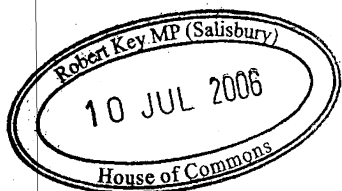


Appendix 3

PCN
10/07/06



23 Anderson Road,
Bishopdown,
Salisbury.
SP1 3DX.

Tel: 01722 325608
Email: jimmy@gill23.fsnet.co.uk
Tuesday, 04 July 2006

For 20 July

Dear Mr Key,

Re: Alderbury and Wilton Cycle Routes

1) Most important points that COGS would like you to make on our behalf

Following on from your recent letter informing us of your meeting on the 20th July we have been able to identify a number of important points that we would like you to stress and have been able to collect only a limited amount of evidence on the number of people who cycle to work or who are otherwise regular users of bicycles.

Health benefits of cycling

As I am sure you are aware, activity through walking and cycling is often viewed as the single best step a person can take to improve their overall health [1]. Regular cycling is associated with astounding improvements in both health [2] and life expectancy [3], to the extent that regularly cycling to work improves a person's health to the same degree as quitting cigarette smoking [4]. Shifting local journeys from car to bicycle would cut deaths from cardiovascular disease by a quarter [1], particularly as the exercise is thus incorporated into people's routine activities and so is far more likely to be completed than specific exercise routines such as gymnasium visits or jogging [5].

Of course, the health advantages of encouraging people to cycle go much further than this. According to government figures, the UK sees 24,000 premature deaths each year as a result of air pollution and a further 24,000 additional or lengthened hospital admissions [6, 7], problems directly combatted by helping people switch journeys to bicycles.

Economic benefits of cycling

Moreover, encouraging bicycle travel would be beneficial to Salisbury's economy. Employers would see fitter and more alert employees, who require less time off work through sickness [8]. Businesses would see improved supply of goods and deliveries as a result of reduced congestion [9]. Measures to reduce pollution, congestion and noise will also improve the experiences of the tourists on which the city relies for much of its income.

Social Inclusion

Finally, there are important issues of social exclusion to consider. As many as 25% of households in the UK do not have access to a car, and such households report having almost twice as much difficulty accessing local services [10]. These access issues disproportionately affect women and the elderly.

COGS believes that cycling could play a significantly greater role in solving Salisbury's traffic problems. The 2001 census figures (see below) shows that the absolute number of people across the whole of Salisbury district who cycle to work is 2247, representing 4.4% of those in employment.

There are significantly higher figures in other parts of the UK for instance Cambridge (25.91%), Oxford (14.86%) and York (12.47%). Those cities have achieved these cycling levels through sustained investment in the infrastructure required and importantly put together

Robert Key MP (Salisbury)
10 JUL 2006

joined up networks, backed up with signage and marketing, that is so sadly lacking in Salisbury.

The aim of WCC in the LTP2 document to raise cycling levels by 2% over the next 5 years is an abysmally low target that is both shocking and unambitious. COGS believes that Salisbury should aim for much higher cycling levels than it currently achieves, not just for the journey to work but also for the journey to school, shops and amenities. This should be aided by the introduction 20mph within housing estates (such as in Bishopdown) taking more advantage of planning gain to finance locally associated leisure facilities (walking and cycling).

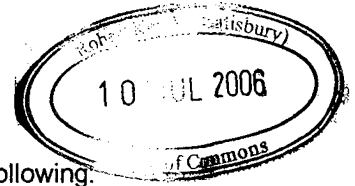
2) Survey estimates to indicate the number of people who cycle to work on their bicycles in Salisbury District or who are otherwise regular users of bicycles and cycle routes?

The 2001 census contains statistics relating to the people in employment who usually travel to work by bicycle. These show that the absolute number of people across the whole of Salisbury district who cycle to work is 2247, representing 4.4% of those in employment.

There are also noticeable differences between different wards in Salisbury, as shown in the following table:

Numbers and percentages who walk and cycle to work by ward in Salisbury District from 2001 census in decreasing order of bike usage

	Travel to work ⁽¹⁾	Bicycle	%Bike	On foot	%Walk
* Harnham West	1440	140	9.72	230	15.97
Bulford	3116	248	7.96	1122	36.01
Harnham East	1869	136	7.28	281	15.03
Fisherton and Bemerton Village	2171	138	6.36	525	24.18
St Mark and Stratford	2595	153	5.90	453	17.46
Durrington	3802	211	5.55	737	19.38
Western and Mere	1521	80	5.26	228	14.99
St Paul	1919	98	5.11	484	25.22
Amesbury East	3410	173	5.07	402	11.79
St Martin and Milford	1875	90	4.80	720	38.40
* Wilton	2029	90	4.44	359	17.69
St Edmund and Milford	2209	95	4.30	781	35.36
Bemerton	2748	116	4.22	223	8.11
Laverstock	1458	54	3.70	146	10.01
Downton and Redlynch	2495	83	3.33	154	6.17
Ebble	805	25	3.11	185	22.98
Lower Wylde and Woodford Valley	800	23	2.88	84	10.50
Till Valley and Wylde	1783	50	2.80	120	6.73
Bishopdown	1791	48	2.68	130	7.26
Upper Bourne Idmiston and Winterbourne	1997	53	2.65	140	7.01
Amesbury West	939	22	2.34	120	12.78
* Alderbury and Whiteparish	2441	45	1.84	113	4.63
Tisbury and Fovant	1435	26	1.81	165	11.50
Chalke Valley	746	12	1.61	40	5.36
Fonthill and Nadder	806	12	1.49	65	8.06
Knoye	729	10	1.37	56	7.68
Winterslow	1465	13	0.89	82	5.60
Donhead	642	3	0.47	75	11.68
TOTAL	51036	2247	4.40	8220	16.11



The points which COGS would like to draw out from the above table are the following.

