

PAGE 54 ROAD RAGE DRIVER CAUGHT ON CAMERA



A new transport strategy is expected in December, and the Government is under pressure to make commitments on cycling

Photo: iStockphoto.com

MAKING BRITAIN BETTER FOR BIKES

As MPs launch a parliamentary inquiry into cycling, with The Times's backing, CTC calls for action to Get Britain Cycling

THE ALL-PARTY Parliamentary Group on Cycling (APPCG) is to hold a parliamentary inquiry into how to Get Britain Cycling, backed by The Times newspaper. The inquiry was launched on 5 November, the first anniversary of the lorry collision that left Times journalist Mary Bowers seriously injured; she still hasn't fully regained consciousness. At the same time, CTC and its cycling coalition partners (the Bicycle Association, British Cycling, Cyclenation, London Cycling Campaign and Sustrans) are mobilising support for a revised parliamentary Early Day Motion (EDM 679), which calls for cabinet-level leadership and co-ordination of cross-departmental action to maximise the full range of cycling's benefits, across all relevant areas of Government policy. CTC President Jon Snow has emailed CTC members asking them to urge their MPs to sign it.

The build-up of political pressure on the Government to make a strong

commitment to cycling comes as it prepares to unveil a new transport strategy, expected in December.

CTC Campaigns Director Roger Geffen said: 'There is good evidence that the places with highest cycle use have the best cycle safety. In other words, more and safer cycling can, and should, go hand in hand. What we now need is action from Government to achieve a massive step-change in cycle use, freeing up our streets and communities to become genuinely people-friendly spaces where people want to live, work and contribute to the local economy. The benefits to our health, our wealth, our environment and our quality of life would be enormous.'

The APPCG's inquiry report will be written by Prof Phil Goodwin, the UK's leading transport academic. In 1994, his report showed conclusively that new roads generate new traffic, and four years later he was involved in a study which provided evidence of the opposite effect - that removing

road capacity causes traffic to 'evaporate'. CTC will of course be contributing to the inquiry, which will run in January and February 2013, with the final report expected in April.

A few weeks before the launch of the inquiry, 40 MPs from the APPCG had co-signed a letter to David Cameron, urging him to declare his personal support for action to promote more and safer cycling, during his speech to the Conservative Party conference. He didn't, although his newly appointed Transport Secretary Patrick McLoughlin had warm words for cycling. Meanwhile, Labour's shadow Transport Secretary Maria Eagle called on the Government to implement The Times's 8-point manifesto in full.

It's easy to get in touch with your MP to urge him or her to sign EDM 679, 'Get Britain Cycling'. Just visit the website ctc.org.uk/get-britain-cycling

Coming up



NEW POLICY ON BIKE FACILITIES PAGE 8

CTC has published a revised policy on cycling infrastructure, endorsing high-quality facilities as a way to boost cycling



COP OUT ON ROAD SAFETY PAGE 12

CTC calls Government response to road safety enquiry 'feeble'. Meanwhile, traffic police numbers are falling



DALBY BIKE BARN OPENS DOORS PAGE 16

In October, 1,000 people turned up for the official opening and bike exhibition. Free CTC skills training was available too

GET MORE ON CAMPAIGNS

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

FACILITIES, YES. FARCILITIES, NO

CTC HAS published its revised policy on infrastructure, setting out an ambition to see 'a massive step-change in cycle use, so that people of all ages, backgrounds and abilities can feel able to cycle safely and confidently for all types of journey.'

The new policy calls for neighbourhoods, town centres and road networks to be 'fundamentally redesigned to be people-friendly.'

The policy was drawn up after consulting CTC members (April-May, p10), non-members, and experts in the field – as well as a thorough review of relevant research. A CTC online survey found strong support for CTC's core principles on cycle-friendly planning and design, namely that the most valuable measures are those which contribute to the wider aims of: traffic reduction; speed reduction; the redesign of junctions; the provision of dedicated road-space on busier roads; and the creation of quality cycle routes away

from roads (e.g. through parks or alongside waterfronts).

In support of these principles, CTC points to evidence from a study by University College London that found that traffic reduction is the most important factor for boosting active travel, and a Transport Research Laboratory report that found that speed reduction is the most important infrastructure measure for improving cyclists' safety. The policy therefore calls for 20mph limits for most streets in built-up areas, including

villages, and 40mph or lower limits on most rural lanes.

The policy also calls for busier roads to have some form of dedicated space for cyclists. Whether segregated or not, this should generally be taken from existing road-space and retain cyclists' priority at junctions. CTC remains opposed to 'farcilities' that aim to 'get cyclists out of the way', especially where this creates conflict with pedestrians.

