

news

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

PAGE 58 CTC'S NEW 'SPACE FOR CYCLING' CAMPAIGN



£230K FOR EARLY LEARNERS

A new CTC-led project will allow every four-year-old child in Glasgow the opportunity to learn to ride a bike, thanks to The People's Postcode Lottery Dream Fund

PLAY ON PEDALS, a collaborative project between CTC, Play Scotland, Glasgow Bike Station, and Cycling Scotland was awarded £231,957 on 29 January from the People's Postcode Lottery Dream Fund 2014.

The award, the largest single amount ever awarded to a Dream Fund project, means that every four-year-old child in Glasgow will have the chance to learn to ride a bike before they go to school.

Planned to run until March 2016 from this year, to coincide with the Commonwealth Games, the project aims to help children and their families incorporate cycling into their lives. Four-year-olds will move from balance bikes to pedal bikes with the help of 'Professor Balance'. Families will also be able to borrow children's bike for community led rides and to have children's bikes

recycled through project partner Glasgow Bike Station.

The four charities involved in the development of the project hope to capitalise on the excitement and interest in cycling and create a lasting legacy for the city's young people and families. CTC Cycling Development Officer for Scotland Suzanne Forup, who headed up the project, was delighted by the grant.

'Allowing young children to experience the fun and exhilaration of cycling independently, and to begin to develop active habits helps them to lead a healthy lifestyle as they grow through childhood and into adulthood,' she said.

Play on Pedals will work with 50 community organisations, including nurseries, playgroups, disability support groups, health and medical centres, and community



centres across Glasgow to create a group of cycling ambassadors. These will be instrumental in targeting every family in their community and getting them cycling.

For details, visit the blog
playonpedals.wordpress.com

Coming up



CTC CHIEF EXECUTIVE MOVES ON PAGE 6

Gordon Seabright is to leave CTC at the end of May to become Director of the Eden Project.



DEMANDING JUSTICE PAGE 8

CTC's Road Justice campaign delivered a 12,000-signature petition calling for improvements to roads policing.



ROAD SAFETY ROUND UP PAGE 10

Lorries could be banned from coming into London unless they have sensors and cameras fitted. But it's not all good news.



Scan to visit
the Play on Pedals
blog. Tweet us
@playonpedals

Disappointing standards

CTC HAS supported an appeal by Cycling Scotland against a ruling by the Advertising Standards Authority (ASA) which could ban all UK advertisers from showing cyclists without helmets. This could be a devastating blow to the promotion of cycling as a safe, healthy, enjoyable and above all normal activity.

The ASA's initial ruling was made against a TV advert made by Cycling Scotland, with funding from the Scottish Government, which sought to persuade drivers to leave as much space when overtaking cyclists as they would when overtaking a horse. It attracted five complaints, which argued that it was 'irresponsible' for showing the cyclist riding away from the kerb and without a cycling



Five viewers complained about the cyclist in the ad

helmet or other 'safety attire'.

The complaints were initially upheld by ASA, but were rapidly withdrawn pending an independent review, after the ruling prompted a rapid 3,000-signature petition and a deluge of protest emails and letters, including correspondence from the All Party Parliamentary Cycling Group and the Transport & Health Study Group.

CTC remains concerned

that the review might only reverse the ruling on cyclists' road positioning, while upholding the ban on adverts showing people cycling without helmets. Companies selling anything from beer to holidays might also be affected if they wish to show scenes of normal life in countries like the Netherlands or China in their adverts.

CTC's view on cycle helmets is online: ctc.org.uk/helmets

FROM THE CHAIR OF CTC

David Cox

I HOPE that you are enjoying this bumper spring edition of Cycle.

Like me, you are probably looking forward to more daylight and warmer weather, so you can get in more miles on a summer bike – or perhaps even a new one.

It is also a busy time at CTC. I am looking forward to going to Glasgow for the AGM and Annual Awards Dinner, and hope to meet up with many of you there. Remarkable progress is being made by CTC and cycling generally in Scotland, and it will be good to get a feel for this. The following weekend is the Heart of England Rally at Meriden. This is a special anniversary to mark the 100 years since a generation of cyclists went off to fight in the First World War.

Get ready too to take part in our upcoming Space for Cycling campaign, which CTC is running in conjunction with the London Cycling Campaign and local campaign groups. With local elections looming in several key cities, and national party manifestos now being drafted for next year's general election campaign, we really need to strengthen the 'cycling vote' to secure commitments from local and national politicians to create the conditions that will enable anyone, regardless of age or ability, to cycle easily and safely on any journey.