- **Harnham West**, which has reasonable cycle links to the city centre both via Town Path and though the Close, has the highest percentage of people cycling to work at 9.72%.

- **Some of the city centre wards** have a very high percentage of residents walking to work. St Martin & Milford (38.4% walking to work) is among the top 1% of wards across the UK. Cycling percentages may be relatively high in wards like this where so many people walk because the distances to work tend to be short.

- **Outlying parts of the Salisbury (e.g. Bemerton, Laverstock, Bishopdown)**, COGS would argue that the provision of continuous and high quality cycle routes into the city and linking to other journey generators (such as schools, shops and leisure facilities) could increase the percentage of journeys by bicycle very significantly.

- Similarly, Wilton and Alderbury are both within 5-6 kms of Salisbury, which is easy cycling distance. Again the provision of safe cycle routes into the city could significantly increase the opportunities for local residents to travel by bike. As things are currently the A36 presents an almost insurmountable, death defying, barrier to all but the bravest, or most foolhardy, cyclists.

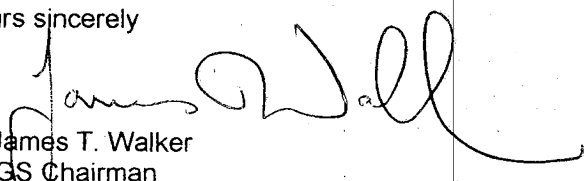
In addition, on Castle Road the Joint Transportation Team has measured a 6% increase in cycle usage following the introduction of the cycle route (in conjunction with Park and Ride). In addition, the minutes from the Salisbury Cycle Liaison Panel (CLP - 14/09/05) "Cycle Parking Surveys 2005" states "that the results demonstrated a 5% increase in the use of the city centre cycle parking facilities". Indeed one has to consider that each bike represents two journeys!

We have also contacted Mr. David Philips (Transport Planner at Wiltshire County Council for any figures that WCC may have in respect of the numbers of cyclists on specific parts of the network.

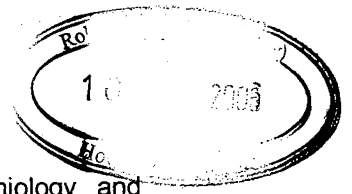
From previous experience through the CLP we are aware that the collection of figures is not often carried out and have through the CLP encouraged WCC to install automatic counters at a small number locations around Salisbury to enable statistics to be collected. We are not aware of any statistics that may be been generated from the above counters but will be questioning the officers at the next CLP to determine if they were ever fitted.

Once again, thank you for taking an interest in the Alderbury and Wilton cycle routes. We are convinced that, with your support, that not only local cyclists, but also pedestrians and the disabled will benefit from your involvement and ability to achieve results.

Yours sincerely


Dr James T. Walker
COGS Chairman

1. Carnall, D. (2000). Cycling and health promotion. *British Medical Journal*, 320, 888.
2. Tuxworth, W., Nevill, A.M., White, C., & Jenkins, C. (1986). Health, fitness, physical activity and morbidity of middle aged male factory workers. *British Journal of Industrial Medicine*, 43, 733-753.
3. Andersen, L.B., Schnohr, P., Schroll, M., & Hein, H.O. (2000). All-cause mortality associated with physical activity during leisure time, work, sports, and cycling to work. *Archives of Internal Medicine*, 160, 1621-1628.
4. Schmermund, A. (2004). Cardiorespiratory fitness: Importance of exercise for healthiness. *Herz*, 29, 365-372.
5. Hillsdon, M., Thorogood, M., Anstiss, T. & Morris, J. Randomised control trials of physical



activity promotion in free living populations: A review. *Journal of Epidemiology and Community Health*, 49, 448-453.

6. Department for Health (1998). *Quantification of the Health Effects of Air Pollution in the United Kingdom*. London: The Stationary Office.

7. Anderson, H.R., de Leon, A.P., Bland, J.M., Bower, J.S. & Strachan, D.P. (1996). Air pollution and daily mortality in London: 1987-92. *British Medical Journal*, 312, 665-669

8. Sustrans. (2001). *Cycle Friendly Employers' Information Sheet (FF11) – revised edition*. Bristol: Sustrans.

9. Confederation of British Industry. (2005). *Transport Brief March 2005*. London: CBI.

10. Office for National Statistics (2002). *Access Local Services: Carless households - twice the difficulties*. London: ONS.