



COGSnews

The Newsletter of the
Cycling Opportunities Group for Salisbury

Vote for
cycling!

April 2010

TOWN PATH CYCLING—YOUR CHANCE TO HAVE YOUR SAY



Town Path: cycling currently banned past the Old Mill and across Long Bridge

Are you a frequent user on bicycle—or foot—of the Town Path? Do you have a view on whether cyclists should be permitted to cycle on those stretches of the path - such as across Long Bridge, and round by the Old Mill Public House - where they are currently prohibited?

Wiltshire Council is currently consulting on whether to lift the orders which prohibit cycling on these stretches. Full details are online at

www.wiltshire.gov.uk/troconsultations, or can be viewed on the site notices. Responses need to be made by 10th May, quoting ref KAD/TRO/SALS, via the website or by post to Transport Development Services, County Hall, Bythesea Road, Trowbridge, BA14 8JN.

This will be a contentious issue, as correspondence in the Salisbury Journal has already illustrated. It is always less than ideal when pedestrians and cyclists share infrastructure which is below the minimum standard for a shared-use facility. COGS feel there is a clear case for allowing cyclists to cycle whenever they can do so safely and without causing problems for pedestrians. Lifting the restrictions on Town Path can work IF cyclists and pedestrians both behave with consideration for each other. Cyclists do need to recognise that, in a constrained and often crowded shared environment such as this, there may be circumstances when they will need to dismount in order that all may share the limited space safely and harmoniously.

SUMMER RIDES ARE HERE AGAIN!



COGS Thursday evening summer rides start on May 6th (election night!) and run through until August 19th. Evening rides start from Five Rivers Leisure Centre at 6:30pm - full details are in the rides

programme included with this newsletter and are also available on the COGS website. We look forward to meeting old friends and new on these rides!

CYCLINATION/CTC CONFERENCE, PORTSMOUTH, 17 APRIL 2010

Attended by Gill Anlezark and Jimmy Walker

Portsmouth Cycle Forum were the hosts for this and provided an interesting day centred around the recent introduction of a city-wide 20mph zone in residential streets. Planning, political and cycling aspects of the speed limit implementation were discussed. The support of the local population was emphasised and no physical traffic calming was used. It is too early to assess the impact on modal shift to non-car modes, but there has been a 15% reduction in accidents and, surprisingly, a knock-on effect on the speed of traffic on the feeder roads where the speed limit remained at 30mph. The keynote address was by Prof Graham Smith from Oxford Brookes University on the pros and cons for cyclists of shared spaces. A number of schemes in towns in the Netherlands were shown as examples of junctions where the physical road environment was more sympathetic to pedestrians and cyclists than is typical in the UK. Housing estates here are often designed on the "Radburn" principle (1928) with houses built in cul de sacs and little permeability through the site for public transport, cyclists or pedestrians, leading to dependence on the car to get in and out - does this remind anyone of the latest plans for new houses in Salisbury? The Home Zone approach where streets have a more human scale and prioritise walking and cycling were seen as the way forward in housing design.

A selection of workshops were available after lunch covering "Healthy Pompey", a joint initiative between the NHS and City Council which undertakes adult cycle training, bike recycling and bike checks to help people take up cycling; identifying the key people to contact in your local authority; active travel strategy; working with young people; the legal aftermath of cycling accidents and an update on 20s Plenty for Me, a national voluntary organisation supporting implementation of 20mph zones.

The conference concluded with a look at the cycling related manifesto pledges by the major political parties—relatively little in each case and no firm commitments for improvements from anybody.

The hospitality of the host campaign group was very warm (like the weather) and they showed us a couple of good pub/restaurants as well as leading an enjoyable ride round Portsea Island on Sunday ending on Phase 1 of the new Seafront cycleway at Southsea which has been made with space taken from car parking.



🚲 Cycling display material has been much in demand already this year—we had a display of COGS/Sustrans material at a CPRE Open Day in the Guildhall on 23.3 and were present for Bike Events Big Wheel event on 18.4. Coming up shortly - a display at the Wiltshire College Carbon roadshow on 5.5 and at Salisbury Community Area Health Fair on 10.5.

