

news

CTC'S ANALYSIS OF
WHAT'S HAPPENING IN
THE CYCLING WORLD

PAGE 59 WHAT TO DO NEXT IF YOU'RE THE VICTIM OF CARELESS DRIVING



Photo: Adam Coffman

CTC President Jon Snow was a key witness at the 'Get Britain Cycling' inquiry. CTC staff also played major roles

CYCLING INQUIRY WRAPS UP

The parliamentary inquiry to 'Get Britain Cycling' concluded in March. A report is expected soon – as is a Government response

WHAT HOLDS back cycling in the UK? What needs to change? Those questions and more were put by MPs and Peers to dozens of senior figures from the world of cycling and public policy in the first quarter of 2013. For six weeks from January into March, the All Party Parliamentary Cycling Group's (APPCG) inquiry 'Get Britain Cycling' investigated the barriers to cycle use.

As the final witnesses at the inquiry, cycling minister Norman Baker and road safety minister Stephen Hammond emphasised the funding they have made available for sustainable transport, cycle-friendly junction improvements, cycle-rail integration and improved cycle route connections. But CTC President Jon Snow cited the lack of quality cycle provision in the recent redevelopment of King's Cross as a classic example where fine rhetoric fails to translate into action on the ground.

Highlights of the inquiry, which was funded through a grant from News International, included Chris Boardman eloquently stating the case for better quality facilities, suggesting that Britain should be aiming for cycling to be 15% of trips – as was the case in 1948. And Professor John Parkin told MPs that in order to achieve real change, funding of around £15 per head, per year, was needed to build the infrastructure necessary to support a shift to cycling.

'We urge David Cameron to lend his authority to an Action Plan to substantially boost cycle use and cyclists' safety, ensuring that other key ministers are all on board,' said CTC Campaigns Director Roger Geffen. 'In particular, he needs to persuade his Chancellor to back cycling with the funding it needs, and deserves, for the huge economic benefits it could provide.'

With transport funding cuts looming, the imminent shift of health budgets to local authorities looks to be a key source of cash to support healthy behaviours like cycling – yet funding the promotion of cycling from health budgets could prove controversial.

A report of the inquiry is now being written by Professor Phil Goodwin of UCL, and is due to be launched in Parliament on 24 April. The APPCG will then seek a further parliamentary debate on cycling to strengthen the pressure on ministers for a positive Government response.

In the meantime, CTC is calling on members and supporters to remind MPs to sign up to the 'Get Britain Cycling' parliamentary Early Day Motion, EDM 679. Go to ctc.org.uk/get-britain-cycling to urge your MP to sign it, or thank them for doing so, using an automatically-generated email.

Coming up



WALES BACKS BIKE ROUTES

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The Welsh Government has proposed a law requiring local authorities to map and promote cycle routes.



ROAD JUSTICE REVIEW

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CTC is on the Justice Review Working Group, aiming to get fair treatment for vulnerable road users in 'accidents'.



MOVE UP A GEAR AT CTC'S AGM

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CTC is hosting a seminar for CTC volunteers, Member Groups and affiliated clubs just before the AGM on 11 May.

GET MORE ON CAMPAIGNS

Sign up to Cycle Digest, CTC's quarterly campaigns journal. Email cherry.allan@ctc.org.uk

WALES BACKS BIKE ROUTES

THE WELSH Government has proposed a new law placing a duty on local authorities to map the walking and cycling routes in their area and to make a plan and budget to improve them. The proposals have been brought before the Welsh Assembly as the Active Travel Bill (Wales) 2013, following a consultation in 2012.

Sustrans Cymru has argued for such legislation for some years, pushing a draft version through several sessions of the Welsh Assembly. CTC has supported the proposal as long as the routes created were of sufficiently high quality. Guidance mandating this will now be included in the Bill.

One of CTC's campaigners in North Wales, Roy Spilsbury, welcomed the Bill, noting that, 'for the past six years Conwy Council has opposed cycling access along Llandudno's north shore promenade despite it being evident that the parallel road is too hazardous for all but the most experienced riders.' Although Roy finally persuaded the council to allow a trial of cycling on Llandudno Prom, this new duty on local authorities will make future battles much easier.

During the consultation, the Welsh Government had suggested changing the law around footpaths (note: not footways, which



The Mawddach Trail is already popular. The new Bill would require local authorities to map and promote all cycle routes

are pavements alongside roads), arguing that 'many of the footpaths regularly used by walkers, particularly in urban and semi-urban areas, are of a quality and type which would allow cyclists to use them safely.' This doesn't appear in the draft Bill, however.

FROM THE CHAIR OF CTC

David Cox

I was visiting our National Office colleagues in Guildford on the day that Boris Johnson announced his 'Vision for Cycling' in London (see ctc.org.uk/mayor-launches-cycling-vision-to-de-lycrafy-london). Councillors for London will be monitoring the impact of these ambitious plans, and of the appointment of Andrew Gilligan as Commissioner for Cycling. This has got to be good news for all of us in the UK too.

I was brought up in London's Essex suburbs and mostly rode out into Epping Forest and beyond. The Tour de France will come right past our old house next year. Only once did we ride up west and over to Herne Hill to see some international stars. Now I regularly visit London on the Brompton and join the shoals of new urban cyclists.

What implications does London's lead, its ambition and its financial commitments to cycling have for other UK cities? Birmingham, where I now live, is working up a Cycle City Ambition Bid to transform cycling within and into the city centre. We are launching a Cycle Tourism option for the city's 33 million annual visitors. Cycling social enterprises are doing cycling and mechanic training, led rides, recycling, couriering, and 'tools clubs'. We want to re-establish cycle manufacture in the West Midlands and get common standards of provision – parking, junctions, lanes – across our Centro public transport area.

