

PAGE 46 THE HEAVIER THAT VEHICLES ARE, THE MORE DAMAGE THEY DO TO OUR ROADS...



FREIGHTED WITH DANGER

Trial of longer lorries will take place on UK roads, despite increased risks to cyclists – although fewer lorries will now be involved

THE GOVERNMENT'S PROPOSED

trial to allow longer lorries onto UK roads will go ahead from January, despite objections from local authorities and a host of environmental and road safety groups, including CTC. It will, however, be much smaller than the Government had planned.

Road safety minister Mike Penning announced on 11 October that the Government would allow a maximum of 900 lorries with trailers up to 1m longer than the current limit, and a further 900 lorries up to 2.05m longer. He acknowledged that these quotas had been introduced – effectively limiting the trial to 2% of the UK lorry fleet – due to concerns raised during the consultation over safety and costs to local authorities. CTC's 'No longer lorries' campaign saw 1,400 people contact their MPs.

However, CTC remains unconvinced by Penning's comments in Parliament on 15 September, when he was

questioned about the proposed trial. He told the Commons: 'We considered carefully whether longer semi-trailers posed a risk to cyclists in particular, and the risk is not there.' He also claimed that 'because the turning wheels of longer semi-trailers are at the back, their turning circles are much tighter than those of existing lorries.'

CAREFULLY CONSIDERED RISKS?

CTC wrote to Penning requesting the evidence for both statements. In reply, he told us only that his comment about turning circles 'reflected my own experience when I had the opportunity to see a prototype of a longer semi-trailer'. We understand he had visited the Stobart Group, which has an obvious interest in increasing lorry capacity. Penning's letter contained no evidence that the Department for Transport (DfT) had 'carefully considered the risks to cyclists'.

The claim by DfT that longer lorries

could improve safety is based on the assumption that longer lorries will mean fewer lorries. They admit that this won't necessarily follow. In fact, it hasn't happened when lorries have become longer or heavier in the past.



(Above) Mike Penning (Top) This is Sweden. The longer lorries being allowed in the UK won't be this long (yet). But with a single (rather than a double) trailer, the tail-swing problems will be worse.

SAFETY MEASURES MISSED

Penning has missed the chance to require hauliers in the trial to take steps to reduce the risks to cyclists and others. He could have waited 18 months for new 'active steering' technology, which should improve cornering and reduce the risk of tail-swing. He could have limited the trial to certain roads, required the fitting of sensors and cameras to the longer lorries, or specified cycle-awareness training for participating drivers.

Instead, government officials would like CTC to contact lorry operators and urge them to adopt these measures. They have also invited us to suggest how the trial can be monitored. CTC will certainly get involved, but we can't help feeling the Government should be governing road safety, rather than leaving it to appeals from the voluntary sector.

More at ctc.org.uk/nolongerlorries.



CYCLE-RAIL AWARDS PAGE 8

South West Trains named Operator of the Year thanks to joined-up ideas like this Brompton Dock at Guildford station



CTC NATIONAL DINNER & PRIZE PRESENTATION PAGE 12

Nominate your CTC Volunteers of the Year, book your place at the dinner, and pick a Peak District ride to go on

SUBSCRIBE TO CYCLECLIPS, CTC'S FREE WEEKLY EMAIL NEWSLETTER: SEND YOUR CTC MEMBERSHIP NUMBER TO MEMBERSHIP@CTC.ORG.UK

FROM THE VICE CHAIR OF CTC

Martin Cockersole

CYCLING with Member Groups is at the core of what CTC is and does.



CTC Council is committed to supporting Member Groups and giving them the best possible framework in which to operate.

Earlier this year, Council established a working group, including representatives from a variety of Member Groups, to review the current setup and suggest proposals for improvements. These proposals came from the volunteers in the working group, and they were met with overwhelming support.

The biggest change is to the framework of Member Groups. Local groups can now decide how they are structured. They can be part of a geographical two-tier structure – the DA and Sections arrangement, if you like. Or they can exist independently of this. Each group can define its own field of operation, whether that's geographical or based on a particular interest, and can have contact information for all relevant members. Any CTC member can participate in any group he or she wishes to and can attend and vote at any AGM.

