

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

2:00 Roger Geffen:
Just off to a briefing for MPs ahead of tonight's parliamentary #GetBritainCycling debate

6:20 Roger Geffen:
Sorry for late start to this live blog, technology problems.

Julian Huppert MP (LibDem, Cambridge and co-chair of the All Party Parliamentary Cycling Group APPCG) outlines the #GetBritainCycling report:

- * Health, environmental, economic benefits of cycling
- * Need for all relevant departments to play their part

Key points

- * Better infrastructure, including lower speed limits
- * Better positive promotion of cycling, e.g. in schools, workplaces and local communities
- * Better road traffic law and enforcement
- * Other road safety measures, including action on lorries.

Notes that the Prime Minister has called for a Cycling Revolution. Commends local transport minister Norman Baker for his achievements so far, but notes his frustration that he has not been able to more.

Calls for cross-party support for further action to do more.

6:22 Roger Geffen:
Interventions during Julian Huppert's speech from MPs included calls for more action on lorries (Barry Sheerman), for lower speed limits (20mph), for a greater commitment from local authorities (MP for Reading), and for the risk of cycling to be compared with walking, driving etc in terms of risk per trip, rather than per mile (Peter Bottomley MP, Con).

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

6:27 Roger Geffen:

Ian Austin MP (Lab, Dudley, co-chair of the APPCG), comments Norman Baker's commitment to cycling, but notes that he is the junior minister from the junior party in the coalition Government. Calls for spending of at least £10 per head, notes that London spends 5x what the rest of England is spending, urges that DfT and other departments do more. Specifically, couldn't the Department for Health contribute more than its £1m out of a multiple-billion budget?

Criticises those who present "cyclists v motorists" as a tribal debate - most cyclists also drive and many drivers also cycle. Calls for Local authorities to compete to be cycle-friendly, so that cycling becomes a real mode of transport for all.

6:35 Roger Geffen:

Steve Brine (Con, Winchester) next speaker. Shares Ian Austin's regret that the Government rejected the APPCG's call for a national cycling champion, noting that Andrew Gilligan (Boris Johnson's cycling champion for London) is proving a very effective advocate. Adds that each local authority should also appoint a champion, with the clout to make a difference across all council departments: health, schools etc. In Hampshire, he hopes to sit down with local councillors and officers to get some routes mapped. Ultimately, it comes down to leadership.

Also calls for quality cycle-friendly planning, including segregation on main roads. Cites the APPCG report's call for a statutory duty to consider cycle-friendly planning and design in all schemes. Notes that he contacted the company planning a controversial development in his constituency, and persuaded them to incorporate cycle-friendly planning in the scheme.

Notes that the Highways Agency's scheme for increased motor-vehicle capacity at Junction 9 on the M3 (outside Winchester) is eroding rather than improving cycle access, urges the Government to review this scheme.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

6:38 Roger Geffen:
Next speaker, Chris Ruane, Lab, Rhyl. Recalls the tragedy that befell the Rhyl Cycling Club, 4 of whose members (including the 14 year old son of Club Chair John Harland) were killed by a car which skidded on black-ice. John Harland has since developed a vision for safe cycling locally.

6:38 Roger Geffen:
Intervention from Katherine McKinnell MP calling for a requirement to be included in the curriculum for all schools

6:41 Roger Geffen:
Chris Ruane continues. Talks about fantastic mountain-bike facility being developed in his constituency. But how do we ensure that people use them? He has spoken with local council officers about setting up a cycling centre of excellence, where people can learn to build or repair bikes, and make links with health agenda - e.g. by offering cycling on prescription, as has been done on other areas.

6:42 Roger Geffen:
Intervention from Clive Efford (Lab, Greenwich), calling for cross-departmental collaboration to promote cycling.

6:43 Roger Geffen:
Estimate that there were 60 MPs in the Commons chamber at the start of the debate. Meanwhile 1000s of cyclists on the London Cycling Campaign's "Space for Cycling" ride outside in Parliament Square.

6:44 Roger Geffen:
Chris Ruane talks about a new cycling bridge in his area, which could be a vital link for promoting cycle tourism along the N Wales coast.

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6:48 Roger Geffen:

Mike Thornton (LC, Eastleigh) says he's an occasional cyclist, but doesn't feel it's safe enough. As a parent, he argued that his daughter should wear a helmet. His daughter gave up cycling.

