

NEWS

This month Space for Cycling, Play on Pedals, Velocity, inclusive cycling, cycle-rail awards, and the sad death of ex-CTC Chair David Robinson

CYCLE-FRIENDLY STREETS SUPPORT

Councillors nationwide have pledged support for Space for Cycling. New map shows what percentage in each authority are on board

MORE THAN 12,000 people across Britain have demanded that their local councillors support, and will seek funding for, Space for Cycling. The national campaign was launched in April in partnership with Cyclenation groups, building on the campaign of the same name in the capital run by London Cycling Campaign. So far almost 300 councillors outside of London have signed up, with more coming on board each day.

If you haven't written to your councillor yet, help us turn this map from red to green. It's easy to do: just visit the website ctc.org.uk/spaceforcycling and use the online messaging tools.

The green and yellow areas on the map show local authorities with the highest support. City areas with larger and more active campaign groups are currently topping the chart. The London Cycling Campaign did a superb job in ensuring that almost half of London borough councillors signed up.

At the time of writing, the top eight areas were: London boroughs 43%; Newcastle Council 36%; Manchester City Council 20%; Trafford 17%; Bristol 16%; Salford 14%; Edinburgh City 11%; and Birmingham 10%. The online version of the map is interactive and will change

as more councillors pledge to support Space for Cycling.

Campaign training

To ensure that Space for Cycling and Road Justice have more impact at a local level, CTC has begun a series of training events with Cyclenation groups aimed at boosting cyclists' campaigning skills. For while national campaigning can help influence government policy, funding and legislation, local cycling conditions are often best improved by local activists.

The training days are free and open to new and experienced campaigners alike. The first event in Birmingham in June was attended by over 25 people from across the West Midlands. Similar events are confirmed for Sheffield (Saturday 13 September) and Newcastle (Sunday 14 September). Dates for Glasgow, Manchester, Bristol, North Wales and London will be listed on the CTC Events webpage soon.

The training days feature workshops on: understanding your local authority; getting press coverage; using social media; and running effective groups. More focused sessions will look at Road Justice and Space for Cycling. **To book a place or find out more, email righttoride@ctc.org.uk**

STAY IN TOUCH

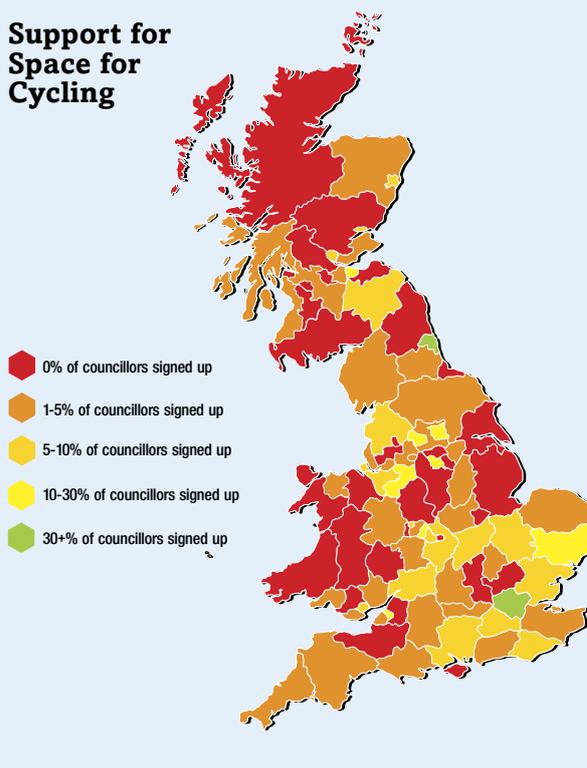
CYCLECLIPS: CTC's free weekly email newsletter – email your membership number to membership@ctc.org.uk

CYCLE CAMPAIGN NEWS: CTC's monthly campaigns bulletin. Sign up at ctc.org.uk/subscribe-to-cycle-campaign-news



Photo: Ben Hughes

Support for Space for Cycling



● Former Chair of CTC Council David Robinson died in May, aged 67



DAVID ROBINSON RIP

SEVERAL HUNDRED

people, many of them cyclists, attended the funeral of former Chair of CTC Council David Robinson in Chester on 30 May. He died of heart failure on 13 May, after being ill in hospital for several weeks. He was 67.