Other changes include a uniform fixed grant of at least £200 for all Member Groups, and the ability to bid for further funds for specific projects.

Finally, a responsive single point of contact at National Office for Member Groups is now provided by Julie Rand, and the ClubShorts newsletter is keeping local committees better informed.

Council believes that this focus on the needs of Member Groups is an important initiative that will need to be sustained.



Photo: a ghost bike marks the site of a cycling fatality. iStockphoto.com

Cairns inquest blow

CTC HAS VOICED dismay over the dismissal of a legal challenge into the way a coroner conducted the inquest on the death of cyclist Eilidh Cairns. The challenge, brought by Eilidh's sister Kate, was partially funded by the Cyclists' Defence Fund.

Eilidh was killed by a lorry driven by Joao Pedro Lopes in February 2009, while commuting through Notting Hill Gate, London. Lopes was not prosecuted for even a careless driving offence. He only pleaded guilty for driving with uncorrected defective eyesight, for which he was fined £200, after the Cairns family pressed the police to test his vision.

Kate Cairns's lawyers subsequently argued that West London Deputy

Coroner Shirley Radcliffe had failed: to probe relevant questions (e.g. about Lopes's eyesight and the positioning of his mirrors); to summon a jury; and to make recommendations to reduce the risks of cyclists being killed by lorries. Rejecting the second and third of these points, Mr Justice Silber accepted the defence's argument that 'There was no special feature of the accident which gave the Coroner reason to think that it illustrated a systemic problem or that it might call for some specific response.'

CTC's Roger Geffen said: 'About 50% of cyclists' deaths in London involve lorries. If that isn't evidence of a systemic problem, I don't know what is.'

NEWS IN BRIEF

› CTC AGM 2012: CALL FOR MOTIONS

The 2012 CTC AGM will take place at 1.00pm on Saturday 12 May 2012 at the Hilton Hotel, Victoria Quays, Sheffield, S4 7YE.

Members wishing to propose a motion for the agenda should send it in writing to CTC Chief Executive, Kevin Mayne at CTC National Office by 1 Feb 2012. The motion should be proposed and seconded by two members.

CTC Council strongly recommends that members wishing to propose a motion contact their national Councillor or Kevin Mayne well before the deadline for a discussion about the proposal. With the introduction of proxy voting, it is important that the purpose of motions on the agenda is clear to those members not attending.

› STOP PRESS: CHARITY UPDATE

CTC Chair David Cox writes: CTC Council has been pushing forward with the preparation for Cyclists' Touring Club to become a membership charity, in line with the clear wish of members expressed at the last AGM.

The Club's application for charitable status was approved by the Scottish regulators. CTC is now registered as a charity in Scotland. In England and Wales, the Charity Commission have turned down that first application because they have concerns that we will need to address before we can go ahead.

Apparently, our decision to make minimum changes needed for charitable status in our rather old Memorandum and Articles of Association (our constitution) leaves them looking out of step with modern practice. Also we have not updated our old website to accurately present the charitable nature of our work.

We have taken advice about the best way forward and will be using the Commission's procedures to seek a review of their initial decision. While we have some more work to do, we feel confident that we will succeed in due course and remain committed to achieving registration.

CTC & CYCLENATION'S LOCAL AREA NETWORK

CTC HAS REACHED

an agreement with the UK federation of cycle campaign groups, Cyclenation (formerly CCN), setting out how the two organisations will work together to strengthen cycling advocacy and campaigning in the UK.

CTC will develop a support package for any kind of local group that wants to encourage cycle use and improve cycling conditions in its area. The package will help would-be campaigners form groups – and strengthen existing groups – through information-sharing and training on campaigning skills such as understanding and influencing your local authority, and gaining media coverage.

CTC Campaigns Director Roger Geffen said: 'CTC's campaigning would be nothing without the efforts of local volunteers. They are out there dealing with local policies and politics, traffic and planning

proposals and liaising with a whole range of partners and allies. But there is more we could get done by enabling more cyclists to join together in local groups.'

