



Southampton Cycling Campaign

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NEWSLETTER!**

www.southamptoncyclingcampaign.org.uk
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Campaign Rides

When not campaigning for improved facilities for cyclists in Southampton, members find time to enjoy themselves cycling in the beautiful Hampshire countryside. We are indeed fortunate to have the South Downs, the Test Valley and the New Forest within easy reach and Campaign rides provide an easy way to explore these areas. Rides are free and there is no need to book, just turn up to the start venue before 10 am on a road worthy bicycle; hybrids are best as some of our rides use bridleways and gravel tracks. Older children are welcome.

If you have never been on a Southampton Cycling Campaign ride, why not come along to one of the rides below, or join members in Bike Week, when we have a ride every week day evening. The aim of the rides is friendship and fun, not speed, and we always have a coffee and cake stop around the mid-way mark. Campaign rides usually take place on the third Sunday of the month; they start at 10 am (assemble from 9.45 am) and finish at the start venue between 1 and 1.30 pm.

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In summer months we may have one or two full day rides as well and in August this year we are hoping to organise a trip to the Isle of Wight and follow the NCN route from Cowes to Sandown (more details on the website nearer the date).

— Forthcoming Rides —

- | | |
|------------------------------|--|
| 13th - 21st June | Bike Week rides
(see separate programme) |
| Sunday 12th July | All -day ride to Winchester
using bridleways. Meet at Lakeside
cafe (Eastleigh) at 9.45 am |
| Sunday 16th August | Middle Wallop via Broughton
using quiet roads, restricted byways and
bridleways. Meet at Dunbridge Station
at 9.55 am. |
| Sunday 20th September | Bishops Waltham
using quiet roads, rural lanes. Meet at
Haskins Garden Centre at 9.45 am |

**Pick up a full programme at your local bike shop or go to:
www.southamptoncyclingcampaign**

Lindsi Bluemel

— **Bike Week 2015** —
13th - 21st June

Saturday 13th June 7.30 pm: Showing of the Cars v Bikes film at the Art House

Saturday 13th June: Cycle event in Eastleigh More details will be on the website.

Monday 15th June: Chilworth and Lordswood Meet at 6.30 pm at the Cowherds on Southampton Common

Tuesday 16th June: Stoke Park Woods Meet at 6.30 pm at Lakeside cafe, Doncaster Drove.

Wednesday 17th June: Hamble Meet at 6.30 pm at the Bargate, 7 pm at Woolston Station

Thursday 18th June: Ride led by members Tim Wakely and Jonathon Chant More details on website

Friday 19th June: Farmers Home PH at Durley Meet 6.30 pm at Riverside Park (by Cobden Bridge)

Rides are suitable for all abilities except complete beginners and children over 12 are welcome if accompanied by an adult. If you have bike lights, please bring them in case of any delay in return (e.g. puncture to mend); also waterproof garments if rain is forecast and money for refreshments. All rides are less than twenty miles and the pace is gentle.

Updates and amendments to rides can be found on our website

www.southamptoncyclingcampaign

— Local Election Results —



For the first time in Southampton, a survey of the local council election candidates was carried out to find out their opinions on a range of cycling issues. A set of 8 questions was posted to all 96 candidates in the 16 Southampton wards. The responses were then published on our website at www.southamptoncyclingcampaign.org.uk/election, with the answers grouped by ward to allow voters to

directly compare candidates. This is a format that has been successfully used by Cambridge Cycling Campaign for the past 9 years. A major difference from Cambridge was the response rate of candidates, with Cambridge having 69% of their candidates responding compared to 26% in Southampton; we hope this is something that will improve in future elections. The candidates that chose to respond were generally supportive of measures to improve cycling in the city; however it would have been useful if we could have heard more of the views of candidates that were elected with only four choosing to respond. The intention is to repeat this survey for future elections so that voters can be informed about their candidate's opinions on cycling before they tick that box.

David Thomas

— Air Quality in Southampton —

“As a local Councillor for the Millbrook Ward I am very interested in the steps we can take to make cycling safer across the city. When elected I made taking a ride of the ward with a keen cyclist a priority. As a result I have pressed Tesco to look at better, safer cycle access to their Tebourba Way store. I have raised concerns over lorries and their illegal parking in the immediate vicinity of the docks. I have instigated the cutting back of foliage along a number of cycle routes and asked these are made a priority going forward. Concerns over local roads and their unsuitability for 2 wheels have been made repeatedly and if we truly want more cyclists we need to create the environment that makes cycling safe and fun in our city!