🚲 Cycling does **not** feature strongly in the 'Salisbury Transport Strategy' options report which was published in January. This omission has been pointed out to the Inspector of the South Wiltshire Core Strategy at the recent Public Hearing (in the submission by Salisbury Campaign for Better Transport). We await the Inspector's report in June/July to see whether these points have been noted.

🚲 Wilton Carnival on Saturday July 3rd has a 'green' theme this year, and, as last year, COGS plan a ride from Alderbury to Wilton to take part in the Carnival procession and promote cycling and Connect2. More details are in the Summer Rides programme. Great fun last year—do join us if you can.

When my sister asked if I would join her on the French leg of a cycle ride from her home in Nottingham to Paris it seemed a good idea. As departure day (April 7th) drew closer I was less sure. The lengthy cold winter had meant almost no long cycle rides so I wondered if I'd be fit enough, and whether the weather would warm up.

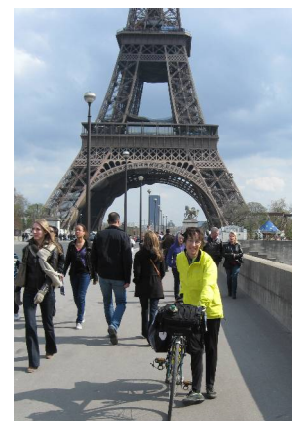
However, any fears were ill-founded. The ride— 5 days and 245 miles for me, 6 days and 330 miles for my sister— went amazing well for both of us. The weather seemed to switch into spring as we set out, and there was rain (albeit light) only on the first hour leaving Salisbury and thereafter sunshine all the way.

The theory for me was to follow the Sustrans route from Salisbury to Newhaven, where I was meeting my sister. This meant route 45 to Southampton then Route 2 along the coast to Newhaven. I did some homework beforehand and made extensive use of the online mapping facility on the Sustrans website. However on the ground it was difficult to follow the route especially in busy urban areas, so although I never got really lost it was good to have photocopy extracts of OS maps to fall back on.

Heading eastwards there were many stretches of excellent cycle path along the sea front, for example through Brighton - although the fantastic weather meant these stretches were generally packed with joggers, skateboarders and others, which slowed down progress. I met my sister as planned in Newhaven and we had the calmest possible crossing to France the next morning.

In France we followed the "Avenue Verte" from Dieppe. Near the start this follows a disused railway for 25 miles or so—with a wonderful smooth surface and much used by roller bladers as well as walkers and cyclists. We had printed out a detailed guide to the route from the web, which really paid off, as once we left the disused railway track we followed roads—normally quiet ones— and the way was not signed. The entrance to Paris, via the woods to the west such as Bois de Boulogne was generally delightful, avoiding trafficked roads as much as possible, and we reached the Eiffel Tower without a hitch.

The homeward journey was easier - by Eurostar. Bicycles have to be booked in separately on this service so we took them to Gare du Nord and sent them on their way the evening we arrived, before settling down to a celebratory meal. And were pleased to find them waiting safely for us at St Pancras when we got there at lunch time the next day.



SUSTRANS ISSUE CALL TO ACTION FOR 2020

Sustrans are calling on national, regional and local governments to act with much more haste to enable us all, whatever our age or ability, to get about more by foot, bike and public transport—this is the essence of the 'More Haste, Less Speed' call to action over the next 10 years to 2020.



A Wiltshire meeting of Sustrans Rangers at Bradford on Avon on 17th April was attended by Peter Durnan from COGS/Salisbury and other rangers from around the county. The meeting heard from Alistair Millington, Wiltshire Area Manager for Sustrans, how this call to action needs to be taken forward locally.

A strong message from this meeting - as from the Cyclenation conference in Portsmouth on the same day (reported overleaf) - is the need for cyclists to make their voice heard through all the channels available to them at the local level. This is something COGS will be focusing on, and we hope our individual members will also make their voices heard in support of cycling whenever and wherever they can.