You will see from the news item that our Chief Executive Gordon Seabright has been enticed away from us to direct the Eden Project. Finding a new Chief Executive is now a major responsibility for Council. We hope to announce a new appointment soon after this copy of Cycle reaches you.



CTC Chief Exec departs

CHIEF EXECUTIVE Gordon Seabright will be leaving CTC at the end of May, having accepted an offer to become Director of the Eden Project. In his two-year tenure, Gordon has had a big impact on CTC. David Cox, Chair of CTC Council, said: 'We wish Gordon well and thank him for his work in raising CTC's profile in all the UK countries, and for helping forge strong alliances amongst the cycling lobby to influence policy on safer



Gordon Seabright leaves at the end of May

cycling, investment and road justice.'

CTC Council has already begun recruitment for a successor. Carol McKinley, Operations Director, will act as interim Chief Executive during the change-over period.

STAND UP FOR CYCLING

CTC is looking for passionate cyclists to join CTC Council. Do you have what it takes to make a difference, guiding CTC into a new chapter of growth and development? We're looking for inspiring individuals who want to influence the future of cycling and who understand what it takes to lead a £4million organisation.

We have opportunities coming up for new members of CTC Council in these regions: East; London; West Midlands; and Yorkshire & Humber. We also have a vacancy in the North East. To apply, you will need to submit a nomination form signed by five other CTC members.

Want to know more? Why not attend a meeting as an

observer to see Council in action? You can also speak to any existing Council member or telephone Carol McKinley at National Office. Further details of how to stand, what is involved, and also the statements from existing Council members about why they stood are on CTC's website: ctc.org.uk/about-ctc/ctc-national-council.

DEMANDING JUSTICE



CTC'S ROAD JUSTICE

campaign, which is supported by Slater & Gordon Lawyers who run CTC's Incident Line, has delivered a 12,000-signature petition to the Association of Chief Police Officers (ACPO), calling for improvements to roads policing.

It urges police forces and Police and Crime Commissioners (PCCs) to implement the proposals of CTC's report 'Road Justice: the role of the police'. These include increased priority and funding for roads policing, to strengthen the role of policing as a deterrent to road crime, to investigate road crime better when it occurs, and to improve victim support.

The petition was handed in on 12 February to Mark Milsom, ACPO's national lead for cycling and an Assistant Chief Constable at West Yorkshire Police. He responded positively – as did West Yorkshire PCC Mark Burns-Williamson, who was also present.

The meeting was also attended by the daughters of West Yorkshire CTC Council member John Radford, who had actively supported the Road Justice campaign before a car collision left him in a coma (see right). Local Wakefield MP Mary Creagh, who is also Labour's Shadow Transport Secretary, added her support for the campaign, as did Dr Sarah Wollaston

MP, Conservative Treasurer of the All Party Parliamentary Cycling Group (APPCG).

The campaign is now calling on Police and Crime Commissioners (PCCs), who are responsible for securing efficient and effective policing, to implement the campaign's recommendations.

John Radford: driver on trial

The trial has begun of the driver who left John in a coma. Last July, John – CTC Councillor for West Yorkshire and Chair of Huddersfield & District CTC – was hit by a car. The incident happened just weeks after he had met his local Police and Crime Commissioner to hand CTC's 'Road Justice' report on roads policing. John suffered a serious brain injury and, eight months later, he has little prospect of recovery. The driver has been put on trial for causing serious injury by dangerous driving. See roadjustice.org.uk/johnradford

To email your PCC, go to roadjustice.org.uk

CTC addresses safety inquiry

CTC CALLED FOR leadership, commitment to quality cycling conditions, and funding of at least £10 per person annually to 'Get Britain Cycling' when giving evidence at a Commons Transport Select Committee inquiry on cycle safety in February.

The inquiry was called following a horrific spate of six cyclists' deaths in London within 13 days last November. After submitting written evidence, CTC was called by the committee to present oral evidence alongside British Cycling's spokesman Chris Boardman and AA President Edmund King.

In response to the Prime Minister's call last summer for a 'cycling revolution', CTC reiterated the call for top-level leadership made by CTC President Jon Snow during the Select Committee's original road safety inquiry in April 2012.

CTC is calling for:

- Targets that encourage more as well as safer cycling.



Edmund King, Chris Boardman and Roger Geffen

Martin Key

- Lower speed limits.
- Cycle-friendly road design standards.
- Training and awareness campaigns to promote safety among all road users.
- Strengthened road traffic law and enforcement, with roads policing being given greater priority.
- Improved lorry safety.

