media. There is a great deal for the

Chancellor still to do - for example, there is little environmental point in taxing cars more heavily if the revenue is not used to invest in public transport. There will be a great deal of opposition. Grossly polluting companies are often wealthy and politically powerful. But green economics is here to stay. It deserves to be at the centre of media coverage of economics, because it is now at the centre of Government policy."



## Open Meeting

## What Cycle Parking?

Leicester City Football Club, Filbert Street  
Tuesday 15th June 1999 at 7pm  
Please arrive at Reception

For further background see separate article overleaf  
"Planning Condition - Parking for 200 cycles!"

## Planning Condition Parking for 200 cycles!

A special meeting of the Leicester City Council Environment and Development Committee on 22nd March 1999, considered planning conditions for the new Football Stadium. With reference to cycle parking, the condition imposed presented to the committee stated "Details of cycle parking for staff and customers must be approved by Leicester City Council. Parking must be in most accessible locations and where there is maximum surveillance and must be provided before any of the development units are brought into use". However "At the eleventh hour" the committee further imposed the condition that a minimum of 200 cycle parking places must be provided. Spokes is taking a keen interest as this is the first time in Leicester a Major Development has been instructed to provide this many cycle parking places. But what form will these take? Where will they be located? How secure will they be? So Spokes have asked Leicester City Football Club (LCFC) to hold a meeting with cyclists to discuss these issues. Indeed LCFC are looking for ideas on what to provide and want your views! The meeting shall be held during National Bike Week on Tuesday 15th June 1999 at LCFC Filbert Street. Arrive at Reception at 7pm.

## Use of main roads by cyclists

An article in the January 1999 issue of Traffic Engineering + Control by Rosemary Sharpies (ex-CCN) discusses the use of main roads in urban areas by utility cyclists. Although surveys often show that cyclists do not like busy roads, and non-cyclists cite traffic as a principal concern, when alternative routes are provided they are often used only by a minority of cyclists. Main roads form an important component of the routes that cyclists choose to use. Research by the University of Leeds showed that distance and time are the most important considerations in cyclists' route choice, with time the more important. Dutch research found that 50 per cent of cyclists use a route which differs less than 5 per cent in time from the fastest route. In Edmonton, Canada it was found that with the exception of river valley routes, all frequently cycled routes are along major arterial roadways. Most of the well-used cycle routes have traffic volumes in excess of 20,000 vehicles per day. A Cycle Challenge project at Heathrow Airport found that over one-third of cyclists (new as well as existing) used main roads to commute. At the Elephant and Castle gyratory in London (one of the capital's busiest), 75 per cent of cyclists said they would use a slightly longer route to avoid the roundabout. After a cycle bypass was implemented, only 25 to 35 per cent of cyclists used it. Part of the reason for cyclists' route choice might be a lack of knowledge of the alternatives, but often time and ease of travel determine the route used. Most destinations are on main roads. Safety and comfort are not necessarily better elsewhere, whilst as cyclists gain experience they gain confidence in riding with traffic. The inference is that main roads should receive the bulk of the work done to ensure cyclists' safety.

CCN News, March 1999

## A motorway walks into...

...a bar and shouts at the barman, "RRRraaaaarrrr - I'm the M1 motorway and I'm the toughest piece of tarmac in the world" The barman says "oh yeah?, prove it!" So the M1 shouts at another motorway down the bar, "Hey you, M69, buy me a vodka, or else", and the M69 quickly buys him a vodka. So the barman is well impressed. Then a little skinny green road walks into the bar and shouts at the M1 "Buy me a beer NOW". The M1 starts trembling in fear and quickly buys the skinny green road a beer. The barman says to the M1 "wait a minute - I thought you were the toughest piece of tarmac in the world" Then the M1 says, "I am, but he's a f\*?@#n cyclepath!"



## Car costs sheet

Do you really know how much it costs to own and run a car? Well York Cycle Campaign have produced a car costs pro-forma allowing anyone to work this out. It also includes useful suggestions of how to use a car less, and includes typical costs for alternative modes of transport. York Cycle Campaign have allowed us to reproduce this sheet for our members. For a copy send an S.A.E. to "Car Costs Sheet" Leicester Spokes, PO Box 30, Leicester, LE1 9DG.

## Leicester Spokes AGM

On 11th March 1999 the following Spokes members were elected to serve on the Leicester Spokes Committee:

Ian\*- Chair  
Greg\*- Honorary Secretary  
Ned\*- Honorary Treasurer  
Ordinary Committee Members:  
Adri\*, Caroline\*, Gerry, June\*, Mark, Neil\$, Roger, Simon, Viv\*.


Accounts as at	31/1/99	31/1/98
Income	£1049.32	£765.14
Expenditure	£1525.18	£901.63
Balance	<b>£3519.35</b>	£3995.21

After many years of service Mark and Simon have stood down from positions of Chair and Secretary. Many thanks for their hard work. It is welcomed that they continue as ordinary committee members, whose experience will be valuable.