Alok Sharma (Con, Reading) intervenes to say that he called last year for an independent report on helmets.

Ian Austin intervenes to point out that the deterrent of effect of telling people to wear helmets is exactly why it's a threat to the promotion of cycling's health benefits, and the aim to boost the safety benefits cyclists gain from "safety in numbers".

6:52 Roger Geffen:

Mike Thornton moves on to talk about promoting cycling to work. An MP (not identified, sorry) says that one of the means to do this is to improve cycle/rail integration. Mike Thornton continues by pointing out that we have to tackle not only the actual risks but also the perception (even if it's irrational) that cycling is 'dangerous' He advocates 20mph limits, better road maintenance and continuous segregated routes - not the stop-start cycle facilities so common at present. He notes the huge cost-benefits of cycling - every £ spent on cycling could save the NHS £4.

He welcomes the fact that the PM's announcement has allocated £10 per head but only for the residents of 8 cities. He notes the consensus and cross-party agreement on what needs done, therefore he supports the motion.

6:55 Roger Geffen:

Jim Fitzpatrick (Lab, former road safety minister and a vice-chair of the APPCG) invited his constituents to contribute to the debate. He had 50 respondents who put points they wanted him to raise. He cites the work of the Bike Works social enterprise in his constituency, as well as Halfords and Evans.

Issues raised include: substandard "cycle superhighways", cycle training in schools

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7:01 **Roger Geffen:**

Jim Fitzpatrick says that local delivery companies are sending mail by cycle. Hugh Bayley (York) adds that there is a similar business operating in York.

Jim Fitzpatrick also calls for more positive promotion of cycling, and stronger law enforcement. He adds a call for strong positive promotion of helmets, he would personally be in favour of a law.

Ben Bradshaw (also Labour) points out that helmet laws have had a massive net disbenefit to public health.

He says that cyclists also need to behave better in order to earn the political support for the measures needed to "Go Dutch". Complains about cyclists jumping red lights, not wearing hi-viz, swearing at pedestrians etc etc

He then returns to the helmet issue. Julian Huppert points out that this has been shown to have massive net public health disbenefits.

7:04 **Roger Geffen:**

Sarah Wollaston (Con, Totnes) starts by pointing out that the health benefits of cycling far outweigh the risks, by c20:1. Obesity costs the NHS around £5bn annually. She also notes the mental health benefits of cycling. The World Health Organisation's HEAT (Health Economic Assessment Tool) process finds substantial benefits from cycling. Asks the Minister if a comparable HEAT assessment been done for the High Speed 2 rail link?

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

7:08 Roger Geffen:

Sarah Wollaston then welcomes the £10 per head allocated to 8 cities, and the funding for 4 national parks including Dartmoor, near her constituency. But what about the funding needed for the rest of the country?

Calls also for 20mph limits on urban streets and lower speed limits on rural lanes. Asks if we are prioritising cyclists and pedestrians, or motor vehicles? Calls for a reversal of current priorities.

Adds that there is a need for enforcement of speed limits. The inquiry was shocked at evidence at the inquiry of the police's reluctance to enforce speed limits.

7:10 Roger Geffen:

Sarah Wollaston agrees with an MP who welcomes the presence in the Chamber of Sir George Young (Con Chief Whip, former Transport Secretary and a former patron of the APPCG) and then calls on all road users to obey road rules. Sarah Wollaston adds that Sir George Young epitomises the evidence that cycling makes you look 10 years younger!

7:12 Roger Geffen:

Ben Bradshaw (Lab, Exeter and a former chair of the APPCG). Notes that this is perhaps the best-attended debate on cycling and that the largest ever cycling demo is currently taking place (we can hear it from inside Parliament!)

He says that, when asked how come he's so slim when he eats so much, the answer is simple: "My bike"!

7:14 Roger Geffen:

Ben Bradshaw: the most important thing in my life is my audax bike, apart from my husband who is on the demo outside. [We're picking up reports that there are 5000 participants]

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7:19 Roger Geffen:

Ben Bradshaw says that people in Exeter initially were sceptical of bidding for Cycling Town status. It has been highly effective, as have the initiatives in London started under Ken Livingstone.

He calls for 20mph limits, consistency of funding, and consistency of messages across Government. Why was the Communities Secretary (Eric Pickles) allowed to call for greater parking freedom for drivers to park wherever they want, without considering the impact on cycle safety? Does Eric Pickles have some Freudian hang-up based on being the politician who could benefit most of all from taking up cycling?