The agreement was drawn up in response to the Government's 'localism' agenda, where decisions affecting cycling are devolved to the local level, and it was announced at the CTC/Cyclenation cycle campaigning conference in Sheffield during October.

The conference had workshops on: running effective campaign groups; lessons from the Bristol Cycle City project; 20mph campaigning; working with the local media; building up a campaigning photo library; and a web-based campaigners' toolkit being developed by Cyclestreets, the not-for-profit organisation set up by Cambridge Cycling Campaign.

For more details on the conference, see cyclenation.org.uk.

FROM THE TOURING DEPT Mark Waters

WHAT A

GREAT cycling year it's been, with the longest spell of good autumn weather that I can remember. I hope you've managed to get away on some trips in and discovered some wonderful new places. Do share these with your fellow members using ctc-maps.org.uk. Or email details to us at cycling@ctc.org.uk.

It's the sharing of information and the sheer number of active members, with useful information to impart, which make CTC the best club for touring cyclists. CTC's new website, which launches in early 2012, will provide even more opportunities to communicate your experiences to other cyclists.

Taking part in a CTC Holiday is a great way for the uninitiated to get a taste for touring – see pages 28-30 for details of next year's programme. Or for the self-motivated, find out about the British Cycle Quest, the UK's ultimate touring challenge, or the Cape Wrath Fellowship, an award almost as rare as a hen's tooth!

I'm leaving CTC in order to lead more tours. To keep in touch with me you can follow this link: <http://kimtag.com/BikeRidesMW>. Or I'll see you on the road somewhere. Keep touring!



Cycle-rail awards

SOUTH WEST TRAINS was named Operator of the Year at the 2011 National Cycle Rail Awards in November. The Awards celebrate the work being done by train companies, associated industry groups and individuals across the country to encourage the combined use of cycle and rail travel.

South West Trains improved cycle access for around 50% of its passengers by introducing 1,500 additional cycle spaces, three cycle hire schemes and installing six new secure cycle compounds across its stations. It also launched the Brompton Bike Dock, the first solar-powered vending machine for folding bike hire, at Guildford station. The Dock is a pilot scheme that will be rolled out to other train companies.

York Station (East Coast), which has improved its access ramps and seen a branch of Cycle Heaven open on site, was Station of the Year. The Leeds Cycle Point won the award for Innovation. The other awards were: Best Customer Service, Merseyrail; Best Local Government Scheme, Eastleigh Borough Council; Best Station Travel Plan Measure for Cycling, Purley Station Travel Plan; Partnership Working, Northern Rail; Cycling Champion, Ian Hall of Northern Rail and Phil Dominey of South West Trains.

More details online at cyclerrail.com.

READ MARK'S TOURING BLOG VISIT [HTTP://TOURINGBLOG.WORDPRESS.COM/](http://touringblog.wordpress.com/) FOR MORE NEWS AND VIEWS ABOUT TOURING CYCLING

NEWS IN BRIEF

CHANGES ON COUNCIL

It was announced in the last issue of *Cycle* that a ballot was needed to elect two Councillors to represent members in the West Midlands Region.

Ballot papers were issued, and as a result, David Cox is returned to Council along with new Council member, Dan Howard who replaces Peter Mathison. Councillors take their seats on CTC Council from 1 January.





Photos: iStockphoto.com and CTC

Signs of the times

Road sign regulation changes should see more contraflow cycling on one-way streets, more 20mph signs, and maybe cyclist-only traffic signals. **Chris Peck** explains

COULD CYCLING CONDITIONS

in Britain be improved just through changes to regulations governing signs? On the face of it this seems unlikely: driver behaviour and road layout and surfacing are the areas that need substantial improvement if the oft-heralded but still illusory 'cycling revolution' is to sweep the land.

However, simple changes to the way many signs and road markings work could help make a difference. After years of resistance, the Government has finally agreed to calls from CTC and others to relax some of the regulations concerning signs and road markings, meaning cheaper, simpler ways to reduce speeds and provide cycle facilities.