\*Named members on the City Council Cyclists Consultative Panel  
\$Internet Web Site Administrator  
#Newsletter Editor

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Spokes Map Book Ref: Page 17,5 / H.

## JOIN NOW! to help increase the lobbying and campaigning impact of *Leicester Spokes*

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..... Leicester Spokes, PO Box 30, Leicester, LE1 9DG

\*Third party insurance is available to members only and costs £2.00 per person. It only covers you against claims from other people whilst cycling, not bike theft. Insurance is arranged through the CTC.

\*\*Leicester Cycling Map is published by Leicester City Council, produced by CycleCity Guides.

**Data Protection Act:** Your membership details will be held on computer



## Walking and Cycling in Great Britain

Walking and cycling have both declined over the last ten years. Between 1985/86 and 1995/97, the overall proportion of journeys on foot fell from 34 to 28 per cent, and by bicycle from 2.4 to 1.6 per cent.

The distance walked fell by a fifth, from an average of 244 miles per person per year in 1985/86, to 195 miles in 1995/97. Over the same period, the average distance cycled fell from 44 to 39 miles.

The decline in cycling is mainly because fewer people cycle, rather than each cyclist cycling less. There is still a small group of enthusiastic cyclists, making fewer but longer journeys than in the past. In 1995/97, 7.5 per cent of men and 3.5 per cent of women in the National Travel Survey sample used a bicycle at least once during the survey week.

About one in four walking trips in 1995/97 were to the shops.

More than one in three cycling trips were to and from work.

Just over half of children aged 5-10 walked to school in 1995/97, compared to two thirds in 1985/86; and less than 2 per cent of pupils aged 11-16 cycled to school in 1995/97, compared to more than 6 per cent in 1985/86.

The peak cycling month is July, with more than twice the proportion of active cyclists than in December, which has the lowest level.

London Journey Times For door to door journeys in central London and for short radial journeys, bicycle is the fastest mode of transport.

Complete car journeys that begin and end in central London take nearly twice as long, on average, as those by bicycle.

## Taxis in Bus Lanes

In Spring 1998 Leicester Spokes Newsletter reported the introduction of an Experimental Traffic Regulation Order (TRO) allowing Licensed Hackney Carriages (Taxis) to use bus lanes. We also asked readers to object or support the TRO. On the 24th February 1999 Leicester City Council Urban Management Sub Committee approved that this TRO, Taxis in bus lanes, be made permanent. What follows was the report submitted by Council Officers to that Committee:

At its meeting on the 24th June 1997 Sub-Committee approved in principle the making of the above Traffic Regulation Order on an experimental basis, the effect of which was to permit the use of various bus lanes and bus only roads by Licensed Hackney Carriages. All legal procedures in connection with the Order have been completed. Following public advertisement of the proposals seven objections were received. The objectors were invited to attend an objectors meeting on Tuesday 9th February 1999 and one objector attended. The Traffic Officer commenced the meeting by outlining the scheme and reasons for proposing the experimental order and confirmed that the order had been delayed until the purpose built policy for hackney carriages was implemented. The experimental order had now been in force for more than 14 months. Mr. Frankland, like the other objectors who had written in, was very concerned about the probability of the increased safety risk for cyclists within the bus lanes. He stated that allowing hackney carriages into bus lanes would increase the amount of traffic using the lanes. There was more chance of hackney carriages having a greater speed than buses and the probability was that they were more likely to try and overtake a

cyclist in the bus lane. He felt that this was not a cycle friendly act and that this would actually put people off cycling within the city centre. It was felt by Officers that although there was a probability of greater risk to cyclists, this was still safer for them than being made to travel within the general volume of traffic. Allowing hackney carriages to travel in bus lanes would assist this form of public transport, and was felt to be an important link in the public transport system. From accident statistics available during the time of the experimental order it was seen that there were no reportable accidents between cyclists and hackney carriages in bus lanes. It was also seen from surveys carried out that there was, in fact, a reduction of contraventions within the bus lanes by other classes of vehicles after the experimental order was introduced. Mr. Frankland was concerned about the amount of hackney carriages that could possibly use the bus lanes and the traffic officer confirmed there was in the region of 300 hackney carriage licences within the City of Leicester at the present time, the vast majority of which work when public transport had ceased, such as during the night. Mr. Frankland also was concerned over the controls available to the Council to regulate the number of hackney carriage licences within the city. It was confirmed to him that there were procedures available to the Council to control the number of hackney carriage licences within the City, unlike private hire vehicle licenses, and that these could be exercised if they were found to be needed in the future. Mr. Frankland concluded by stating that he did not think that this step shows the Council in a very cyclist friendly light. Comments made by letter from the other objectors reiterated Mr. Franklands objections with regard to probably increased risks to cyclists.