

news

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

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The percentage of drivers with points on their licence correlates with roads police numbers

IS YOUR FORCE WITH YOU?

CTC's Road Justice campaign reveals which police forces are committed to road safety for cyclists

MORE THAN A THIRD of police forces in England and Wales support at least one of CTC's Road Justice recommendations for improved roads policing, designed to improve cyclists' safety. The map (right) uses a traffic light system to show responses.

The recommendations, contained in a report published for the Road Justice campaign in July, focus on three areas of roads policing: road collision investigations; resources and training; and victim support. The Road Justice campaign will publish a report looking at the Scottish justice system's handling of road collisions in 2014. It will be delivered to Police Scotland.

Several forces in England and Wales, including City of London, North Yorkshire and Suffolk, said they would welcome additional funding

for roads policing. City of London police bemoaned the lack of national targets for road crime reduction as the reason why roads policing gets sidelined in budgets.

Gwent and North Yorkshire agreed that better training is required for non-specialist officers who handle minor collisions. Gloucestershire and Thames Valley said they would look into online collision reporting systems.

Almost all forces that responded agreed that officers should guard against the propensity to blame road crash victims and that all crash victims should be included in the Code of Practice for Victims of Crime.

Devon and Cornwall, singled out by CTC in the campaign report for completely slashing roads policing in 2011, have said that they will create a safer roads support unit with 150



staff and review their roads policing training.

CTC has also studied Government figures that show which areas have the highest concentration of drivers with penalty points. Glasgow tops the list, with 14.5% of drivers in the postcode area having points. Lerwick, in Shetland, has the fewest: just 4%. Tables

showing the top 10 and bottom 10 locations where drivers have points can be found on the Road Justice website. CTC believes that the discrepancy between areas is mainly due to differing levels of traffic policing in different areas.

Please sign the Road Justice petition at roadjustice.org.uk

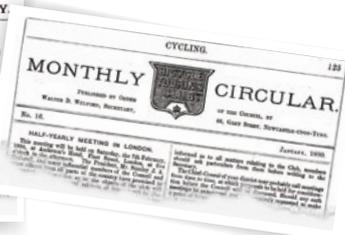
Coming up

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The Government is making the right noises on cycling provision but its own predictions say that cycling will fall





SIGN UP FOR CYCLECLIPS

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

Feedback on CTC's future

CTC HAS a proud history since being founded as the Bicycle Touring Club in Harrogate 135 years ago. As you can tell from Cycle, we cater to all sorts of cyclists, never forgetting our roots in touring and campaigning.

From the start we've been a membership organisation, and we always need to attract new members to provide the lifeblood for our member groups and to give us 'clout' when we try to get

things done by government.

A couple of months ago we began looking at the way CTC presents itself to the world, to ensure we attract new cyclists while retaining the loyalty of traditional members. Over 7,500 of you have taken part in an online consultation or given your views by phone, post, in person, or on the CTC Forum.

We've listened to your views on the Cyclists' Touring Club's current trading name

(CTC), our logo, and all the other ways we present ourselves. We are now testing a number of options for our name and logo (including the current ones) with groups of current and potential members. Our elected Councillors will review all that we've learned and decide how we'll present ourselves in the future. Between issues of Cycle magazine, please keep an eye on CycleClips for updates on the review.

FROM THE CHAIR OF CTC

David Cox

IT WAS announced in the last issue of Cycle that

a ballot was needed to elect a CTC Councillor in Wales. As a result of that ballot, Gwenda Owen has been elected. I am delighted to welcome Gwenda and look forward to working with her in the New Year. So what will we be working on?

This autumn has been particularly busy with visits to old friends at Member Group AGMs, National Council and Committee meetings, and an Awayday in Derby. There has been a common theme running through these discussions locally and nationally. It's about expansion, inclusion and diversity – how we can make CTC more accessible, welcoming and relevant to new generations of cyclists with their diverse backgrounds and interests.

Isabelle Clement from the London charity Wheels for Wellbeing gave us an inspirational talk on inclusive cycling to guide Council's thinking. Her work involves enabling more people to cycle, using adapted bikes and one-to-one support. She enjoys whizzing around Brixton with a handcycle attachment to her wheelchair.

We are working hard to influence central and local government plans and spending to improve conditions for cyclists. We aim to make the judicial system wake up to protecting vulnerable road users. We need to expand the range of CTC activities locally. To do this, CTC needs to attract and retain more members from amongst the new riders we see on the road and the large number of people who are buying bikes and looking for opportunities to use them.



Grassroots recognition



Chair David Cox (left) congratulates Si Davies

SEVERAL MEMBERS recently won recognition for the volunteer work they have undertaken for CTC.