For more on this story, see tinyurl.com/ptroxpq

NEWS IN BRIEF

› SPACE FOR CYCLING

CTC is urging members to prepare to take part in a national 'Space for Cycling' campaign, due to be launched in partnership with the London Cycling Campaign (LCC) and the Cyclenation federation of local campaign groups. The campaign will seek commitments from both local and national politicians to high standards of cycle-friendly planning and design – and the funding needed to deliver this. For details, see the article on page 58 – and the website spaceforcycling.org.uk

› BELLES ON BIKES

CTC is hoping to establish Belles on Bikes women's cycling groups across Scotland in 2014. The original Belles on Bikes group grew out of a Bike Club Scotland project to get women cycling in Glasgow and Edinburgh. Glasgow Belles on Bikes is now a leisure cycling club with around 400 active participants. Volunteers are needed now to get groups started elsewhere. Could this be you? Contact suzanne.forup@ctc.org.uk for more details.

› CDF SEEKS ADVICE

The Cyclists' Defence Fund is seeking advisers and observers with special expertise in areas such as public law, health and safety law, and PR, in order to assist in legal challenges. To find out more about the requirements of the roles, go to cyclistsdefencefund.org.uk/observer-adviser



YOU WIN!

Congratulations to Sally Berry of Okehampton, who won the Tifosi CK7 Audax bike, donated by Wiggle, in our membership survey competition. Sally said: 'The bike handles very well, and the gearing helps me up the Devon hills. I've never taken part in an audax, but it would be churlish not to now so I'm working up to an event this summer. Recommendations for an easy first event would be welcome!'

**READ ALL
ABOUT IT
GO ONLINE**
Visit ctc.org.uk/campaigning for a more in-depth analysis of this and other stories

iStockphoto.com



ROAD SAFETY ROUND-UP

Lorries without sensors are to be restricted from entering London, and some accident blackspots in the capital are being fixed. CTC Campaigns Director **Roger Geffen** reports

LONDON MAYOR Boris Johnson has announced a £300m programme to redesign or remove 33 of London's most dangerous roundabouts or one-way systems. The announcement is good news for cycle safety at some of London's worst blackspots, including the Elephant & Castle, Aldgate, and Swiss Cottage. But the fact that the programme of 33 schemes has been whittled down from a list of 100 locations merely shows how badly under-funded the programme was initially, with an allocation of just £19m.

Transport for London (TfL) and London Councils (the association of London borough authorities) have meanwhile announced plans to restrict lorries from entering London unless fitted with safety equipment, such as cameras and sensors. CTC and the London Cycling Campaign (LCC) have broadly welcomed the plans, saying they are a

quick and effective way to reduce the risks posed to cyclists by lorries within the current law.

Building better lorries

CTC and other cycling groups are also calling for far-reaching changes to the design of lorries. The EU is considering new rules to allow a slight lengthening of lorries, giving them a rounder front profile that would prevent pedestrians or cyclists from being able to disappear below the lorry driver's field of vision in front of the lorry.

European safety and environmental groups, including the European Cyclists' Federation (ECF, of which CTC is a member) have welcomed the proposed changes, saying they will also improve lorries' fuel efficiency. The ECF is hoping to achieve further improvements to EU Directive 96/53, to lower the seating height of lorry drivers and to increase the window

area on the front and sides of lorry cabs, thereby improving the ability of lorry drivers to see cyclists alongside or just in front of the lorry.

The situation is more complicated in the UK, where the amended directive would also permit continental-style mega-trucks to operate on UK roads, despite the Government's objections.

Sticking point

CTC has also joined the London Cycling Campaign and other groups in criticising the widespread use of a TfL sticker which warns cyclists to 'Stay back'. The sticker was originally intended for the backs of lorries, yet TfL has now been encouraging its widespread use on buses and even on small, car-sized vans.

CTC obviously agrees on the need to warn cyclists of the risks of riding up the inside of lorries with poorly designed cabs. However, it is quite wrong for drivers of other vehicles to be given the impression that overtaking stationary or slow-moving traffic on the inside is somehow 'irresponsible'.

In safe, cycle-friendly countries like the Netherlands, drivers expect to have to check for cyclists or pedestrians who might be alongside them before turning. We need to adopt a similar approach in the UK if cycling here is to become a normal activity for people of all ages and abilities – including those who lack the confidence or speed to overtake by pulling out into the traffic stream.

GET MORE ON CAMPAIGNS

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