You can find the new policy online: ctc.org.uk/node/5256



This new cycle path in Brighton gives priority to cyclists at side roads

Photo: Graham Smith

New strands to website

YOU CAN now plan cycling journeys directly from CTC's website, which has lost its beta status and is now simply ctc.org.uk. Click 'Journey Planner', under the 'Cyclepedia' tab, and you'll find the new CycleStreets-powered facility. To plan your journey, click on the map to mark your start and end points or just type

the addresses. Then choose your speed: unhurried (10mph), cruising (12mph) or quick (15mph). By default, the Journey Planner will give you a 'balanced' route but you can also choose 'quickest', which may use major roads, and 'quietest', which will avoid them. Distance, predicted

journey time, and even turn-by-turn directions are provided. You can even export the route as a gpx file to import into your GPS device.

CTC has also launched a nationwide map of opportunities for riders with disabilities or special needs to enjoy cycling. The Inclusive Cycling Directory is available to members and the public on CTC's website: ctc.org.uk/inclusive. Listings include everything from a variety of specialist cycles in a dedicated stadium to free loan of a tandem, and covers opportunities provided by councils, charities and businesses.

Apologies to anyone who was confused by the Digital Switchover story in the last issue of Cycle. This applies to notices to members, such as the CTC Annual Report. It doesn't apply to Cycle magazine, a printed copy of which will continue to be sent to all full members of CTC.

Pick your riding speed and route type and plot your journey at ctc.org.uk



FROM THE CHAIR OF CTC

David Cox



There is a Dylan song about 'Bringing it all back home'. In New England recently, I enjoyed their 'Fall', cycling in Vermont, Connecticut and Massachusetts. But back in the UK, the amazing delight of autumn tints has been better than ever this year, so commutes through city parks, runs out into the lanes and visiting Stevenage CTC's excellent Emitremmus ride have been just as 'awesome'.

While I was in the US, I was invited to the formal opening of three more miles of the Columbia Bike Trail. The mayor and a senator emphasised the tourism, commercial, health and sustainable commuting benefits of more and safer cycling.

There were also lessons to bring back to my home city of Birmingham from the Love London, Go Dutch conference, where the Dutch ambassador addressed us on how to accommodate cycles and other traffic on busy urban roads. Another useful meeting, hosted by Barclays, brought cycling and road haulage representatives together – more insights to bring home to my local city council.

We recently organised a first Birmingham Councillors' Bike Ride around the city centre and they saw how impenetrable the city can seem on a bike in the rush hour. Now a Transport Scrutiny Committee is examining cycling as its top priority, and campaigners from CTC, Pushbikes and many other groups have submitted evidence on the need for Cycletopia in Brum to a receptive audience.

Finally, I must pay tribute to Birmingham's Olympic medallist, Tommy Godwin, the doyen of local cycling clubs, who died recently. He was fully involved in the lead-up to the 2012 Olympics, and spoke to Parliament earlier this year. RIP, Tommy.

eBay is a great way to find 'cash in the attic'. It's easy to donate some profits to CTC

DE-CLUTTER AND DONATE TO CTC

WHY NOT have a clear out and make some cash in time for Christmas – and support CTC at the same time? You can sell old bike bits, clothes, toys, and much more online at ebay.co.uk – and donate some of the money you make to CTC to support our campaigns and cycling development work.

We've teamed up with Missionfish (missionfish.org.uk) so you can now donate a percentage of your profits. Just sign in to your eBay

account, set CTC up as your favourite charity, and then tick the box at the end of the listing. A portion of your profits will then help CTC promote cycling.

And if you're stuck with what to do with all the extra cash you've raised from your de-clutter, or you're looking to do a bit of stress-free Christmas shopping, we've got just the solution. We've signed up with easyfundraising.org (easyfundraising.org.uk) – a secure, online shopping portal.



Visit easyfundraising.org.uk/causes/ctc, sign up, and choose CTC as your charity. Whenever you're shopping online, if you use [easyfundraising](http://easyfundraising.org) to jump to your favourite retailers' sites, they will donate a percentage of your purchase to CTC. You can shop with over 2,000 well-known stores and each will donate up to 15% of what you spend – and it won't cost you anything extra.

Photo: iStockphoto.com

SIGN UP FOR CYCLECLIPS, CTC's free weekly email newsletter. Just send your CTC membership no. to membership@ctc.org.uk

CTC's 2020 vision

CTC COUNCIL has adopted a new strategy document to steer what the organisation does from 2013 to 2020. A shorter version containing its key points has been sent to CTC Member Groups.

'The strategy has four themes,' said Chief Executive Gordon Seabright. 'Everything we do will be

intended to protect cyclists; to inspire people to cycle; to promote cycling; or to make CTC a more effective organisation.'

The new strategy includes detailed plans for the next three years. Future issues of *Cycle* will report on progress made towards the strategy's goals.

'Like most members, I'm more interested in what CTC actually does than its strategies and plans,' said Gordon Seabright. 'Staff and volunteers will be working on a set of targets for 2013, including more support for Member Groups and affiliated clubs, a closer link with the Cyclists' Defence Fund and improvements to the website. One of the first targets was to move to FSC certified paper for *Cycle* magazine, which we have ticked off with this issue.'