Si Davies of North Birmingham CTC was awarded the CTC Certificate of Merit. He was leading a Bike North Birmingham EazyRiders group ride when CTC Chair David Cox caught up with him. His award, however, was primarily for his contributions as a volunteer moderator and administrator on the CTC Forum. Forum moderation can be a thankless task involving unsocial hours, but Si's even-handed and sensible interventions help keep the forum a friendly place. His own contributions are well-informed and constructive. The CTC Forum would be a poorer place without him.

Veronica Brown retired as CTC Bedfordshire's president in October, after

35 years of service; she was presented with a bouquet and gifts. She started the group's family section in 1975, she promoted local rides through the local press, and in the 1980s she trained young people for the Duke of Edinburgh Awards. She campaigned for cycling as a CTC Right to Ride representative at local meetings from 1975 to 1996, and was a founder member of the Cycling Campaign for North Bedfordshire. She was awarded the CTC Certificate of Merit in 1996.

In September, meanwhile, Sheila Simpson celebrated her fiftieth CTC tour as a leader. A CTC member since 1974, Sheila led local rides with Sheffield CTC for three decades. In 2000, she began leading CTC tours. Destinations have been as diverse as the Welsh Borders, LEJOG, France, and India. And she hasn't hung up her wheels yet.

Maurice Tomlinson of East Yorkshire CTC has been logging his mileage since he retired. Now aged 83, he has ridden 75,000 miles since he stopped work. Well done.

Don't forget that you can now nominate members for the CTC Volunteer of the Year Awards. The deadline is 14 February 2014.

For details about CTC awards, and on nominating, visit ctc.org.uk/volunteerawards

STOP-GAP FINE FOUGHT

Right: Matt Hodges



A CYCLIST who was fined for stopping in front of an Advanced Stop Line because a driver was illegally occupying the cyclists' box has had his case taken up by the Cyclists' Defence Fund (CDF). Alex Paxton, 27, positioned himself ahead of the traffic – and the occupied ASL – because he was turning right; waiting in the inside lane would have

meant crossing three lanes of traffic when he set off.

A police officer saw Alex at the lights and radioed a colleague. The second officer stopped Alex along the road he had turned into and gave him a fixed-penalty notice (FPN), despite not having seen the incident or assessing the risks involved.

Cyclists have shown overwhelming support for

Alex. Four days after CDF had launched an appeal to raise the £2000 that the case is likely to cost, the target had been exceeded. A trial has been set for 5 December.

CDF, meanwhile, now has tighter ties with CTC. CDF was set up by CTC as an independent charity in 2001, before CTC itself began to acquire charitable status. Having now done so, CTC will be formally linked with CDF. This will simplify administration and allow CDF to be better integrated with CTC's Road Justice and other campaigns. They will retain separate trustees and accounts, but now share a charity number.

For more details, see cyclistsdefencefund.org.uk

IPHONE CRASH KIT

CTC HAS LAUNCHED an iPhone app for recording cycling incidents. In the event that you're involved in a road incident, CTC's 'Crash Kit' will help you be prepared for any legal action. The app allows you to record all necessary information about an incident, including: witness contact details; third party contact and vehicle details;

weather conditions; photos of the scene, injuries and equipment damage; injury details; and the time, date and location of the incident. You can then email the report directly to CTC's solicitors Slater & Gordon Lawyers. The app can be used to record multiple incidents and incidents you witness but are not involved in. It's free to download.



CTC's Crash Kit is free to download from Apple's app store

ORGANISERS OF & PARTICIPANTS IN TOURIST COMPETITION EVENTS

from 2013 are urged to send any pictures and event reports to competitions@ctc.org.uk

Tourist Competition update

AFTER THE SAD loss of Bob Kynaston, the long-time national coordinator of CTC's Tourist Competition, this year's event has been managed by CTC volunteer David Brown. The results will be finalised shortly and published on the Tourist Competition website: ctc-competitions.org.uk

The rules for next year's Tourist Competition will be published in January, along

with the timetable of events, ride reports, and pictures. You can also sign up for an introductory pack.



The CTC Tourist Competition website is being revamped for 2014

NEWS IN BRIEF

› SCOTTISH PARLIAMENT TALKS PRESUMED LIABILITY

MSPs from the SNP and Conservative parties have joined Greens in calling for a positive debate on Continental-style 'presumed liability' rules, which also revealed strong cross-party support for investment in cycling and improved cyclists' safety. The debate on presumed liability rules (also known as 'stricter liability' or 'no fault liability') was led by Green MSP Alison Johnstone, who is also co-convenor of Holyrood's Cross-Party Group on Cycling. It builds on law firm Cycle Law Scotland's powerful Road Share campaign for presumed liability rules, which is supported by CTC Scotland, Pedal on Parliament, Lothian Spokes and several others involved in promoting walking and cycling in Scotland.

› CHANGES ON CTC COUNCIL

It was announced in the last issue of Cycle that a ballot was needed to elect a Councillor in Wales. Ballot papers were duly issued, and as a result of the ballot, Gwenda Owen has been elected to Council.

