

Southampton Cycling Campaign Newsletter

Feb 2010

Welcome to the February 2010 Newsletter.

Thanks to all our contributors for making this such a full issue! If you would like to send anything for the next (April) newsletter, please note the copy deadline is **19 March**

Angela



FORTHCOMING EVENTS

8th February 7.30pm Campaign Meeting, Friends Meeting House

8th March 7.30pm Campaign Meeting, Friends Meeting House

12th April 7.30pm Campaign Meeting, Friends Meeting House

21st March 10 am - 4 pm Manor Farm Country Park Cycle Campaign/Sustrans stall at outdoor events day

FEBRUARY CAMPAIGN MEETING

At the February meeting we hope to have a highways engineer along so that we can discuss our concerns about the works about to start in Bedford Place. Many cyclists say that they find the London Road makeover to be at best no better for cyclists and at worst positively dangerous and we do not want to see a similar scheme in Bedford Place. Council engineers are under the impression that London Road works well and that space is shared - but neglected to tell motorists this, with the result that they treat it just like any other road and expect pedestrians and cyclists to give way to them.

We will also need to discuss ideas for Bike Week in June, so please come along and contribute your ideas.

AGM

This is advance notice of our AGM in May. I will be standing down as Chairperson and others may wish to relinquish their positions so think about offering your services to help keep the Campaign running. The more people involved, the less work for everyone, so even if you only have an hour or two each month to spare, there will be a role for you - no previous experience necessary.

Lindsi Bluemel

LOCAL TRANSPORT PLAN 3

Southampton Cycling Campaign was one of the organisations to receive a draft of the first document for Local Transport Plan 3 (known as LTP3) ie a short statement of the objectives and priorities of LTP3 (details of implementation will come at a later stage). A group of Campaign members met in December to look at the document and draw up a response. Our main concerns were:

- 1) The objective of *economic growth* - we thought this should be replaced with *responsible management of existing resources*
- 2) The objective of *increased transport choice* - we would prefer to see *sustainable and active transport modes prioritised over the passive and environmentally damaging*
- 3) The objective of *competition among bus companies* - we would prefer *bus companies managed for the benefit of all*

Local cyclist Eleanor van der Hoest submitted her own considered response which you can read below. I am sure members will have views and opinions about how cycling should be incorporated in the LTP and I hope some of you will come along to meetings later in the year when we discuss the details of implementation.

Lindsi Bluemel

THOUGHTS ON SOUTHAMPTON LTP WITH REGARD TO CYCLING

Here are some thoughts of mine concerning cycling in Southampton. (I'm not a member of the Cycling Campaign; I cycle a lot around Southampton and drive a car):

1. In view of the gathering momentum of the Transition Towns movement, I would expect additional pressure on Southampton City Council to *seriously* address the **promotion of cycling and other sustainable types of transport**. This would require a proper working relationship with both the Cycling Campaign and the Transition Town Group on Transport.
2. The **short deadline** for comments to such an important document suggests the usual official consultation where views are sought but not heeded. Still I'm writing in the hope that this is not the case this time.
3. Promoting cycling is relevant to all the stated **Goals of the LTP**: Support Economic Growth ('promote a modal shift away from the private car to more sustainable modes'); Tackling Climate Change; Promote Equality of Opportunity; Contribute to better Safety, Security and Health; Improve Quality of Life.
4. **Existing designated cycle ways**: in my opinion they are there for the convenience of motor vehicle drivers, not for the ease and safety of cyclists. Their purpose appears to be to remove cycles from certain junctions and busy roads. They often seriously inconvenience cyclists, who after a very short distance have to give way to get back onto the very road on which they were already proceeding straight ahead! This causes a hazard as cyclists may be loathe to do this. There are seldom warnings to motor vehicles to beware of cyclists joining the road - the onus is always on the cyclist. The cycle paths are generally only found where the cost is minimal (e.g. painting a white line on an

already wide pavement or squeezed in on a bit of road vehicles don't use anyway). No wonder they are underused.

