

QUICK RELEASES

***This month:** what the Infrastructure Act means for cycling; CTC's Big Bike Revival gets a national roll-out; and more on road justice*

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

● A street where cyclists dominate? The Netherlands, of course. But there's some good news for the UK



Right: www.TheEnvironmentalBlog.org

Cycling Delivery Plan. This plan will not now appear until after the election, giving us a welcome opportunity to press for more ambitious targets and spending plans.

The Active Travel Consortium's proposals will be drawn up alongside research, also commissioned by the DfT, to identify which roads and streets have the greatest potential for increased cycle use. The research team includes cycling academic Rachel Aldred, as well as Robin Lovelace, one of the authors of CTC's 'Economic Cycle' report.

IMPROVING DESIGN STANDARDS

However, we also need to ensure that whatever funding is allocated to the CWIS is well spent. So we need to keep pressing for new cycle-friendly design standards, based on Continental best practice.

Two years ago, David Cameron backed the concept of cycle-proofing – that is, ensuring that cycling is considered at the outset of all relevant projects and schemes. The Highways Agency, which is responsible for England's trunk and motorway networks, is required to adopt the principle of cycle-proofing. But local authorities are merely 'encouraged' to do so. CTC and its allies believe it makes no sense to have different cycling design standards in different parts of the country. So we are pressing for national standards, based on those recently adopted by Transport for London and the Welsh Government.

The Active Travel (Wales) Act 2013 requires Welsh local authorities to map and develop walking and cycling networks, and to take walking and cycling into account in all highway and traffic schemes, new developments and planned roadworks. Yet these goals could be undermined by a lack of funding. By contrast, England now has a commitment to long-term funding but no network-planning process or design standards to ensure the money is spent well. Tackling this will be a key theme of CTC's campaigning in the new Parliament.

A STRATEGY FOR CYCLING

It's law: the next government must make proper long-term plans for cycling. But it still needs funding, says CTC's **Roger Geffen**

THE NEXT government will be legally required to set a long-term Cycling and Walking Investment Strategy (CWIS), thanks to lobbying by CTC and its allies. This is a huge breakthrough that should now mean councils can plan comprehensive walking and cycling networks, rather than depending on government spare change.

An amendment to the Infrastructure Bill (now an Act) was agreed by Parliament within days of CTC publishing our Economic Cycle report (see last issue). This showed that if cycle use in England were to reach the targets proposed in the Get Britain Cycling report – 10% of trips by 2025 and 25% by 2050 – the economic benefits

between now and 2050 would be worth £248billion. This news prompted 5,000 CTC supporters to email their MPs urging them to back our CWIS amendment. The amendment became law on 12 February.

SEEKING THE FUNDING

We now need to ensure that all political parties, and the new Government when formed, commit significant funding to the CWIS. This was a key theme of the Great Cycling Debate (see page 44).

The Department for Transport (DfT) had previously asked CTC and its partners in the Active Travel Consortium to put forward spending plans for the Government's



● 50% of people in England have bikes, but many of them are neglected. The Big Bike Revival aims to change that

some love!

THE BIG BIKE REVIVAL AIMS TO HELP YOU TO GET BACK ON YOUR BIKE.

- Revive your neglected bike so it is ready to use again.
- Learn how to carry out basic repairs.
- Access cycle training to boost confidence
- Receive advice about local cycle routes and activities.



£1M FOR BIG BIKE REVIVAL



After the success of The Big Bike Revival in October, the government has commissioned a national programme. CTC's **Ian Richardson** explains

THE GOVERNMENT is putting £1million into a roll-out of CTC's Big Bike Revival across England. Transport Minister Robert Goodwill made the announcement after CTC reported that the Big Bike Revival could deliver up to £6 to the economy for every £1 invested.

Almost half the population of England owns a bike, but two thirds of them have not cycled at all in the past year. CTC's Big Bike Revival hopes to change that by providing a place where people can bring their bikes and obtain help and advice to get them back in the saddle. The response to the pilot scheme last October was excellent from the public and the cycle recycling centres involved.

'There is a compelling case for us all to cycle more,' said Goodwill. 'Increased activity is great for our own health and wellbeing,

and also supports the economy through less congested cities, less pollution and a more productive workforce. This government wants to see more people taking advantage of the benefits of getting on a bike. This investment aims to encourage those of us with long-unused bikes to take a fresh look at cycling as their first choice for shorter journeys.'

50,000 BACK ON THEIR BIKES

The Big Bike Revival 2015 will take place over two weeks from 23 May through until 7 June. During this period, a programme of events will be delivered by CTC across England (excluding London) through a network of bike recycling centres, retail partners and established cycling groups. The aim is to provide at least 50,000 people with the

opportunity and support to revive their bikes and their interest in cycling.

CTC Chief Executive Paul Tuohy said: 'As the national cycling charity, we want to encourage as many people as possible to fall back in love with cycling, and to experience all the benefits – social, health and economic – it brings. Knowing so many bikes are lying dormant and gathering dust in people's homes, The Big Bike Revival aims to bring them back to life and give people of all ages, backgrounds and abilities the incentive they need to re-engage with cycling. Therefore we are incredibly grateful to the minister for supporting CTC in this way.'