› CYCLING STRATEGY MIRED IN RACING DEBATES

Consultation on a draft Cycling Strategy for Surrey has become mired in arguments over 'cycle racing' (actually, sportives). Residents mounted a petition calling on the council to 'stop Surrey being turned into a cycle track', only to be overtaken by a pro-cycling petition with more than 3,800 signatures, including that of Chris Boardman. For more, see tinyurl.com/nt8zos2. Meanwhile CTC members responded to the core issues of the Cycling Strategy, saying it needs clear targets; a plan for safe, coherent and convenient cycle networks within and between towns, with more 20mph streets in urban areas; positive promotion of cycling for people of all ages and abilities; and an earmarked budget of at least £10 per person annually.

› BRENTFORD CARGO BIKES

Cargo bikes are coming to Brentford. The Brentford Bikes project will make three Christiania cargo bikes available for businesses to use free of charge for a three-month pilot period. For more details, see ctc.org.uk/category/tags/cycle-logicistics.

READ ALL ABOUT IT GO ONLINE

Visit ctc.org.uk/campaigning for a more in-depth analysis of this and other stories



A typical UK roundabout



A typical Dutch roundabout

Right: © fiets beeraad. Above right: © tejanphotos

Manchester, who want to trial them in the meantime, should be allowed to do so without delay.

They won't come – don't build it...

Cycle-friendly transport changes can't come too soon. Because despite huge public and cross-party parliamentary support for a target to increase cycle use to 10% of trips by 2025 and to 25% of trips by 2050, the Government expects cycle use to fall over the coming decade.

Government figures obtained by CTC suggest that cycle use in Britain will fall from 1.4bn trips in 2015 to 1.3bn trips throughout the 2020s. It is then predicted to return to 1.4bn trips in the following decade. Total trips made by road (including bus and walking) are predicted to increase by 16% between 2010 and 2035, while road vehicle mileage is expected to rise by 44% over that period.

From this, the Government's 'National Transport Model' (NTM) appears to be predicting that cycling's percentage share of road trips in Britain will increase from 2.1% in 2010 to 2.4% in 2015. But it is then predicted to fall back again to 2.1% in 2025, rising marginally to 2.2% in 2035.

The Government's National Transport Model may seem arcane, but its predictions are important. Directly or indirectly, they influence everything from regional transport strategies to the design of individual junctions. If the model predicts vast increases in motor traffic while cycle use remains static, then traffic planners' computer programmes will carry on rejecting calls for cycle facilities, predicting that these will merely worsen the very congestion that cycle facilities are meant to address! Instead of saying 'Build it and they'll come', the Government is saying, 'Assume the cyclists won't come, so don't build it'. It's a self-fulfilling prophecy.

In terms of miles cycled, the National Traffic Model suggests that cycle use in Britain will rise initially (from 2.9bn miles in 2010 to 3.4bn miles in 2015), but then fall again to 3.0bn miles in 2025. It is then expected to remain at around 3.1bn miles till 2035. After taking account of population growth, this means that the average person in Britain will be making 2% fewer journeys by cycle in 2035 than in 2010, and cycling 10% fewer miles.

The figures also include an assumption that the average length of a cycle trip will decrease, even though average cycle trip lengths have increased by 50% in the past decade (from 2.2 miles to 3.3 miles).

Discuss this and other campaigning issues online: forum.ctc.org.uk

PLANNING TO FAIL?

The Department for Transport is talking up Dutch-style cycle provision, but Government figures predict a cycling downturn for Britain. CTC Campaigns Director **Roger Geffen** explains

TRANSPORT SECRETARY Patrick McLoughlin told cycling champion Chris Boardman that his department will do all it can to enable councils to introduce Dutch-style segregated cycle provision, while the Highways Agency has promised to review the cycling sections of its design guidance.

CTC has welcomed McLoughlin's announcement, which came after he met with British Cycling and its Policy Adviser, the former Olympic gold-medallist Chris Boardman, followed by three days of talks between CTC and Department for Transport (DfT) officials.

Making changes: now or never?

CTC believes the DfT now needs to move quickly to ensure that the

required changes can all be included in a forthcoming update to the UK's traffic signing regulations, while allowing councils to conduct trials as soon as possible. Transport for London is conducting off-road trials of Dutch-style roundabouts, cycle-specific traffic lights, and other measures that are normal in continental Europe but are not permitted in the UK. So far DfT officials have not committed to a timescale for making the necessary changes to UK traffic rules.

With a consultation on various cycle-friendly changes to traffic regulations already expected in 2014, CTC believes these and other continental forms of cycling provision should now be included as part of that process, while councils like

GET MORE ON CAMPAIGNS

Sign up to CTC's online, monthly campaigns bulletin, *CycleDigest*, at ctc.org.uk/cycledigest