David was a CTC Councillor for the North West and was a member of Chester and North Wales CTC. He was a councillor by profession as well, sitting on

Cheshire West and Chester Council as opposition environment spokesman.

He was a former teacher who had been a Chester City Councillor for 13 years and a Cheshire County Councillor for eight years. He also stood unsuccessfully against Conservative Gyles Brandreth as Labour's parliamentary candidate in 1992. After a heart attack that year, he was fitted with a defibrillator.

David was a keen

transport cyclist, always turning up at CTC functions on his Brompton. His political interests followed the same theme: environment and transport were where he made his mark. He helped bring the first Park and Ride to Chester, pushed for Chester to be a cycle city, and backed the 20's Plenty campaign.

He is survived by his wife Monica and his grown-up children.

PRESCHOOL WHEELS

PLAY ON PEDALS, the Glasgow-based project to enable all four-year-olds to learn to ride a bike before starting school, has been busy since receiving £231,000 from the People's Postcode Lottery Dream Fund earlier this year.

The partnership project between CTC, the Glasgow Bike Station, Cycling Scotland and Play Scotland has appointed a Development Officer, Polly Jarman. It has been recognised by Glasgow City Council as a community-based Commonwealth Games legacy project. And at the project's official launch in May, Clyde, the mascot from the Commonwealth Games, awarded seven-year-old Mia Coppin first prize for her 'Wee McWheelie' drawing, now the official Play on Pedals logo.

Over the summer, children will have taster Play on Pedals sessions at community festivals and volunteers will pilot training sessions in south Glasgow. In the north of the city, a first 'hero organisation' will be piloted with North Glasgow Homes, to prepare for rolling out the project across the city this autumn.

For more information about Play on Pedals, email polly.jarman@ctc.org.uk or visit playonpedals.wordpress.org

FROM CTC COUNCILLOR

RICHARD BATES

VELO-CITY IS an always interesting annual meeting of cycling advocates. Attendees come not just from Europe, under the banner of the European Cyclists' Federation (ECF), but from around the world. This year's event took place in Adelaide, Australia, and the conference launched the World Cycling Alliance to reflect the growing interest globally in cycling as a sustainable form of transport.

I travelled to Australia for my own interests and on my own budget, as I've been an avid attendee at recent Velo-cities. Arriving in warm autumn weather, I found Adelaide to be a first-rate city. It has a mayor who is a town planner, pushing through what in Australia are controversial cycle paths! I explored the city environs on a hired bike from Bicycle SA (i.e. South Australia), a regional equivalent of CTC.

At Velo-city, we heard how other countries and other cities are finding and spending cycling funding. In Europe, the ECF lobbies the European Parliament and wants 10% of the transport budget to be spent on improving cycling. Yet it was impressive to hear just how much had been done for cyclists in New York with only 1% of the highways budget.

Next year's Velo-city will be in Nantes in France. It's feasible to cycle there along the Eurovelo routes developed by the ECF. You could combine a tour of the Loire with a visit to this interesting conference. Liberté, égalité, Velo-city...



● All four-year-olds in Glasgow will have the chance to learn to cycle



● CTC and Wheels for All took a fleet of adapted cycles to Otley's Tour de France spectator hub

ADAPTED CYCLES TOUR DE FORCE

WITH THE support of Big Lottery funding, CTC is working alongside Cycling Projects to get more people riding adapted cycles in England. The project is building on the excellent network of Wheels for All centres, providing a joined-up approach across the country that will enable more people to get involved in cycling. There's a map of the centres at ctc.org.uk/ride/inclusive-cycling.

There's a wide range of inclusive cycling activities on offer. Gavin Wood, CTC

Regional Development Officer for North East England and the Midlands, describes what happened one day in July when the Tour de France came by.