Gordon Seabright: new strategy will include more support for CTC Member Groups

NEWS IN BRIEF

› A NEW LEAF

From this issue, *Cycle* magazine is being printed on paper approved by the Forest Stewardship Council (FSC). This is in line with CTC's environmental policy. FSC certified forests are managed with consideration for people, wildlife and the environment. The FSC label guarantees that the trees that are harvested are replaced or allowed to regenerate naturally. For more information, see fsc-uk.org.

› CYCLING CITY STUDIED

October saw Bristol Cycle Campaign host over 80 campaigners at the latest CTC/CCN local campaigns conference. Tours were led around the city to examine the good and the bad of Bristol's bike infrastructure, including the schemes developed during the period Bristol benefited from being the 'Cycling City' of Cycling England's Cycling Towns and Cities programme. The centrepiece of the conference was when Martin Lucas-Smith of CycleStreets launched Cyclescape, a new online tool that will hugely improve the means by which local campaigners can set priorities, share experience and communicate with each other. Campaigner Steven Kinsella's event blog is at ctc.org.uk/blogs.

› BETTER JUNCTIONS' MEETS ITS WATERLOO

In April, £15m was committed by central Government to tackle junctions in London. Recently, new designs for junctions have begun to appear, including the roundabout on the north bank at Lambeth Bridge and the major junction at the south end of Waterloo Bridge. The proposals for Lambeth Bridge were criticised from all sides for proposing that cyclists mount an enlarged footway, use zebra crossings, and then re-merge with traffic at an unsheltered dropped kerb. CTC has slammed the proposals, having recommended that a fully segregated cycle track could have been provided, with priority over single lane entry and exits. For more, see ctc.org.uk/news from 24 October.

› APOLOGY

We apologise to members who attempted to take part in the Get Britain Cycling campaign referred to in the last issue of *Cycle*. The Early Day Motion was delayed. See main story on p7.

SAFETY COP OUT

CTC criticises feeble response to parliamentary road safety inquiry, as MPs discuss cycle safety and policing

CTC HAS criticised a lamentably weak Government response to the Commons Transport Select Committee's road safety inquiry earlier this year. CTC's President Jon Snow was one of the witnesses at the inquiry, along with Times editor James Harding and CTC's Vice-President Josie Dew. He used the occasion to make a strong call for leadership on cycling and cycle safety, stressing that 'Leadership means joined up Government with all departments working together to further cycling.'

Commenting on the Government response, CTC Campaigns Director Roger Geffen said: 'We need drastic action just to begin catching up with our Continental neighbours, where cycling is a safe and normal option for travel. The Government needs to place cycling and cycle safety at the heart of its forthcoming transport strategy.'

Councils need more than facts

The Government's statement does promise to make more data available which can be used to assess local authorities' performance, a development CTC welcomes. However, in reply to the Committee's other cycling-related recommendations, the Government has merely restated its existing activities, such as the provision of guidance on cycle-friendly planning and street design, and the announcements earlier this year of £30m for cycle safety improvements at junctions (£15m for London, £15m for the rest of England).

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

“We need drastic action to catch up with our Continental neighbours, where cycling is a safe and normal option”



Budgetary pressure has seen numbers of traffic police fall by almost a third across the UK

Photo: iStockphoto.com

A few days after the Government's response, the new road safety minister Stephen Hammond spoke on cycle safety at a meeting of the All Party Parliamentary Cycling Group (APPCG). He commended an initiative from the Mineral Products Association (MPA), a trade body whose members operate 30,000 lorries. The MPA has made it mandatory for its members to fit cameras and sensors on their lorries, and is recommending cycle training for lorry drivers.

Hammond talked about the Government's recent 'Think' campaign, launched just after he became a minister, to promote awareness and understanding between drivers and cyclists. Although CTC and its coalition partners supported its core message, none of us supported the campaign, as it included unsafe advice for drivers overtaking cyclists, and was underfunded – just £80K was allocated to it.

The previous day, the APPCG had hosted a meeting with Suzette Davenport, the head of roads policing for the Association of Chief Police Officers (ACPO). She dealt admirably with a range of topics: resources for roads policing; the behaviour of cyclists and drivers; the role of driver and cyclist

training as sanctions for more minor offenders; enforcement of mandatory cycle lanes; the use of helmet-cam evidence; and new arrangements for marshalling cycling road races.

However, as Martin Porter's experiences show (see p54), the reality of the police's response to bad driving often falls short of the stated policies. This is surely due in part to cuts, linked to previous ministerial rhetoric about 'ending the war on the motorist'.

29% fall in roads police officers

CTC has uncovered figures showing that the numbers of roads police officers has declined by 29% in the past 10 years, despite virtually no change in overall police force numbers.

This figure masks much regional variation. Roads police officer numbers are up in some areas, but down by 72% in West Mercia, by 76% in Warwickshire and by 100% in Devon and Cornwall. Devon and Cornwall has also halved the number of fines issued to motorists and there has been a sharp rise in road fatalities there in 2012.

CTC will be looking closely at the data to investigate the links between roads police numbers, prosecutions, convictions and road casualties.