



Where are we at? Where are we going?



Roger Geffen

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CTC, the national cycling charity





About CTC

- CTC the national cycling charity
 - c70,000 members, founded 1878
 - Cycling activities, membership services (legal, insurance, magazine)
 - Campaigning nationally and locally
 - Cycling development e.g. cycle training, outreach





Benefits 1: Economy

- *Reducing congestion.* A road lane carries 7 times more cycles as cars.
- *Stronger local economies.* Cycle-friendly planning is good for property values, retail vitality, local businesses, and “agglomeration” (benefits from businesses being close to each other).
- *A more resilient national economy.* Reducing oil-dependence supports energy security and balance of trade.
- *Wider economic benefits* e.g. due to reduced health-care costs and absenteeism, and improved productivity.





Benefits 2: Environment

- 65% of all car trips in England are <5 miles – a 30 min cycle ride
- Switching an average 4-mile daily car commute would save half a tonne of CO₂ - c7% of the average Briton's annual emissions.
- Doubling cycle use by switching from car travel would save 0.7m tonnes of CO₂, as much as switching all London-Scotland air travel to rail.
- Also addresses air quality, built environment, noise, and has low impact on landscapes, biodiversity etc. Improved quality of life – this also yields economic benefits



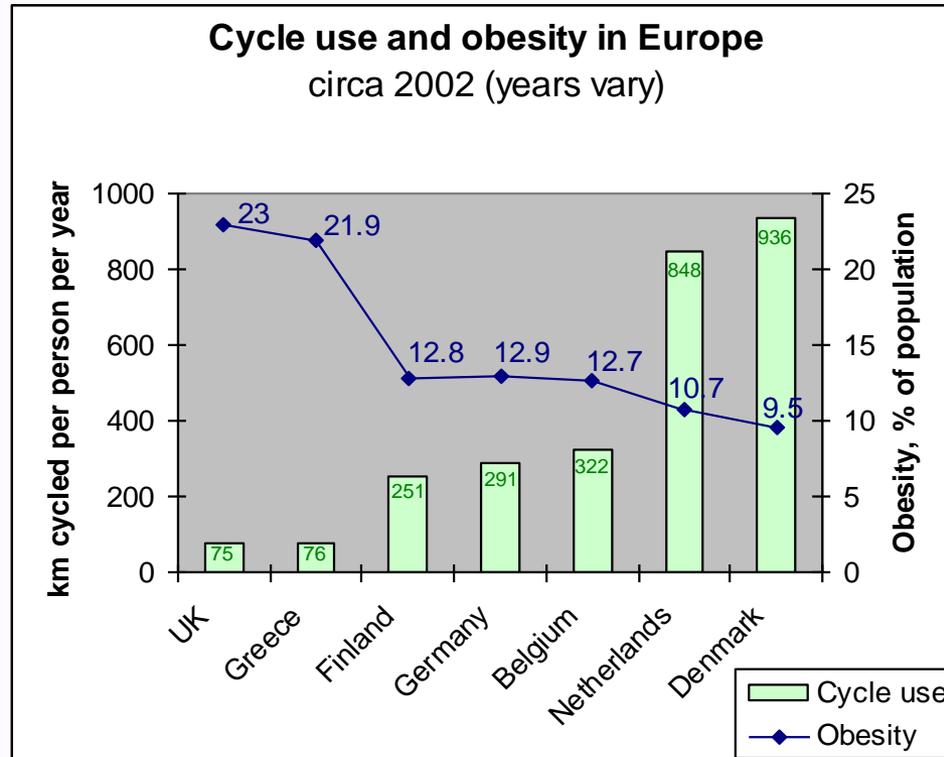
Benefits 3: Health

- Cycling in mid-adulthood gives you a level of fitness equivalent to being 10 years younger...