Except cyclists

Principal among these changes is the long-awaited modification of the rules around the 'no entry' sign. Streets are made one-way usually because they are too narrow to easily accommodate two cars, or for traffic management reasons. Neither of those factors applies to cyclists. In the rest of

Europe, one-way streets can be made two-way for cyclists by attaching an 'except cyclists' sign to the 'no entry'. In 2008 a law was passed in France that required local authorities to allow contraflow cycling on one-way streets if conditions are appropriate. In one year, contraflow one-way streets in Paris alone increased from 40 kilometres to 240 kilometres in length.

That simple solution to contraflow cycling was forbidden in Britain until now. The change occurred because trials found that it was entirely safe and increased levels of cycle use, while the number of drivers contravening the regulations halved when compared to schemes using a different approach. Making one-way streets two-way for cyclists can open up back streets and provide alternative routes away from the busiest main roads, whilst legitimising perfectly safe manoeuvres.

Cycling crossings and advanced greens

Other proposals include a trial permitting cycling over zebra crossings, as well as an advanced green light

WANT MORE CAMPAIGNS NEWS? SIGN UP

to Cycle Digest.
Email cherry.allan@ctc.org.uk to receive your copy

Contra-flow cycling is popular across Europe: the sign below is in Krakow, Poland



phase for cyclists and ways for cyclists to bypass standard traffic signals. These too are already commonplace elsewhere in Europe. At present, toucan crossings are the only way that councils can enable cyclists to cross a busy road without having to dismount. The new option of 'cycling zebra crossings' will be simpler and cheaper, avoiding the need for expensive traffic signals.

An advanced green signal for cyclists – letting cyclists get away a few seconds ahead of motor traffic – is perhaps the most revolutionary idea. This would strengthen the value of advance stop lines, whose rules are also being simplified. CTC hopes that alongside this, the Department for Transport will permit the use of mini-traffic signals that can be mounted at cyclists' height. This too would save costs.

More 20mph zones

Another welcome change improves the flexibility for local authorities to reduce speed limits. In the past, 20mph zones required either speed humps or purpose-built chicanes every 100 metres. Now local authorities can be more flexible in the type of feature – using 20mph markings on the road surface, for example.

All signs within 20mph speed limits and zones will no longer need illuminating, reducing the costs of implementing and maintaining these areas and creating an incentive for local authorities to make the switch.

It's now up to cycle campaigners and local authority engineers to use these changes to help make things better. One way currently being developed to assist campaigners will be a tool to allow locations for one-way streets or other cycle infrastructure improvement ideas to be recorded on a website.

If you want to get involved in campaigning locally to improve conditions for cyclists, visit ctc.org.uk or righttoride for details

CTC AGM & Dinner 2012

THE 2012 CTC AGM takes place on 12 May in Sheffield at the Hilton Hotel, Victoria Quays in the city centre. The evening is the highlight of CTC's social calendar: the National Dinner and Prize Presentations, where the achievements of CTC members are recognised.

Nominations are needed now for CTC's Volunteer of the Year Awards. Whether they're a campaigner, local group organiser, ride leader or cycle instructor, if you know someone who changes the lives of others through cycling, we want to hear about them. There are awards for individual CTC members across England's regions and in Scotland, Wales and Northern Ireland: for CTC and CTC affiliated groups; and the Gordon Selway Memorial Award for a voluntary campaigning achievement (not necessarily by a CTC member).

In addition to these awards, recognition will be given to the Young Volunteer of the Year for the under 20s and the Youth Club or Project of the Year for any programme catering for young people. These awards are both supported by Bike Club. For more information, see ctc.org.uk/volunteerwards. Nominations close on 1 February 2012.