During the air quality scrutiny inquiry a cross party group of Councillors made the case for cyclists in Southampton (along with more tree planting and greening!). One of the recommendations I was most happy with us producing was the prioritising of re-surfacing cycle routes and the need to consult with cycling groups. I am aware leisure cyclists and commuter cyclists can have differing opinions and I think the Council needs to acknowledge and hear directly the needs of all types of cyclists. I am always happy to champion the cause and be contacted further.”

Air Quality Report:

Chairs comments, “Residents told us that Southampton isn’t a good city to cycle in. This needs to change.”

35. Traffic congestion / idling vehicles – Road transport is the single biggest cause of air pollution in Southampton and despite efforts traffic levels in the city are expected to rise with population and economic growth. The resident’s survey identified widespread support for park and ride schemes, investment in cycleways, as well as limiting the idling

of HGVs and trains, and ships hotelling (running auxiliary generators when docked at the port) to improve air quality. The Panel also believe that traffic flows in the city, and the corresponding pollution levels, could be improved.

38. (i) The Council continues to fully support modal shift initiatives through the My Journey campaign and related initiatives encouraging people to use alternative modes of transport.

40. (xiv) Prioritise the re-surfacing of cycle routes across the city, starting with main commuting routes, making cycling safer and more appealing through the revision of the Transport Assets Management Plan (TAMP) including seeking external funding to increase the scale and viability of such a programme. Consulting with cycling groups on new and existing routes.

You can view the full report here:

<http://www.southampton.gov.uk/modernGov/documents/s25578/Appendix%201.pdf>

Councillor Steven Galton



A note to SCC members – CTC Membership

Dear Member,

We as a campaign are an affiliated group member of the CTC which gives our ride leaders liability insurance. Another benefit of this membership is that all paid up campaign members can join as an individual affiliated member for a fee of £18.00.

If you would like more information please email suecolborne@virginmedia.com

— THINK! Campaign coming to Southampton —

Many of us are drivers as well as cyclists. Being both can be an advantage as we can often look at the 'road' from the other's perspective. We would hope that some of our readers are also drivers.

Despite a report last year where drivers said the Department of Transport's THINK! campaign had minimal effect on their behaviour, the campaign will be extended this year to include – among other cities, Southampton.

An evaluation of the THINK! Cycling safety tips campaign found that there had been “very little change on claimed driving behaviours for drivers” after the 2013 and 2014 editions of the campaign. Robert Goodwill, the DfT minister responsible for cycling said: “We have some of the safest roads in the world but one cyclist's death is one too many and we are determined to make our roads safer.

“This poster campaign will build on the success of last year's work to remind drivers to take care around cyclists and remind cyclists of the actions they can take to stay safe on the road. This message is especially important as the weather improves and more people take to their bikes.”

The “success” Goodwill refers to is the DfT's claim that: “Analysis of last year's campaign showed that more than three quarters of drivers agreed the adverts reminded them about the importance of looking out for cyclists.” Being reminded, however, is not the same as actually changing behaviour. As well as the poster campaign, the THINK! Cycling website offers twelve safety tips, six apiece for driving and cycling:

THINK! advice for when you're driving

- Look out for cyclists, especially when turning - make eye contact if possible so know you've seen them
- Use your indicators - signal your intentions so that cyclists can react
- Give cyclists plenty of space when overtaking them, leaving as much room as you would give a car. If there isn't sufficient space to pass, hold back. Remember that cyclists may need to manoeuvre suddenly if the road is poor,

it's windy or if a car door is opened

- Always check for cyclists when you open your car door
- Advanced stop lines allow cyclists to get to the front and increase their visibility. You must stop at the first white line reached if the lights are amber or red and allow cyclists time and space to move off when the green signal shows
- Follow the Highway Code including 'stop' and 'give way' signs and traffic lights



THINK! advice for when you're cycling

- Ride positively, decisively and well clear of the kerb – look and signal to show drivers what you plan to do and make eye contact where possible so you know drivers have seen you
- Avoid riding up the inside of large vehicles, like lorries or buses, where you might not be seen
- Always use lights after dark or when visibility is poor
- Wearing light coloured or reflective clothing during the day and reflective clothing and/or accessories in the dark increases your visibility
- Follow the Highway Code including observing 'stop' and 'give way' signs and traffic lights

— Does Southampton Council have contempt for cyclists —

I believe that this assertion is the only possible explanation for the ways cyclists are dealt with by the council. The attempt to marginalise cyclists is all too clear to see. It appears that we are considered to be in the way of “real traffic” so whenever possible we are designed out of use of the roads. What seems like a murderously mad scheme at the city end of the Itchen bridge seems designed to make it too scary and dangerous for cyclists to use. Witness also the refurbished Northam bridge where despite about a million pounds of investment, cyclists are supposed to stay on the pavements yet when the road becomes narrowed they are expected to use the road.