Steve Brine (Con, Winchester) intervenes to say that those comments reinforce the APPCG report's call for joined-up action across all Government departments to promote cycling.

Ben Bradshaw ends by saying that promoting cycling should be a no-brainer.

7:26 Roger Geffen:

George Stephenson (Con, Carlisle) says he has enjoyed a charity bike ride. But he found there were potholes everywhere, and calls on councils to do more to fix these.

He also notes that it gave him a different perspective of the behaviour of drivers. However he also calls for cyclists to improve their behaviour. And urges that there should be a helmet law for people of all ages.

Another MP (not identified, sorry) urges the provision of cycle training in schools.

George Stephenson also notes that most drivers are responsible but that too many are not, inflicting danger and even wilful aggression on cyclists. He therefore be a presumption in favour of the cyclist rather than the driver. He notes that his widespread in other EU countries and sees no reason why it could not be introduced in the UK. We need to improve safety for cyclists, hence we need far greater awareness of what both cyclists

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and drivers can do: cyclists to wear helmets, drivers to be presumed to be liable in collisions.

7:30 Roger Geffen:

Simon Danczuk (Lab, Rochdale) says he is a recent convert to cycling, as someone who is middle-aged and overweight. Before taking up cycling, he admits he used to hold an adverse view of cyclists. He now notes that most cyclists are drivers and we should do far more to ensure they can co-exist.

He notes that the canals in Rochdale present an opportunity. He cites a recent business development has been developed to be cycle-friendly.

Stella Creasy (Lab, Waltham Forest) intervenes to call for positive collaboration between councils and local cycling groups.

7:31 Roger Geffen:

Simon Danczuk (Lab) commends a local LibDem Councillor for acting as a very effective champion for cycling locally. He commends the report.

7:34 Roger Geffen:

Mark Pawsey (Con, Rugby) says he's a "fair-weather cyclist"

Bob Stewart (Lab, Beckenham): I'm going to dust off my old bike and gain 2 extra life years!

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

7:40 Roger Geffen:

Mark Pawsey calls for more continuous cycle lanes, repainting the cycle lane markings, proper maintenance (tree roots can be a real problem) and proper enforcement against drivers who park in cycle lanes.

He also notes the discomfort of tackling roundabouts and other major junctions - he calls for action to make them more cycle-friendly.

He says the focus should be on people making short journeys of around 3 miles, noting the health, environmental and other benefits of doing so.

He says some local businesses in his constituency have green travel plans, but one had an empty bike shed. Policies do need to be joined-up.

He welcomed the re-opening by Sustrans of a viaduct which last carried trains 60 years ago. He hopes this will help the regeneration of Rugby.

Can we do something about HGVs? The logistics industry is doing its bit - e.g. Cemex doing "exchanging places" events where cyclists can get a lorry-drivers-eye view.

He welcomes the report.

7:44 Roger Geffen:

David Lammy (Lab, Haringey) calls for the cultural change needed. In London, the debate about cycling takes place against concerns over rising petrol prices and public transport fares, hence people really want cycling to be a serious transport option. The APPCG report has spelled out a vision for cycling to be taken seriously, the report's target for 25% of trips to be cycled by 2050 is a good one but it's not going to happen on its own - Government action needed.

He took 3 attempts to pass his driving test but hates driving, and loves cycling. He took his family on a 10-day cycling holiday in the Netherlands with his 5 and 7 year old children - he doesn't think he could do that in Britain.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

Parents and children alike want to cycle. The old cycle proficiency scheme has become very patchy.

7:51 Roger Geffen:
[Sorry, missed some - technology breakdown]
David Lammy calls for good provision, consistent funding and a strong focus on safety to Get Britain Cycling.

7:55 Roger Geffen:
Stephen Lloyd (Con, Eastbourne). Notes the number of people employed in cycling, notes the health, environmental and economic benefits. Notes that local cycle campaign group has encouraged him to get back into cycling after 40 years of not doing so.

He acknowledges Ben Bradshaw's point that credit is due to ministers in the previous Labour Government for getting the cycling agenda moving, and commends Norman Baker (his neighbouring constituency MP) as a strong advocate for cycling. What more will the Government be doing to keep up the progress?