The hosts for the AGM, Prize Presentation and the next day's rides are Sheffield District CTC, who are celebrating their centenary in 2012. There is a wide selection of Sunday rides, all starting from the Hilton Hotel. The rides include: a 100km audax event through the Peak District to the Staffordshire Roaches, taking in some of the most scenic roads in the area; a 25-mile moderate paced ride to Hathersage in the Hope Valley of the Peak Park; a Trans Pennine Trail ride to Rother Valley Country

Park for Family and Easy riders; and a tour of Sheffield's cycle infrastructure by our Right to Ride representative Simon Geller. A mountain bike ride is also planned.

Members visiting Sheffield for longer may wish to take part in other rides in Rotherham and Doncaster. The Sheffield CTC group also organises Wednesday night pub rides to the edges of the Peak District, open to visitors to our area. See sheffieldctc.org.uk.

For queries about the Dinner & Prize Presentation, contact Sue Cherry, t: 01483 238302, e: sue.cherry@ctc.org.uk



CTC sportives return for 2012

More than 250 riders took part in the Tour of Worcester on 16 October, the final event in the CTC Challenge Ride and Sportive series. More than 1,500 cyclists took part altogether in the five main events and the two women's events, a five-fold increase on just two years ago.

For 2012, there will be an extra event in the North West, plus off-road events in Dorset and Guildford. Entries are now open online at ctcchallengerides.co.uk. Each event costs £27, although CTC members get a £10.00 discount and any team of four riders can enter for £60.

- The events in full are:
- 25*-26 February – Ride to the Pies, Dorset
 - 18 March – North West Challenge, Manchester
 - 26*-27 May – Guildford
 - 23 June – Ron Kitching, York
 - 19 August – Phil Liggett, Sheffield
 - 14 October – Tour of Worcester

The off-road events are denoted by asterisks. Every event will be fully signed and supported, with feed stations and mechanical backup.



CTC NATIONAL DINNER BOOKING FORM



Please send me _____ tickets @ £30 each for the CTC National Dinner on Saturday 12 May. Cheques should be made out to 'CTC' and sent with this form to:

CTC Membership, PO Box 416, Twickenham, TW1 9GD.

Names of those attending (use another sheet if necessary). Please put a letter V in brackets, like this (V), after the name of any vegetarians.

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Name and address

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Tel

Email

I would like details of local accommodation Yes No

I will be taking part in the Sunday rides Yes No

Above photo: Phil O'Connor. Above left: Barry Raynor





EXCEL LONDON THE LONDON BIKE SHOW

JANUARY 12-15 2012

ROAD • MOUNTAIN BIKE • TRACK • BMX • COMMUTER
ELECTRIC • CHILDREN'S



Showtime in London

WHATEVER WEATHER this winter throws your way, you can still get your fill of cycling at the The London Cycle Show, which runs from 12-15 January at Exel. If you're looking to buy a new bike, treat yourself to some new gear, or want to check out the latest bike designs, head down to London's Docklands.

Exhibitors include Madison, Brompton, Carradice, ATB Sales, Extra UK, Schwalbe, Hope Technology, Rose, and many more. CTC will be there too. Some of the best examples of modern bikes and components will be on display at The Cool Wall.

Cycling adventurers and professional racers will give talks on the show's Cycling Stage throughout the event. Top mountain bike freestyle team the Animal Relentless Bike Tour return to the show with their stunts and tricks display. And the London Hardcourt Bike Polo association will host London's first ever indoor international bike polo tournament,

with more than 20 teams competing. Visitors will be able to try out bike polo.

CTC members can take advantage of a special ticket price: just £8 instead of £12. Just enter 'CTC' in the discount code box when you book online at thelondonbikeshow.co.uk. Note that a transaction fee of £1.95 per booking (not per ticket) applies to all ticket purchases.

The same ticket also gets you into the The Active Travel Show, The Outdoors Show and The London Boat Show, which are taking place at the same time at Exel. This is the second year of The London Bike Show, after its successful launch in January 2011.

The London Bike Show runs from 10am-6pm on Thursday 12 January, 10am-7pm on the Friday and Saturday, and 10am-6pm on the Sunday. Exel is just a short trip from central London on the Jubilee Line and Docklands Light Railway.

For more information about the show, visit thelondonbikeshow.co.uk.