As well as presenting people with the opportunity to fix their bikes, The Big Bike Revival aims to give people the knowledge to keep them serviceable. The programme will give people the opportunity to learn about cycling routes in their local area and boost their confidence by participating in cycle training and led rides. It has also been excellent publicity for bike recycling centres themselves.

'The Big Bike Revival got our name out there to quite a few people who weren't aware of us,' said Polly Webber of Cycle Recycle in Hebden Bridge. 'This has meant an increase in the number of people contacting us – whether for a bike, parts or to get some work done on their bikes. The benefits to the local community are that they are now aware of where they can get support and help with their bikes – or somewhere to donate an old bike.'

To find out more, visit ctc.org.uk/BigBikeRevival

“We want to encourage as many people as possible to fall back in love with cycling, and to experience all the benefits – social, health and economic – it brings” – CTC Chief Exec Paul Tuohy

JUSTICE FOR MICHAEL

Police make welcome U-turn on the decision not to prosecute the driver of the car that killed Michael Mason. CTC's **Rhia Weston** explains



CTC HAS WELCOMED the reversal of a Metropolitan Police decision not to press charges against the driver whose car killed cyclist Michael Mason. The decision came on the morning of a vigil organised by Stop Killing Cyclists, in support of the Cyclists' Defence Fund (CDF), to mark the first anniversary of his death on 14 March 2014.

Michael had been hit from behind on Regent Street in London on the evening of 25 February, and never regained consciousness. At his inquest, the driver could not explain why she had failed to see him. Yet the Metropolitan Police did not charge the driver and, contrary to charging guidance, did not consult the Crown Prosecution Service (CPS) on this decision.

With CDF support, and with backing from Mr Mason's family, CTC Ambassador Martin Porter QC wrote to the CPS and the police requesting a reversal of the decision not to prosecute. The CPS agreed that the police should have conferred with them before making their decision but had taken no steps to reverse it. The police are still insisting their original decision was correct, but have passed on the case file.

It remains to be seen whether the CPS will in fact press charges and, if so, whether they will bring a 'dangerous' or merely a 'careless' prosecution. CDF stands ready to press for real road justice, in this and other similar cases

To donate to the appeal, please visit justgiving.com/justiceformichael. To

donate by post, please send a cheque payable to the Cyclists' Defence Fund to c/o CTC, Parklands, Railton Road, Guildford, GU2 9JX. Please write on the back of the cheque 'Michael Mason'.

OTHER ROAD USERS CHARGED

The Metropolitan Police's initial decision contrasts with its crackdown on unlawful behaviour by road users in the early part of this year. After 29 people were killed on London's roads in the first six weeks of 2015, including three cyclists, the Met re-launched its Operation Safeway. The operation involves deploying more than 600 officers at 166 junctions across the capital during morning and evening rush hours. Officers target road users committing traffic offences, including cyclists.

CTC generally welcomes increased roads policing, given its importance for overall road safety. However, we will not be surprised if there is a rise in the number of requests to CDF for support in challenging unjust fines – such as the one issue to CTC Councillor for London Kristian Gregory.

Gregory was fined after he strayed over the white line of a sub-standard cyclepath in Southwark, London. With CDF support, he contested the fine and the Crown Prosecution Service dropped the charge for pavement cycling because it was not in the public interest to prosecute.

For more on CTC's Road Justice campaign, see roadjustice.org.uk

“It remains to be seen whether the Crown Prosecution Service will in fact press charges and, if so, whether they will bring a ‘dangerous’ or merely a ‘careless’ prosecution”

CYCLE SHORTS

• CYCLISTS' TOURING CLUB AGM 2015

The Annual General Meeting of the Cyclists' Touring Club will be held at 2pm on Saturday 18 July 2015 at The Wesley, 81-103 Euston Street, London NW1 2EZ. A detailed agenda will be published in the next copy of Cycle magazine.

• CTC COUNCIL ELECTIONS

Do you have what it takes to make a difference, guiding the CTC into a new chapter of growth and development? We're looking for inspired individuals who want to influence the future of cycling and who understand what it takes to lead a £4million organisation. We have exciting opportunities coming up for new members of our Council/Board of Trustees. Details of how to stand will be in the next edition of Cycle. In the meantime, you can speak to any existing Council member or telephone Carol McKinley at National Office for further information – 01483 238304.

• SCOTLAND: PEDAL ON PARLIAMENT

The fourth Pedal on Parliament will take place on 25 April in Edinburgh, calling for sustained investment in cycling, better design and lower speed limits. CTC has supported Pedal on Parliament from its inception and urges members across Scotland to join the thousands who turn out each year to tell the Scottish Government they want to see a cycle-friendly country. If you can't make it, you could hold a Pedal on Parliament where you live. Contact your elected representatives and ask them to cycle with you on your route to work, school or the shops, so they can see what it's like and what needs to be done. For more details, see pedalonparliament.org.

• POLICE THREATEN TO CONFISCATE CHILD'S BIKE

Lincolnshire police faced widespread criticism after threatening to confiscate a four-year-old girl's bike after stopping her riding on the pavement, accompanied by her father who was on foot. CTC subsequently explained to the media that children under the age of 10 are below the age of criminal responsibility, and the police have no powers to confiscate bikes from pavement cyclists of any age. The officer was also breaching ministerial guidance that says that fixed penalties for pavement cycling should not be aimed at cautious cyclists who are avoiding danger on the roads, as opposed to causing it.