5. On the internet I found a summary of the **LTP** but could not open the main document! In the summary, cycling only got the most cursory mentions, once promising more cycle paths and just the word 'cycling' in connection with the term active travel but no detail, compared to much detail about buses.
6. Southampton has an opportunity to make **people-centred transport** a high priority at this time of need for sustainability. While it would be asking too much to go as far as the Netherlands city of Groeningen, for example, due to differing culture & entrenched attitudes etc, the council could pave the way for real progress here if it had the will.
7. I would hope for the following:
 - a. Commitment that any **new road layouts**, especially large junctions, will have ease of travel and safety for cyclists and pedestrians as the **starting point** in the planning, rather than a casual afterthought.
 - b. Boldness in giving **clear right of way to cyclists** where reasonable, with unequivocal signage. E.g. when a cycle route goes straight on, cyclist should not have to give way to cars turning crossing their path.
 - c. Improved provision of **cycling proficiency training** for children and adults.
Advertising campaign to attract more people, targeting adults who haven't ridden for a long time and lack confidence.
 - d. **Guidance leaflets** readily available on how to deal with difficult traffic situations.
 - e. **Active Travel campaign** - I don't know what this encompasses but I would hope: (free or low cost) workshops on getting started as a cyclist, basic maintenance; contact info for advice e.g. safe routes between specific points; ("Do you need that car journey?....")
 - f. **City council displays** at public events such as Southampton Festival on how to get there without your car.
 - g. **Signage** in the city comparable to countryside "Think Bike", rather "Think Cycle".
 - h. **At junctions reminders** to road users turning left or right to give way to those going straight ahead (includes pedestrians and cyclists).
 - i. **Publish facts** about health benefits, relative safety and sustainability of cycling, including tips for keeping safe; good reasons for cycling (sheer pleasure as well as morality!)
 - j. **Park and ride scheme**, which has cycle hire as well a bus service.
 - k. I'm sure there are lots of ways to **encourage people** to ride (or walk or bus) instead of driving, and possible incentives. I want the council to show it is serious about tackling congestion, emissions & road safety.
 - l. Generally **make life easier** in the city for those on foot, cycles and buses, and harder for car drivers (except disabled folk).
 - m. Give a **positive message** to allay the sense that car drivers and cyclists are in opposing camps. You can be in both! (Take your children on a cycling outing/holiday)
 - n. Give information about **percentage of journeys** by bicycle (on foot) in Southampton and other cities in Britain and Europe with targets for improvement.
 - o. **Ride to school/Ride to work clubs**.
 - p. Proper thought-through and fair policy about contracting **cycling trainers**
 - q. Give **driving schools & driving test centre information** for new drivers on how to

deal with cycles.

r. When **planning permission** is sought for e.g. supermarket, make requirement to have adequate access for pedestrians and cyclists as well as cycle parking facilities. (Often there is not even a pavement.)

s. Creation of **targeted safe through-routes for cyclists**, rather than piece-meal paths of a few dozen metres dotted about the city.

I have been dismayed at Southampton City Council's lack of initiative on these matters, while claiming to be green/cycle-friendly etc. It is clear from the LTP summary that this has not changed. Yet, while too few people cycle, we can't expect the council to take action while pressure from the car-driving, non-cycling population is much greater. Many people say they would not cycle because it is too dangerous. It might be daunting to get started but for some it is an excuse and they have no intention of cycling even with the best facilities. I am not in favour of more cycle ways of the sort we have now. They are often worse than useless: dangerous. Rather educate and enforce road rules so people feel confident riding in traffic. What's needed is a culture change so cycling is seen as honorable and not looked down on. The more people cycle, the safer it will become, as motorists will have to consider the less powerful and more vulnerable road users. Is it possible to borrow a good idea from the nautical world: steam gives way to sail? It's much easier to stop and then catch up in a car than on a cycle (especially on a hill), yet how rarely do car drivers make way for a cyclist or a pedestrian.

My priorities:

1. Education for cyclists, potential cyclists and other road users
2. Priority to cyclists & pedestrians when planning new road layouts
3. Safe through routes for cyclists between popular locations (instead of tiny ineffective stretches of cycle paths) planned using advice from people who cycle these routes.

Eleanor van der Hoest

MOTORBIKES IN BUS LANES?

More than 4000 people signed a petition asking the Mayor of London to reconsider the trial putting motorbikes in bus lanes. The Mayor decided to go ahead with the trial, which started in January 2009. According to Transport for London, who ran a survey about the trial, 76% of responses to the survey have supported the trial and 23% opposed it. London Cycling Campaign want to make sure cyclists' views are adequately represented.

TfL has also looked at collisions for the first four months of the trial, but said that it's impossible to draw conclusions from the data covering this short period. The trial will continue for the first six months of 2010. You can send your views to the Mayor via email at any time to mayor@london.gov.uk. If you are sending in comments or experiences please also copy them to campaign@lcc.org.uk. If you wish to tell them of incidents in bus lanes, please add the date and location if you can.