...and a life expectancy 2 years above the average

Lower NHS costs, absenteeism etc also have large economic benefits

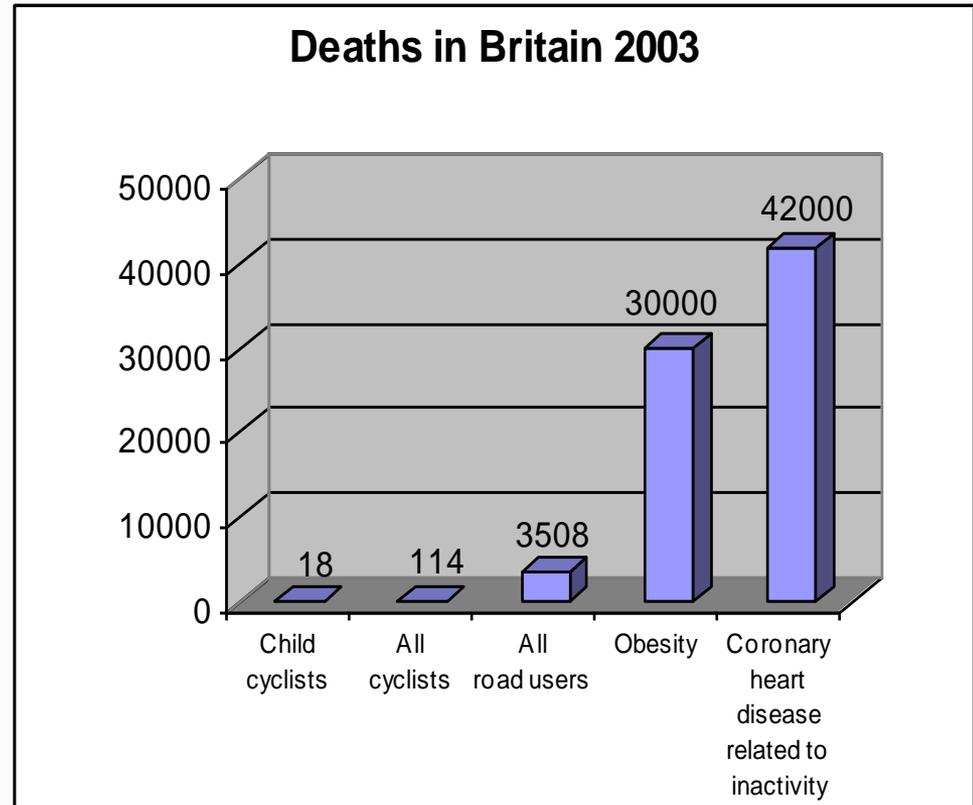


A relationship between cycle use and obesity?



Cycling is healthy not dangerous

- Health benefits far outweigh risks, by c20:1
- Those who do NOT cycle to work have a 39% higher mortality rate than those who do (*Copenhagen heart study*)