8:03 Roger Geffen:
Chi Onwurah (Lab, Newcastle). Lots of people in Newcastle and Gateshead want to cycle, yet it has very low cycle use - just 8% cycle once a week, and the area has high obesity rates.

She notes the strong cross-party commitment to support cycling locally, but questions the lack of leadership nationally. She notes the abolition of Cycling England, followed by stop-start announcements and reannouncements of small pots of cycling funding. It has been replaced by a Cycle Stakeholder Forum but asks what it has done. She calls for the Minister to set out what will be done to strengthen the sense of leadership.

She welcomes the funding awarded to Newcastle to become a Cycling City, plus the Cycling Safety Fund. But councils need consistent funding in order to plan ahead for cycling. Newcastle Council is a leading 20mph

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

authority and is now working to develop cycling infrastructure. But why doesn't the Government's response to the "Get Britain Cycling" report call for consistent standards for cycle-friendly design and for proper traffic law and enforcement?

8:09 Roger Geffen:

Deputy Speaker says 19 MPs are still waiting to speak (the debate is due to end at 10pm). Speakers now limited to 5 minutes.

8:10 Roger Geffen:

Graham Evans (Con, Weaver Vale): As a recent convert to cycling, I'm very conscious of the risks particularly to inexperienced cyclists. The health and other benefits of cycling are clear - the opportunity to tackle congestion, spare people the hunt for parking spaces, reducing the costs to society of ill-health and congestion.

Yet too many people feel it is too dangerous. He commends his local paper's campaign to promote cycling for people of all ages and abilities.

A Yorkshire MP intervenes to point out the opportunity provided by the Tour de France, passing through his constituency, to promote cycling.

He says there are things cyclists can do: wear hi-viz and helmets. But much more that could be done for them. Calls for 20mph to be the norm for urban streets, more action to tackle the risks presented by lorries, and cross-departmental co-ordination to promote cycling.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

8:14 Roger Geffen:

Hugh Bayley (Lab, York). Growth of cycling relies on *consistent* spending on cycling, and calls on the Government to spend £10 per head. He says that another benefit for politicians of taking up cycling is that your constituents notice you, unlike when you're driving [ed: Boris Johnson could have told him that!]

In York, as many women cycling as men - we should be aiming for this nationally. York is also looking to substantially increase cycle commuting. Employers should be encouraged to provide cycle parking, cycle maintenance facilities, cycle-loan schemes. He urges the House to back these measures.

He welcomes the APPCG's call for 10% of trips to be cycled by 2025, but also says that different authorities need different goals.

He calls for better training for local authority staff involved in designing for cycling.

8:18 Roger Geffen:

Guy Opperman (Con, Hexham) notes the tourism benefits of promoting cycling in Northumbria. He welcomes the report and urges that the funding should be spread throughout the country.

Duncan Hames (Chippenham) agrees. Opening up two disused railway tunnels to create a link into Bath has proved very popular.

8:20 Roger Geffen:

Guy Opperman continues: We need local Boris Johnson's: local authority cycling champions.

"If we build it, they will come". Too many people in councils think that cycle provision isn't worth the money, the criticism. But Seville achieved a 10x growth of cycling in 3 years, New York also achieved huge growth. Parish Councillors too can help promote cycling.

Cycling shouldn't just be a fringe issue we debate about in Parliament, but a mainstream activity for all.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

8:28 Roger Geffen:

Mark Lazarowicz (Lab, Edinburgh) says that Edinburgh Council has achieved

Another Edinburgh MP pays tribute to Edinburgh cycle campaign group Spokes and the Pedal on Parliament group for getting large numbers of people on the streets in support of cycling.

Mark Lazarowicz continues: Edinburgh Council's commitment to spend 5% of transport budget on cycling- rising as cycle use increases - contrasts with lack of consistent commitment from Government. However within Edinburgh there is a cross-party commitment to cycling.

Both England and Scotland have seen regrettable increases in cyclist deaths and serious injuries - each is a personal tragedy. Hence it is vital to reinstate targets to reduce them.

Another MP notes that half of London's cyclist fatalities involve HGV's - we need to tackle this threat.

Mark Lazarowicz urges the Minister to set how he will reduce these.

8:34 Roger Geffen:

Jane Ellison (Con, Battersea). There was an enormous reaction to the Times's "Cities fit for cycling" campaign. But we now need to widen the demographic of those who cycle. Cycle shops need to be more welcoming to older women and others who don't fit the cyclist stereotype.