SOUTHAMPTON CITY COUNCIL ROAD TRAFFIC ORDERS

Southampton Cycling Campaign has objected to the following proposed Road Orders:

RUBY ROAD

We received notification of a proposal to remove the *southbound contraflow bus lane*. On behalf of Southampton Cycling Campaign I wrote to the Solicitor to the Council asking for clarification: as the contraflow bus lane is also a cycle lane and marked as such on the Southampton Cycle map, would a contraflow cycle lane remain after the removal of the bus lane, as the proposed order does not refer to removing a cycle lane? If *bus lane* in the proposed order actually means *bus and cycle lane* then we would, as a matter of principle oppose the order.

My suspicion is that no-one at the Council gave any thought to cyclists at all, as the removal of a cycle lane would presumably have been discussed with Dale and at a cycle forum.

LYONS STREET

We have also received notification of a proposal to *reverse the one way flow of traffic on Lyons Street from eastwards to westwards*. This would remove a useful short cut for cyclists wishing to access the Royal South Hants and the DoP from The Avenue.

Lindsi Bluemel

TWENTY IS PLENTY

As cyclists in a busy city, one of our biggest challenges is avoiding being hit by other vehicles on the road. Sometimes it feels as though you need eyes in the back of your head to steer clear of motorists who are about to mow you down. Of course, the faster vehicles go the worse the outcome for anyone involved in a collision - which is why 20 mph speed limits, where practical, are such a good idea.

Nearby, Portsmouth has a scheme of residential roads which have 20 mph limits set on them. The City Council's leaflet, "Proposed 20mph Limits For Your Area", sets out clearly what they want to achieve by the scheme, lists all roads in this scheme and has a clear accompanying map. "Speed", the leaflet says "is directly linked to the severity of injuries sustained in an accident". So, they want to achieve a safer City "without speeding traffic putting people at risk of being hurt or killed". Excellent. And it's not just Portsmouth who are going down this road. The website for the campaign for such speed limits <http://www.20splentyforus.org.uk/> lists Oxford, Norwich and Leicester among those working in this direction. And, according to a recent article in the Echo, Winchester is too.

Wouldn't it be good if Southampton went down this route? As the election season looms up, perhaps our Councillors and candidates might lend an ear to such a suggestion. So, find out who yours are and alert them to these proposals and the Twenty is Plenty campaign and website. You never know, they might just listen.

Rose Nicole

BASSETT RIGHTS OF WAY

Newsletter readers will recall that Southampton City Council are examining potential rights of way, starting with a consultation in Bassett ward in the latter half of 2009. The Council have now made decisions on the basis of the evidence they have collected and are allowing a four week period (from 7th January) for comments or objections to their proposals in Bassett. We were particularly interested in the following:

1. Sherwood Close (link between the Toucan crossing at the top of the Common and Pointout Road / Winchester Road); BS26b
 2. Part of Roman Road, Chilworth (from Chilworth Roundabout to The Clump, Chilworth); BS4a
 3. Part of the track from the north end of Coxford Road to The Clump, Chilworth; BS6a
- These three routes have been proposed as Restricted Byways, and as such cyclists would have a right to use them.

All the other paths included in the consultation (other than that running from Pointout Close to Burgess Road, proposed as a restricted byway) have been proposed as Public Footpaths; as such cyclists would have no right to use them, with the exception of BS9a, from Woodview Close (off Bassett Green Close) to Spindlewood Close (off Glenwood Avenue), where the official notice makes it clear that the cycle path running alongside the footpath is not affected by the proposed order. No path has been classified as a bridleway, even where there are links to existing bridleways. A full list of these routes is shown below.

We are grateful to all of you who provided evidence relating to these routes. However, routes (2) and (3) above continue as public footpaths outside the City boundary. These two, together with the track running North from the Golf Course at the Sports Centre to Roman Road, have also been examined by Hampshire Countryside Access Forum as part of the "Discovering Hampshire's Lost Ways" project and we would still welcome evidence of use or other information about them: contact Lindsi Bluemel (see this newsletter), Sue Coles (see local CTC runs list) or myself (John Heath, tel. 80 49 65 07).