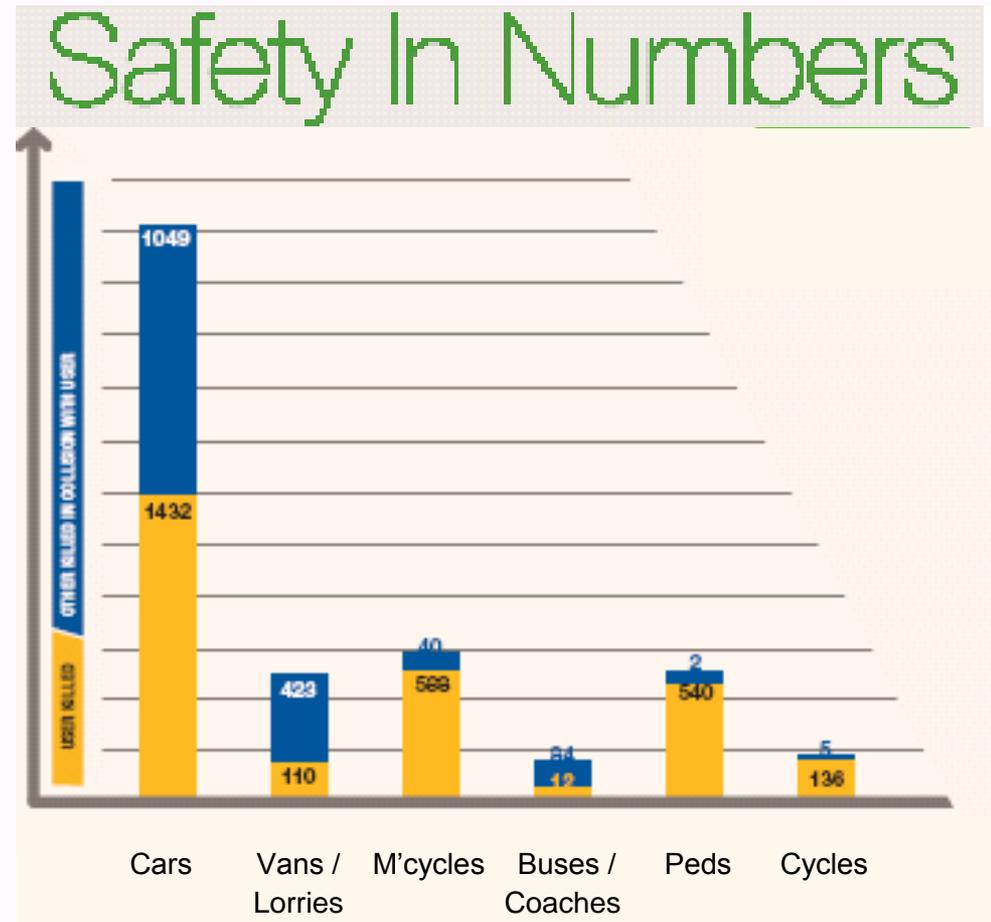


It is dangerous NOT to cycle!



Health v safety?

- Cyclists have a very low rate of involvement in injuries to others.
- Cycling gets safer the more cyclists there are: the “Safety in Numbers” effect.
- e.g. London since 2000:
 - Cycle use up 150%, serious and fatal injuries down 18%
 - Many other examples from UK and Europe...





'Safety in numbers'

Theory:

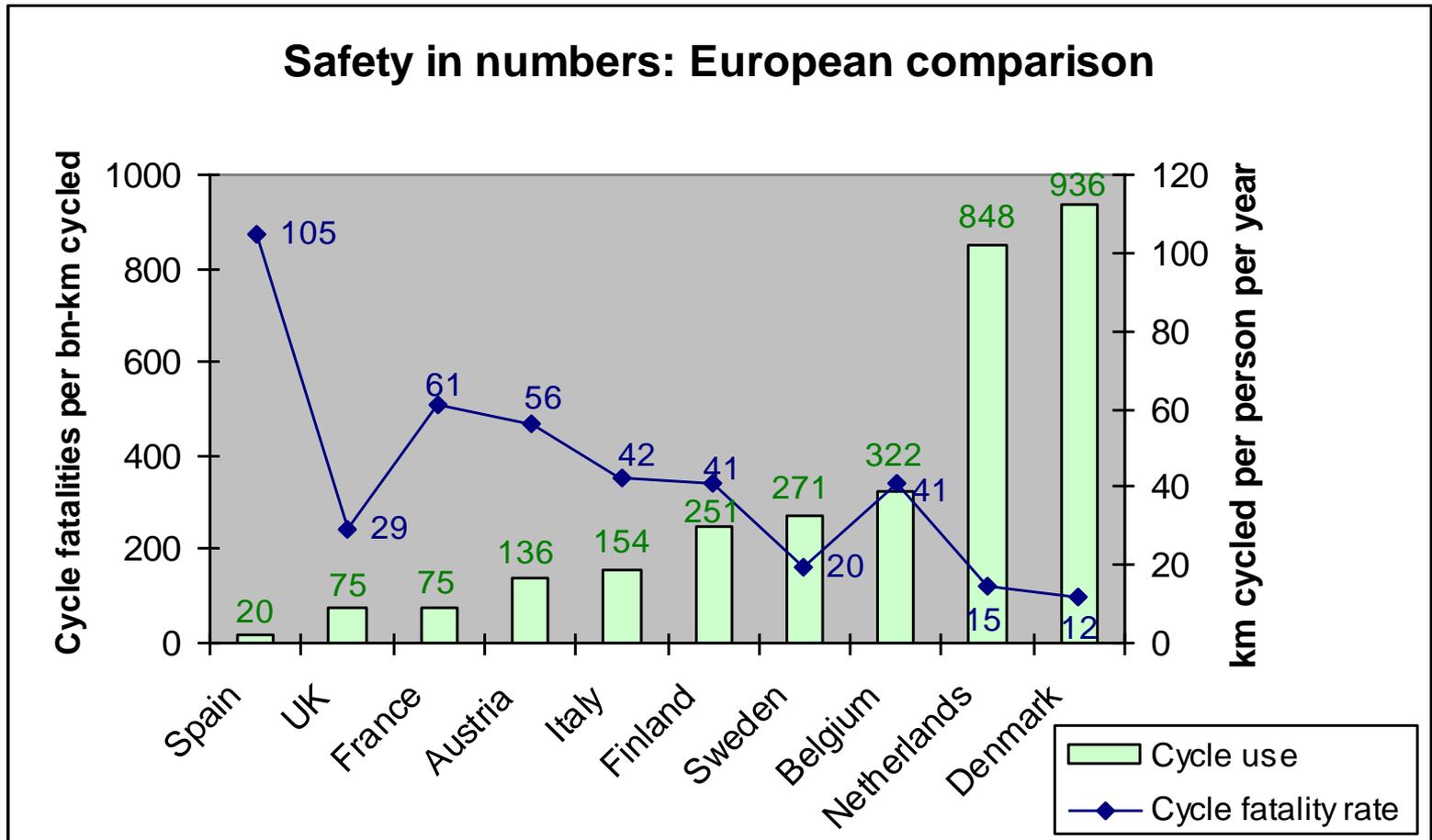
- A 100% increase in cycle use will result in just 34% increase in cycle casualties (Jacobsen)

Practice:

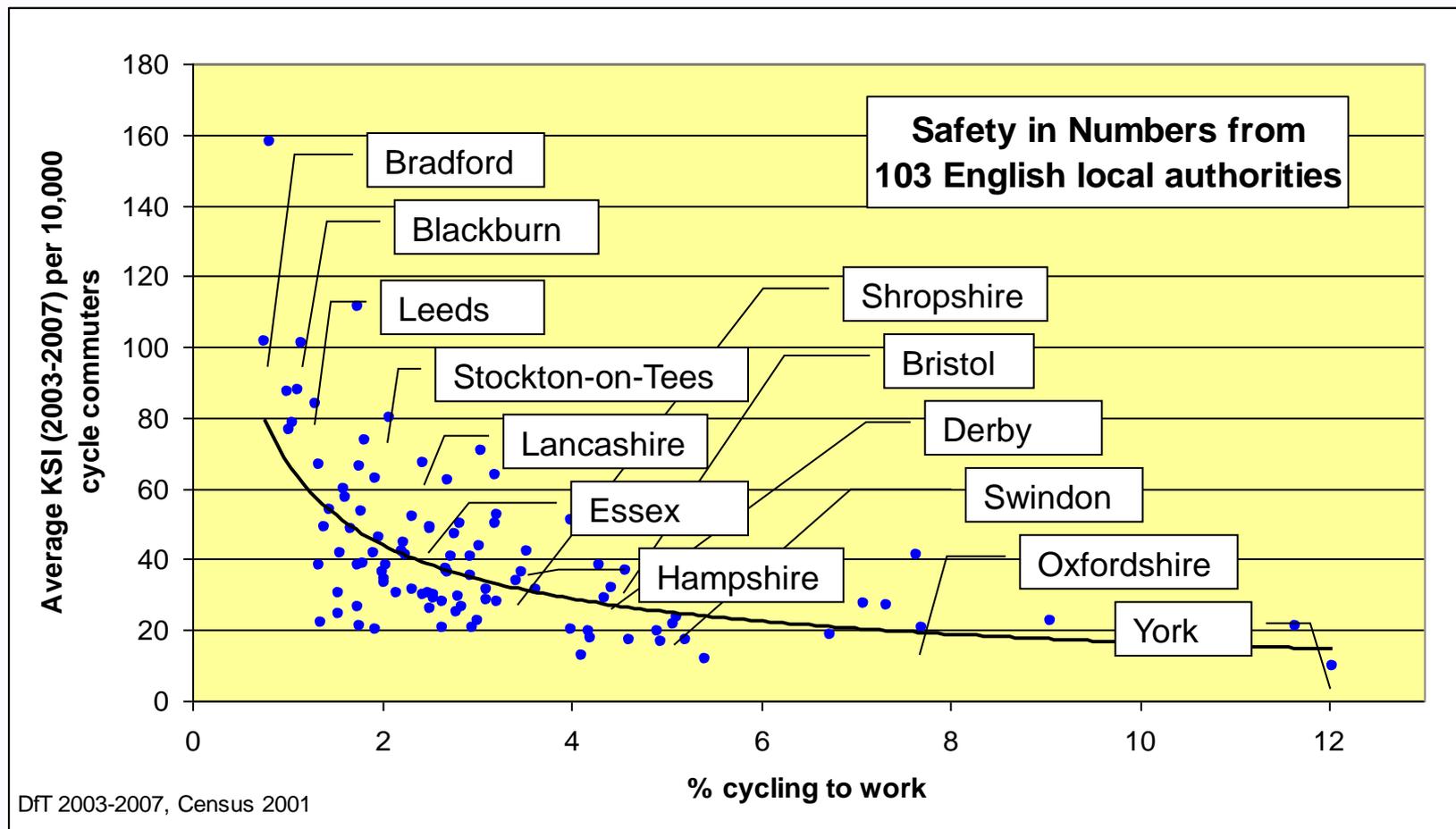
- The Netherlands: from 1980-2005:
 - 45% more cycling, 58% fewer cycle fatalities
- Germany: from 1975-98:
 - Share of cycling up from 8 to 12%, 66% fewer cycle fatalities
- Copenhagen 1995-2006
 - Cycle use up 44%, mode share for cycle commuting up from 31% to 36%, cyclist casualties down 60%
- Leicester, comparing 2001/3 with 2006/8:
 - 43% more cycling, 11% fewer cycle casualties



Safety in numbers: European comparison



Safety in numbers in England





Why does it happen?

Three possible explanations:

1. Drivers become more aware of cyclists and better at understanding / anticipating them
2. A greater proportion of drivers will themselves be cyclists, improving their understanding
3. Increased political will to improve cycling conditions



www.ctc.org.uk/safetyinnumbers



6 key elements of a cycling strategy

1. **Commitment to cycling**
 - Recognising cycling's full benefits and integrating with wider objectives for transport, road safety, planning, health etc
2. **Planning and design**
 - Principles of cycle friendly highway planning and design, quality off-road/leisure routes, access to key destinations, signing, maintenance
3. **Safe drivers and vehicles**
 - Tackling the actual and perceived threats: speed, irresponsible driving, hostile roads/junctions, lorries
4. **Information, incentives and opportunities to try out cycling**
 - Maps, journey planners, promotion, individualised marketing.
 - Cycling events, cycle training, schools, workplaces, health, minority or disadvantaged communities
5. **Public transport integration**
 - Access to stations / interchanges; cycle parking, storage and hire; cycle carriage; ticketing and reservations; marketing; stakeholder engagement and monitoring
6. **Off-road access**
 - Rights of way, parks/canals etc, forest access

Cycletopia

- A visualisation of a model cycling town, based on what is already happening in the UK.
- Includes infrastructure, promotion, integration and leadership
- You don't need to dream of the Netherlands, it can be done here too!