London is not designed to be cycle-friendly, hence we must take every opportunity to include cycling when developing road and traffic schemes. We need more advance stop lines, Dutch-style roundabouts, Dutch-style segregated cycle facilities on main roads. She welcomes Boris Johnson's plans for a continuous East-West route, hopes it will provide a model that can then be replicated. That will require Dutch levels of spending.

She welcomes TfL and the Met Police

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

stepping up enforcement of both cyclist offences but also the motoring offences that put cyclists at risk, e.g. drivers infringing advance stop lanes.

She also calls for further debates on cycling, e.g. on residential cycle parking.

8:39

Roger Geffen:

Seema Malhotra (Lab, Felton). Commends the APPCG co-chairs. Notes the health, economic and other benefits of cycling. But if we want to Get the whole of Britain Cycling - not just pockets of it - we need long-term consistent funding, plus commitment across all relevant delivery partners.

She commends the work of Hounslow Cycle Campaign members for their call for a Mini Holland in Hounslow.

She advocates 20mph as the norm, rather than having to fight for each individual schemes - not just for the benefit of cyclists but for all. The BMA found these reduce casualties for all road users by 40%.

Likewise enforcement campaigns to improve compliance with road rules.

8:42

Roger Geffen:

Oliver Coleville (Con, Plymouth), expresses concern that Boris Bike users aren't offered helmets.

He says that the Chair of the Plymouth Cycling Campaign points out that too many cycle facilities are discontinuous. Inner Plymouth residents have a significantly lower life expectancy than those in the surrounding rural areas.

Sustrans's local "Connect 2" scheme has helped boost cycling. But local employers could do more to encourage cycling.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

8:48 Roger Geffen:

Paul Blomfield, Lab, Sheffield Central) commends the APPCG co-chairs for their excellent report. In Tilburg (Netherlands), cycling is normal for people of all ages. It's important to move towards Dutch spending levels and other aspects of Dutch cycling provision.

Constituents have urged him raise concerns about discontinuous cycle lanes that often get parked in. Calls for segregation.

He also specifically urges the Minister to ensure that the proposed Sheffield Tram Train (a tram which will replace a train service) includes cycle carriage provision.

8:51 Roger Geffen:

Richard Graham (Con, Gloucester) argues that the report should have been titled "Let Britain Cycle". He doesn't advocate central targets or cycling czars and doubts the statistics in the APPCG report. He says se should simply promote the freedom and fun of cycling. The Government's funding commitments have been unfairly criticised. The Local Sustainable Transport Fund has been very welcome, he'll be going out with the local cycling group and BBC to view local cycle provision. He urges the APPCG to drop its obsession with statistics and focus on freedom and fun.

8:55 Roger Geffen:

Jonathan Reynolds (Lab, Stalybridge and Hythe) calls for cycle-friendliness to be designed into all schemes. He endorses APPCG's call for cross-departmental action. He cites the growth in cycling in London achieved through a cross-party consensus to promote it. He commends the provision of Cycling Centres to be provided in Greater Manchester as part of its cycling to work programmes.

He regrets the abolition of Cycling England, and urges the Government to adopt its £10 per head recommendation.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

8:59 Roger Geffen:

(Romsey) notes that the Mountbatten School in Romsey has been very successful in promoting cycling in schools. Cycling is an essential life-skill and everyone should have the opportunity to learn it. As part of the Olympic legacy in her constituency to promote mountain biking. Cycling should be promoted not only for getting to A to B, but also for fun as an activity in its own sake.

She says that, while drivers sometimes get frustrated at cyclists not using off-road cycle tracks, if you ask the cyclists the problem is poor maintenance and lack of priority at junctions - we need to address this. There is no one-size-fits-all solution for cycle provisions - we should encourage innovation.

Laura Trott was right to say the cyclist can do a lot to help themselves to improve safety, But she also advocates the adoption of presumed liability rules.

9:03 Roger Geffen:

Margaret Ritchie (SDLP, South Down) Cycling can help boost public health, Public attitudes are ahead of Government - we shouldn't be seeing it as cyclists v motorists, but cycling for all.

The Northern Ireland Assembly will be considering proposed legislation for 20mph to be the norm.

Spending on cycling should come from all the relevant departments, not just transport.