'I was asked by Leeds City Council if we could run an adapted cycles try-out at the spectator hub in Otley. Working with Wheels for All, we put together a fleet of tricycles, hand-cranked cycles and quads.

'We also had information on regular adapted cycle activities in Leeds, Bradford, Halifax and Sheffield. The early part of the day was pretty quiet,

but once the race had left town we were inundated. About 180 people tried out the adapted cycles. We had two young friends, both with broken legs, who were overjoyed at the fact they could sit side by side and pedal a hand-cranked tandem (pictured). And there was a young boy with cerebral palsy who was able to ride a fixed-wheel tricycle; his parents are now keen to buy one.'

'It was great to be part of the Tour de France, and even better to bring inclusive cycling to the attention of more people.'

CYCLE-RAIL AWARDS 2014

IT'S VOTING time again for the ATOC Cycle-Rail Awards, which recognise the progress made by those working to integrate cycling and rail travel. The 2014 categories in full are: customer service; partnership working; innovation; cycling champion; door-to-door journeys; London cycle parking; cycle security; station of the year; operator of the year; and the photography competition. Applications can be made online at cycle-rail.co.uk. The deadline is 12 September.

From CTC members, ATOC is particularly seeking nominations for the best rail station and best train operator. There are also two GoPro cameras

up for grabs for the two best cycle-rail photographs. (One of the 2013 winning photographs is on the cover of the 2014 National Rail Cycling by Train leaflet.)

In other integrated-transport news, the Department for Transport has announced £15m to be spent on cycle-rail improvements for 2015-16, typically additional cycle parking at railway stations. This is the first announcement of any substantial funding for cycling in almost a year. However, it was overshadowed by £2bn in funding for 39 'local growth deals' across England, which will mainly fund new roads, junctions and business parks. **For more on this, see bit.ly/1qrGBDS**

NEWS IN BRIEF

● SAFER LORRY DESIGN DELAY

In June, European Transport Ministers rejected an opportunity to save hundreds of lives a year by voting to delay the introduction of safer lorry design standards for eight years, despite the European Parliament supporting their immediate introduction. The UK Secretary of State for Transport, Patrick McLoughlin, backed the European Parliament's position after hundreds of CTC supporters wrote to him. When the regulations eventually come into force, they will increase the size of lorry cabs, reducing blind spots and creating a 'crumple zone' to prevent cyclists and pedestrians from being knocked under vehicles' wheels. Ministers rejected a proposal to allow cross-border use of mega-trucks.

● STICKERS TWIST

Transport for London has agreed to collaborate with stakeholders to re-design the infamous 'cyclists stay back' stickers seen on lorries, vans, buses and even taxis in the city. It has also promised to issue guidance to fleet operators on how to use the new stickers properly. They were intended to warn cyclists against passing lorries on the left, yet they have been widely misused to suggest cyclists shouldn't even pass small vans, on either side. The use of the stickers on buses, which have much better visibility than HGVs, is also misleading. Different stickers for lorries and buses will be designed to ensure the correct messaging is depicted.

● NEW CTC MEMBER GROUPS

Two new CTC Member Groups have formed: Redditch and Bromsgrove; and Fleet Cycling. Their contact details are: Redditch and Bromsgrove, Pat Bradshaw 01527 544450; Fleet Cycling, Colin Waters 01252 677909.

● NEIN TO HELMETS

In a landmark ruling, the German Supreme Court has ruled that it is not negligent to cycle without a helmet, so there is no justifiable reason for reducing the injury compensation payable to helmetless cyclists. The case is a major victory for the ADFC (Allgemeiner Deutscher Fahrrad-Club, the German equivalent of CTC), who supported a member in an appeal against an earlier ruling of 'contributory negligence', handed down in June 2013 by the regional court of Schleswig, North Germany. Closer to home, The States of Jersey – effectively Jersey's Parliament – is considering introducing a helmet law later this summer. CTC has joined forces with British Cycling and Sustrans in opposing it.