What cyclists want

- Over 1,100 responses to CTC survey. Endorsed key principles:
 - Less traffic
 - Slower traffic
 - Safety and priority at junctions
 - “Dedicated space” on busier roads
 - Traffic-free routes
 - Cycle parking (convenient, secure, sheltered)
 - Decent surfaces and maintenance
- To feel valued, not “kept out of the way of the traffic”





Evidence of what works: 3 key sources



- *“Cycling for transport and public health”* (Euro J Publ Health), relationship between infrastructure and cycle use. Cycle routes / lanes positively associated with to cycle use. Didn’t cite evidence of benefits from 20mph.
- *“Infrastructure and cyclist safety”* (TRL report for DfT). Greatest benefits from speed reduction e.g. 20mph, raised tables at side-road junctions, signalling larger junctions. No detectable safety benefits from cycle lanes.
- *“Transport, Physical Activity and Health”* (UCL for DfT). Says **“The key relationship is between car use and physical activity. In order to increase levels of physical activity, it is necessary to reduce car use.”**



What they **don't** want: Cycle “farcilities”

(see Warrington Cycling Campaign’s “Cycle Facility of the Month” website or “Crap Cycle Lanes” book)



11,000 cyclists protested to MPs when draft revision of Highway Code proposed that cyclists should “use cycle facilities ... where provided”

Yet they strongly support facilities if done well



Cycle planning: a VERY rough guide (1)

“Integrate where possible, separate where necessary”

- Traffic reduction and speed reduction are still the top solutions, “dedicated space” is for main roads where these aren’t politically feasible.
- Traffic restraint is best: capacity, parking, pricing.
- On low-speed / low traffic roads 20mph limit and/or quality street design.
- Contraflows, road closures and other “filtered permeability” or traffic calming (cycle-friendly – avoid pinch-points).
- Removal of centre lines.



Cycle planning: a VERY rough guide (2)

- On busier urban roads, dedicated space needed – wide cycle lanes or bus lanes, or segregation if done well.
- Cycle tracks needed beside fast / major inter-urban roads (few interruptions or pedestrians). Can also be useful where there is plenty of space, e.g. avoiding need to cross roads.
- Key infrastructure spending priority is addressing major junctions and other barriers to movement. No point gold-plating the links if the junctions are still lousy!



Key criteria for quality segregation

- Support segregation where there is the will to do it well:
 - Avoid conflict with pedestrians
 - No loss of cycle safety or priority at junctions (n.b. this may require rule changes, but let's suck it and see...)
 - Good widths, surfaces & maintenance
- If LA budget only covers white paint, it's probably better on the road than the pavement
- Tackling major junctions / barriers may (initially) be a higher spending priority.





2011: Cycling England axed (“Bonfire of quangos” and “Ending the war on the motorist”). THEN...

2012: a year of change?

- Times’s “Cities fit for cyclists” campaign – 8-point manifesto.
- All Party Parliamentary Cycling Group (APPCG) holds 3-hour Parliamentary debate: 73 MPs attended, cross-party support for more and safer cycling.
- N Baker’s “Cycle Stakeholder Forum” and safety subgroup.
- Cycling groups jointly push for action plan stressing the need for: (a) ambition; (b) leadership; (c) cross-departmental, cross-party and cross-organisational commitment; and (d) long-term resources.



- Tour de France, Olympic medals, Wiggins etc
- Funding (in addition to £560 LSTF...)
 - Bikeability funded till next election, £8m
 - Sustrans, £8m Cycle-rail, £35m junctions (£15m London, £20m rest of England), £30m
 - Cycle City Ambition, £12m National Parks
- But still way below continental levels...



Prospects for 2013

- Times newspaper funds APPCG inquiry: Get Britain Cycling
- Parliamentary Early Day Motion EDM 679: Get Britain Cycling (www.ctc.org.uk/get-britain-cycling)
- Government response may well contain fine words (and a few more £-ten-millions) but...
- Serious funding: await Comprehensive Spending Review (this autumn)
- What about wider transport policy?



CTC President Jon Snow calls for leadership on cycling at Parliamentary “Get Britain Cycling” inquiry



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