I hope the debate will encourage the Government to do more.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

9:06

Roger Geffen:

(LD,) commends the APPCG report's recommendations. Notes the health and other benefits of cycling. Only 2% of trips are cycled, way below continental levels. Urges the Government to adopt the APPCG report's targets. More people cycling could substantially reduce costs to society of congestion and ill-health. Commends Norman Baker's "Door to Door journeys" initiative to promote public transport. Says that the LibDems, including Norman Baker, have long championed cycling. However we cannot be complacent, the APPCG's report provides a spur for further action and he commends its recommendations.

9:10

Roger Geffen:

Nia Griffith (Lab, Llanelli), notes the benefits of a coastal path and a disused railway link in her constituency. But we should also be promoting cycling for day-to-day journeys, for trips to school, the shops etc. That requires £10 per head of spending, joined-up action across Government departments, reversing the problems created by out-of-town shopping centres. We must make rural lanes more cycle-friendly. We should encourage people to cycle for school and at university. Canal and disused-railway routes need to be well lit, e.g. for school travel. Special events e.g. bike to school days are also very valuable. We must tackle cycle-rail integration - it's too often difficult to make cycle-rail journeys. She commends the Active Travel (Wales) Bill with its requirements for Wales councils to map existing cycle provision and make continuous provision.

She says she hopes the Government will note the extra-ordinary cross-party commitment to cycling and act on it.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

9:13

Roger Geffen:

Pauline Latham (Con, Mid-Derbyshire) commends the Government's spending commitments, including the Peak District near her constituency. However she notes a missing link in local cycling provision and urges the Minister to make family available to promote recreational cycle access to visit Mid-Derbyshire's industrial heritage. She also urges funding for safe cycle link between Derby and the Derwent valley would meet local cycle access needs as well as for recreational cycling.

9:17

Roger Geffen:

Caroline Lucas (Green, Brighton & Hove). We should be aiming for a dramatic increase in cycle use. The Government's report to the APPCG is half-hearted, and urges Minister to be more proactive.

Brighton & Hove is a very proactive cycle-friendly authority. They secured cycle access to Brighton football ground, promoting "Cycle-trains" for children to ride to school together. There is a great cycle centre near the station, providing hire and repair facilities. The Danish-style segregated track on the Shoreham Road has been widely praised. The council is now consulting on further schemes. They are also promoting a city-wide 20mph - she urges the Government to be more pro-active on promoting 20mph more widely.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

9:23 Roger Geffen:

Jason McCartney (Con, Colne Valley) supports the APPCG report's targets and its calls for cross-departmental leadership. He welcomes the £148m of new funding for cycling in next 2 years, including significant funding for national parks.

"Cycling has gone ballistic" in my constituency. Jason McCartney says his personal enthusiasm was initiated by taking part in various charity rides.

Huddersfield fans have been organising rides to and from away grounds. There is now a local Get Yorkshire Cycling initiative.

Jason notes that John Radford, his local CTC Councillor, had a serious collision, and is now in a coma. The local Kirklees Mayor Martyn Bolt (a recent CTC employee) organised a bike-ride which attracted 200 riders. He urges the House to join him in wishing John and his family well.

He supports the APPCG report's recommendations and urges action to Get Britain Cycling.

9:26 Roger Geffen:

Sheila Gilmour (Lab, Edinburgh East). Tonight's debate is a wonderful display of cross-party consensus, which probably means the media will ignore it!

A lot of funding is going into cycling in Edinburgh, yet a National Cycling Network route is still being pushed out of the way for the tram scheme. Cycling is also about day-to-day access too and people want to get to destinations on Princes Street. She hopes Edinburgh City Council will take note.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

9:30 Roger Geffen:

David Rutley, Con, Macclesfield). The local council will be paying tribute to Sarah Storey with a sculpture.

But the really encouraging thing is that people in Britain are understanding the benefits of cycling.

One MP intervenes calling for a helmet law. David Rutley says that this has already been well debated with the majority view in the House being that this would do more harm to public health than good.

He says he is passionate about encouraging people to get out, whether on two feet or two wheels.

The Government's funding will have real benefits for the 8 Cities and 4 National Parks. But the local cycling group Macclesfield Wheelers wants better cycle provision, and for the legal system to take driving offences more seriously.

9:43 Roger Geffen:

Maria Eagle (Lab, Shadow Transport Secretary). There have been 33 contributions from across the House. She congratulates Julian Huppert and Ian Austin for their advocacy of cycling, and the APPCG's very well argued report. Ian Austin has strongly urged the Labour Party to give greater priority for cycling.