Summary of proposals

code	Name	status	Grid references (10 digit)	
BS4a	Roman Rd	RB	41851 17288	to 41745 17415
BS4b	Chilworth Rd	RB	41940 17265	to 41963 17213
BS4c	Lingwood Walk	FP	41698 17103	to 41747 17180
BS4d	Fitzroy Close	FP	41928 17052	to 41938 17045
BS6a	Coxford Rd	RB	40578 16466	to 40577 16581
BS8a	Links View Way	FP	41799 16886	to 41910 16859
BS9a	Woodview Close	FP	42041 16651	to 42106 16584
BS10a	Bassett Green Cl.	FP	42615 16574	to 42643 16615
BS13a	Holly Hill	FP	41351 16192	to 41268 16201
BS15a	Aspen Holt	FP	42192 16457	to 42278 16515
BS15b	Crabbe Lane West	FP	42299 16229	to 42656 16165
BS15c	Brindle Close	FP	42437 16204	to 42435 16202
BS15d	Hurlingham Gdns	FP	42471 16168	to 42469 16191
BS16a	Evesham Close	FP	42509 16184	to 42507 16181
BS16b	Crabbe Lane East	FP	42667 16170	to 42779 16250

BS16c Bassett Gn Village	FP	42844 16259	to	42855 16201
BS16d Bassett Green	FP	42889 16271	to	42923 16271
BS16e Bassett Green	FP	42749 15918	to	42854 16193
BS22a Honeysuckle Rd	FP	42533 15659	to	42517 15586
BS26a Pointout Close	RB	41212 15215	to	41240 15147
BS26b Sherwood Close	RB	41328 15264	to	41311 15321
BS27a Bassett Meadow	FP	41672 15502	to	41668 15473

John Heath

HAMBLE SHORE PATH UPDATE

Letter from Cyclists Along The Shore (CATS) which has been formed to campaign against the ban on cycling along this scenic river path:

We believe that cyclists have a right to use the path, through long established use. We met with officials from Hampshire County Council earlier this week to determine the best way to get our rights recognised and are investigating a number of options:

1. Statutory designation of the path as a restricted byway
2. Common Law recognition of the right for cyclists to use the path
3. Designation of the path as a cycle track under the Cycle Tracks Act 1984

All of the above will take time. A quicker approach may be to seek a voluntary designation of all or part of the path, but this would require agreement from the landowners. We have been contacting landowners along the route and so far they have been very supportive - there is only one that we know of who is opposed to cyclists using the path and he also seems to be against joggers and pushchair users!

The council officers are at the moment gathering information about the route. This includes the views of the local landowners and the history of cycling the route as shown by the user evidence forms. If you have not yet completed a user evidence form please do so. We are also gathering what other information we can and passing it on to HCC. Related to this there was once a building along or near the path called "Captain's Cottage". Does anyone know where this was?

For all those who are continuing to cycle along the path can I ask you to please show consideration to other users. The last thing we want at the moment is to antagonise any of the local landowners or pedestrians who are currently being very supportive.

Also if any of you are challenged or anyone tries to obstruct or prevent you from cycling (or jogging) would you please let us know?

CATS warsashcats@btinternet.com

CTC/CYCLENATION SPRING CONFERENCE

Portsmouth is hosting the CTC/Cyclenation Spring Conference on Saturday 17th April. Portsmouth Cycle Forum is very involved in the conference, whose theme is 'Future Cycling Cities'. More information will be on their website www.pompeybug.org.uk.

POLICE TELL CHILDREN WITHOUT HI-VIZ TO WALK

Police in Norwich are stopping schoolchildren who are not wearing hi-viz clothing and telling them to get off their bikes and walk. CTC Campaigns Coordinator Debra Rolfe, who spoke to the police officers, said: "While it is great the police and the school are taking an interest in cyclists' safety, CTC is very concerned that it sends out completely the wrong message. By stopping the children they are merely blaming the victims rather than dealing directly with what causes the majority of cycling crashes - bad driving. If the school is concerned about cyclists' safety, I would strongly suggest they offer Bikeability and ask the council to introduce lower speed limits near the school." The CTC's Right to School Campaign supports parents, pupils and teachers wanting to cycle to school.

CONTACTS

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SCC Website www.southamptoncyclingcampaign.org.uk

Membership application

Join us and help make a difference!

Name

Address

Telephone

Email

Annual fee (please circle) £10 Waged / £5 Unwaged

Return this form with your fee to SCC Membership Secretary,
39 Swift Road, Woolston, Southampton, SO19 9FP

Cheques payable to **Southampton Cycling Campaign**, please.