Motorists must surely be confused too, wondering where on earth cyclists ought to be. Most motorists are taught to drive without due consideration to other road users though, as evidenced by their almost universal tendency to drive so close to the kerb leaving little or no space for cyclists and forcing them onto pavement. This is another victory for Southampton’s anti cyclist policy because pedestrians are given reason to worry about cyclists especially if they have a side-by-side child buggy on a narrow pavement. Many cyclists seem to have concluded that if some pavements are ok to cycle on they probably all are. Thus they get in everyone’s way and an increasing number of people start to get a negative opinion of cyclists. Yes of course that is the place for young children to ride, when not accompanied by a responsible adult but surely not able bodied adults too? The latest seed of confusion is the stencils, on the pavements, making positive statements about the benefits of cycling. This seems to tell pedestrians who might take to cycling, that the pavements are the place to be riding. Well done Southampton council!

The law says that a bicycle is a carriage and should be on the carriageway, indeed a bicycle is the only vehicle which does not require a licence to use the road. Instead it is not unusual for a motorist to shout ,“I pay my road tax!” In their ignorance, they forget that road excise

duty was intended to pay for road maintenance. Bicycles do not damage the roads and cyclists do not kill other road users. The link between road tax and road repair never really existed anyhow.

Ever since 1981 when I, together with about 9 other people, started the Southampton Cycling Campaign, councils of all political leanings have promised and pledged to support cycling in the city. However, as far as I can see, none has ever actually done anything unless dragged kicking and screaming to include some token provision in new developments. Even nowadays, this is rarely done.

We were told at the Cycle Campaign meeting that the Council is trying to achieve a modal shift in people's preferred transport. I have listened to this claim for 34 years and yet, nothing has yet come of it. However whilst life is getting more difficult and expensive for motorists, it is not getting any better for cyclists.

One of Southampton council's measures of prosperity is the number of cars visiting the city's shopping centres. To enhance this flow of "traffic" (cyclists are not counted as traffic) the city has built lots of new road schemes but none has any meaningful regard for people using bicycles. Indeed they undoubtedly frighten most people off cycling. The same attitude goes for university students who are advised not to cycle because it is too dangerous. Well done Southampton council!

All of the above is going on at a time when air pollution is killing at least 110 people a year in the city (*Southern Daily Echo*) and we are being told by the medics that too many of us are overweight and need exercise. Bearing in mind the fact that 70% of all journeys are less than 4 miles, there seems an obvious answer here, but the council have either proved incapable of grasping these simple facts, or they are choosing to do nothing about it. On balance, I think the latter is more likely to be the case.

*Creating confusion, causing pollution and choosing
to avoid the obvious solution.*

Southampton City Council, this is your chance to prove me wrong!



INFORMATION AND CONTACT DETAILS

Our aim is to improve the lot of cyclists in and around Southampton for reasons of health, environment, economy, convenience and pleasure. We are working to persuade the city council to provide better cycling facilities, as well as taking our message to people on the street.

SCC WEBSITE: www.southamptoncyclingcampaign.org.uk

MEMBERSHIP SECRETARIES:

Barry and Sue Colborne, 39 Swift Rd., Woolston, Southampton SO19 9FP.
suecolborne@virginmedia.com

DISCOUNT IN BIKE SHOPS

Don't forget to use your 10% discount, available in most local bike shops. Even more important, encourage friends, family and colleagues who are looking to buy a bike to join the campaign first, to save themselves some money and benefit us at the same time.

MEMBERSHIP APPLICATION

Join us and help make a difference!

Name: _____

Address: _____

Telephone: _____ Email: _____

Please tick here if you would like to be added to the sotoncycling email list

Annual Fee (please circle)

Individuals £10 waged / £5 unwaged

Couples £15 waged / £7.50 unwaged

Please return this form with your fee to Sue Colborne, SCC Membership Secretary, 39 Swift Rd., Woolston, Southampton SO19 9FP

Please make cheques payable to Southampton Cycling Campaign. If you would like to pay using internet banking, please contact above for details.