Cycling is highly cost-effective way to cut congestion, boost the economy, help households to save transport costs, boost fitness and cut our greenhouse emissions.

Like so many MPs tonight, Maria Eagle has also been to the Netherlands! She saw the fantastic cycle provision at Dutch rail stations. Yes, they spend 10x more than we do, but it's also about political commitment.

It's therefore regrettable that the current Government wiped out Cycling England, cut our road safety targets, allowed longer lorries and cut roads policing.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

Even the recent restoration of some cycling funding is too little too late - much of the PMs recent funding was spin, including local authority contributions. We need a cross-party consensus on long-term funding for safe cycling routes. Ministers have made a £28bn commitment for roads spending to 2021 while cycling only got limited funding for 2 years.

We also need genuinely separated cycle routes, to encourage novice and less confident cyclists. We need to redesign junctions, where 2/3 of cyclists' collisions occur. More cycle priority at junctions.

There should be an obligation to 'cycle-proof' all traffic schemes, based on mandatory design standards.

Cyclist serious and fatal injuries are at a 5-year high. But we must also avoid perverse disincentives through simple casualty reduction targets which leave councils thinking the best way to meet the targets is to discourage cycle use.

Councils should be supported to promoting 20mph.

Public transport providers should be urged to improve cycle-rail provision.

A comprehensive review of the justice system is needed, to be completed in the current Parliament. The Labour Party is willing to collaborate on this.

We should be using some of the funding to be levied from lorry charging should be used to support the freight industry to promote cycle safety.

Ministers should cut the spin on funding, and instead agree a cross-party consensus to secure long-term funding for cycling.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

9:45 Roger Geffen:

Norman Baker (LD, local transport minister). Welcomes the APPCG report, commends the work of its co-chairs and other members. Tonight has been an excellent debate.

The Government wants to go further, but is already the most pro-cycling Government there has been. He commends the work of Cambridge City, S Cambs District and Cambridgeshire County Councils for their joint efforts to promote cycling. Their approach is benefiting the local economy.

9:49 Roger Geffen:

Yorkshire MP intervenes to note that, in addition to the made by a constituent that it is important to promote cycling for day-to-day journeys too. Norman Baker agrees.

Ben Bradshaw asks Minister if the Government is the most pro-cycling Government, what he says to the Communities & Local Government Secretary (Eric Pickles) for his advocacy of a parking free-for-all.

Norman Baker says that Eric Pickles can doubtless answer for himself!

9:52 Roger Geffen:

Hugh Bayley (Lab, York) intervenes, saying too much cycling funding is mis-spent due to lack of training for professionals spending it. He calls for better professional training.

Norman Baker says that a key APPCG recommendation relates to "cycle-proofing". DfT is planning a local authority summit to promote the concept later this year.

Steve Brine (Con, Winchester) points out the need to cycle-proof the Highways Agency scheme on Junction 9 of the M3.

Get Britain Cycling Parliamentary Debate: 2/9/2013. Live blog as broadcast by Roger Geffen, CTC's Campaigns and Policy Director.

9:55 Roger Geffen:
Norman Baker outlines what is being done to promote lorry safety.

Jane Ellison (Con, Battersea) commends a local developer who is promoting an Exchanging Places event to raise awareness of cycle safety.
Norman Baker agrees that this is an excellent approach.

10:00 Roger Geffen:
Norman Baker assures the House that cycling is supported by all his Ministerial colleagues in DfT, and by the Prime Minister and Deputy Prime Minister. He rejects the suggestion of a Cycling Champion (still less a czar, an unfortunate term), saying that all relevant ministers need to take responsibilities.

He says he has met Suzette Davenport, roads policing lead for the Association of Chief Police Officers (ACPO), and she has agreed to rewrite ACPOs guidance on 20mph enforcement.

He criticises the churlish contributions from MPs who have criticised alleged Government inaction when they have both received significant funding for their cities (Newcastle and Brighton).

10:02 Roger Geffen:
Julian Huppert wraps up by saying the LibDems will be debating a pro-cycling motion at their autumn party conference, and urges the other parties to do likewise.

10:03 Roger Geffen:
A vote is called. There is unanimous support in the Chamber for the motion [Hurrah!]

10:05 Roger Geffen:
Apparently over 100 MPs attended the debate.