Will the 1960s car manufacturing town be reborn as a Cycling City? Can we see a Cycletopian future for our children and grandchildren? Let me know what's happening in your city – email David.Cox@ctc.org.uk, twitter [@davidcox65](https://twitter.com/davidcox65)



Allowing more taxis into bus lanes could deter cyclists, campaigners claim

Belfast's bus lane battle

CTC CAMPAIGNERS in Northern Ireland have joined other cycling groups in protesting against plans that will allow more taxis to use bus lanes in Belfast. Up to 2,000 more vehicles could use the bus routes if ministers approve changes to the way taxis are licensed in Northern Ireland.

Bus lanes provide cyclists with priority on the road and a lower-traffic environment. Last year in London, attempts to allow private hire vehicles into the bus lane network were rejected by Transport for London. In Belfast, 86% of respondents to the consultation held last year opposed similar plans.

'Bus lanes are perceived to be a safe

place for commuting cycling,' CTC's Northern Ireland representative Tom McClelland told Ulster TV. 'If we get more and more private hire taxis in bus lanes, there's a real risk and a real perception of increased danger, which will put off more cyclists.'

CTC's original response to the consultation on taxi licensing said: 'CTC believes the current arrangements should continue: Belfast Public Hire and Taxi Bus services having access to bus lanes, other taxis given access only for collection or set down of fares. Before additional access is given, qualitative research should be undertaken to measure and calculate the effect.'

CTC SCOTLAND GEARS UP

THE SCOTTISH

Government's investment in cycling is lagging behind the rhetoric of its ambition for leisure and utility cycling, Chairman of CTC Scotland Chris Oliver has warned. The Cycling Action Plan (CAPS) for Scotland set a target that by 2020, 10% of all journeys taken in Scotland would be by bike.

'This target is unlikely to be achieved with current resources and budget,' Chris Oliver said. 'Yet there is still

an opportunity for change. It is therefore a critical time to consider the challenges for CTC Scotland – to protect, inspire and promote cycling.'

Chris has commissioned a cycling development plan to make a clear strategy for the future. This development plan was delivered by Mark Kiehlmann from ED's Cycle Co-op. With collaboration with CTC National Office, this plan will be worked into a full business case. One objective

is a designated Scottish CTC staff member and office support to deal with local and Scottish issues.

Chris concluded: 'Investment by CTC in Scotland will not only deliver benefits to cyclists in Scotland. As it's a smaller country, there's greater access here to political elites, senior civil servants and the media than there is in the rest of the UK. So CTC Scotland can help set the agenda on better cycling policies for all.'



Chris Oliver, Chair of CTC Scotland, has proposed a new action plan so that the country won't miss its 2020 cycling targets

SIGN UP FOR CYCLECLIPS

CTC's free weekly email newsletter: email your membership no. to membership@ctc.org.uk

Bob Kynaston RIP



IT WAS WITH great sadness that CTC learned of the death of Bob Kynaston on 18 January 2013 after a short illness. He was 72. Bob had been a CTC member for over 50 years, and the driving force behind the Tourist Competition for nearly 20. He will be missed not only by his wide circle of friends and cycling colleagues, but by

Tourist Competition riders and by CTC National Office staff.

Bob's friend John David wrote: 'Bob was a lifelong cyclist, known nationwide for his two decades of voluntary work organising and collating results from the CTC's DATC and Tourist Competition events. He and his wife of 50 years, Wendy, were the mainsprings of CTC Edgware. He was also a rapid short distance time triallist in his younger days as a Westerley CC member.'

'He cycled regularly with CTC South Bucks Midweek, but went on hundreds of CTC Edgware trips to many parts of the UK and to the CTC Birthday Rides and the Semaine Fédérale. Immaculate in appearance on and off the bike, modest in behaviour, Bob was a cycling gentleman. He was a plant demolition expert with the Central Electricity Generating Board until early retirement and his contact with asbestos is tragically thought to have contributed to the death of a very fit man.'

NEWS IN BRIEF

› TIME TO SPEED UP ON SLOWING DOWN TRAFFIC

The Government has updated its guidance to councils on local speed limits. This recognises the safety case for 20mph limits on built-up streets but only invites councils to consider introducing such limits 'over time'. It also suggests councils seek authorisation to introduce 40mph limits on rural lanes. In contrast to these small steps forward, the Government has consulted on increasing the maximum speed limits for goods vehicles on rural single-carriageway roads. CTC and other groups have strongly objected – see ctc.org.uk/no-to-higher-lorry-speeds.

› CYCLING UP, CENSUS SAYS

Census figures have shown a 17% increase in the number of cycle commuters in England and Wales since 2001. In total, 112,000 extra people are cycling to work compared to 10 years ago. Changes in cycle use are markedly different across the country, with parts of London, Bristol, Brighton and Cambridge all seeing big increases, but many rural and economically-troubled areas seeing a decline.

› SHOP BY BIKE SUPPORT

CTC's Gavin Wood has written to the main supermarket chains asking them to improve their cycle parking provision, and also inviting them to support CTC's shop-by-bike trial. This is part of the EU-funded 'Cycle Logistics' project, in which CTC and other groups from around Europe are exploring the scope for greater use of freight bikes, whether by businesses, local authorities, or individuals. See ctc.org.uk/cyclelogistics for details.

› CYCLING & HEALTH STUDY

University College London, in collaboration with CTC, is undertaking the most comprehensive study on cycling fitness and health to date. Complete a five-minute online questionnaire and you could win £100 in cycling vouchers: ctc.org.uk/cycling-fitness-health-study.

› STOP PRESS

Gawton Gravity Hub, a Devon-based downhill mountain biking club, affiliated to CTC in March. More details about the club are at gawtongravityhub.co.uk