

PAGE 10 CTC RESPONDS TO GOVERNMENT ENQUIRY ON ROAD SAFETY

CAPITAL ERRORS

Cyclists wrongly blamed for their own deaths, following spate of lorry fatalities in London

THE CONTINUING DEATH toll of cyclists in London, particularly those involving lorries at major junctions, has created an upsurge of protest in the capital, along with much media attention.

Two cyclists were killed by lorries at Bow roundabout in the autumn, not long after London Mayor Boris Johnson's flagship 'cycling superhighway' was routed through the junction – against advice from the London Cycling Campaign (LCC). Late 2011 saw lorries involved in the deaths of cyclists Min Jo Lee at King's Cross and Eleanor Carey on Tower Bridge Road, bringing the year's total of cyclists' deaths in London to 16. Nine involved lorries.

HGV OFFICIAL ATTACKS CYCLISTS

Following demonstrations over the safety of Blackfriars Bridge, LCC joined forces with cycling bloggers to support vigils at Bow and King's Cross. They organised a 'tour du danger', visiting the ten most hazardous cycle crash sites in London.

Against this backdrop, Phil Flanders, Director of the Road Haulage Association (RHA) in Scotland, published a tirade saying: 'A public road with motor vehicles is not a place for a cyclist, no matter how much they bleat about having every right to be in the same place as a car.' He demanded that cyclists pass a test, pay 'road tax', and use mirrors, then moaned about drivers being prosecuted on the evidence from cyclists' helmet cameras.

STATISTICALLY SPEAKING, WRONG

Shortly after Christmas, The Guardian published an article spreading alarm about the fact that cycle fatalities in Britain were higher in 2010 than 2009. Yet 2009 was the lowest year ever for cyclist fatalities and 2010 the second lowest, despite UK cycle use rising by 20% in the last ten years.

The Guardian also claimed that cyclists 'failing to look properly' was the major contributing factor in 25% of cycling fatalities. It published a correction after CTC showed that the statistics they quoted were about injuries, not fatalities, and that they ignored all contributory factors attributed to drivers in cyclists' collisions!

However, the point stands that cyclists are far more at risk on Britain's roads than on those of many European neighbours.

See p10 and ctc.org.uk/safety for CTC's views on addressing these risks.

Photo: Ben Broomfield, courtesy of LCC





NOMINATE YOUR CYCLE HEROES PAGE 8

See the Cycleheroes news short to nominate your CTC Volunteer of the Year, or visit ctc.org.uk/volunteerofyear



BIRTHDAY RIDES IN SHROPSHIRE PAGE 14

CTC's week of cycling celebrations to mark the anniversary of the club's founding will be based at Ellesmere College

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RINGING THE CHANGES

BIKES WILL NO longer need bells at point of sale and it may be made simpler to designate cycling on urban and rural footpaths. Those are two of the conclusions of the Department for Transport (DfT) following the Red Tape Challenge – an attempt to reduce 'unnecessary' regulations.

CTC members wrote in to the 'Red Tape Challenge' website, while CTC met with DfT officials to make the case for changes to be made, especially those concerning lighting and signs.

Cycles will now no longer have to be sold with bells, whose usage was optional in any case. The Electric Pedal Cycle Regulations are to be revised to increase the power output to 250 watts, in line with European standards.

The substantial changes to traffic signs CTC argued for had already been announced. These include making two-way cycling easier on one-way streets; running trials of traffic lights to give cyclists a head start; cycling zebra



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crossings; and possibly cycle bypasses of traffic lights.

Perhaps the most important change is a proposed simplification of the Cycle Tracks Regulations, making it easier for local authorities to turn suitable footpaths into cycle tracks. Currently these regulations are little used because they are so bureaucratic. Turning some footpaths into cycle tracks could greatly improve the situation for cycling. Unlike footways, footpaths are not normally adjacent to roads and so do not suffer the problems of badly designed cycle facilities that give up priority at side roads.

CTC Chief Executive pedals off

AFTER 14 YEARS as Chief Executive of CTC, Kevin Mayne is leaving to become Director of Development for the European Cyclists' Federation (ECF), which represents cyclists' interests in Europe.

CTC President and Channel 4 Newscaster Jon Snow said: 'Kevin has rounded many hairpin bends and gone many extra miles for and with CTC. He has helped build us into what we are. We wish him well, but shall miss him very much.'

Kevin Mayne will remain in post until the spring to ensure a smooth handover to a successor. 'This has been a very difficult decision,' he said of his departure. 'CTC is an organisation made up of amazing people who share my passion for cycling and I am

proud of all we have achieved together. My thanks go to our members and partners who have made it possible. Now I have a really exciting opportunity to take my experience at CTC and use it to help cycling organisations all over grow their influence.'

CTC was a founder member of ECF in 1983. It was created as an umbrella body for cycle campaigning organisations, seeking to change attitudes, policies and budget allocations at the European level. Alongside this, ECF stimulates and organises the exchange of information and expertise on bicycle related transport policies and strategies. It has over 40 full member associations of cyclists' organisations throughout Europe. It promotes utility cycling

through the international cycling conference, Velo-City, and cycle touring, through its EuroVelo project – a network of 14 long distance touring routes.



Kevin Mayne (left), pictured at a 'cyclists' breakfast' in Guildford with Mark Waters

FROM THE CHAIR OF CTC David Cox

I'M writing this when the media is full of depressing predictions for 2012. Led by the economy and politics, most of the predictions are gloomy, with the only mitigation offered being the Olympic circus and the Diamond Jubilee of our patron, Her Majesty the Queen.

Cycling Weekly's review of the year emphasised pessimistically how Britain's cities lagged behind cycling countries such as Holland and Denmark. Yet CTC, with experts like Roger Geffen and Chris Peck and a national network of volunteer campaigners, is absolutely at the forefront of advancing UK cyclists' interests and safety.

Campaigning is important but cyclists will never get too depressed by hard times. I was invited to the excellent Diamond Jubilee carol service of the Leicestershire and Rutland CTC, which made me think of the austerity and less safe roads of the post-war years. Even back then, many new and re-established CTC groups were out enjoying their cycling.

This year we are saying goodbye to some great staff members as some of our externally funded projects come to an end. A hundred thousand new riders have been introduced to cycling through our cycling development work, some of which will continue in partnership with committed local authorities.

It's a big 'dankje' also to our Chief Executive Kevin Mayne, who will be moving to Belgium to guide European developments after 14 years leading CTC. There will be more on the Mayne years in the next issue of Cycle.

Certificates of Merit

CTC AWARDED ONE

Certificate of Commendation and four Certificates of Merit towards the end of 2011. These are given, respectively, to organisations and individuals for services to cycling and to CTC.

The Bike Factory in Chester received its Certificate of Commendation in November; proprietor Dave Quinn (left) is pictured with Mike Cross, President of Chester and North Wales CTC (C&NW). The Bike Factory traces its origins back to 1912, and has been closely linked with Chester and North Wales CTC since its foundation in 1939. It donated generous prizes for Challenge Rides in 2009, supported Charity Rides in 2010, and gives financial assistance to C&NW CTC's magazine, The Link.

OUTSTANDING SERVICE

Ex-CTC Councillor Barry Jordan received his Certificate of Merit for almost singlehandedly starting, and continuing to help run, a new CTC group, CTC Swale. To better promote cycling in his local area, Barry worked hard to form a committee of officers, with himself as secretary. The group was formed in 2009 and has a good rides list and excellent communication with members, whose numbers continue to grow.



DON'T MISS CTC MEMBER GROUP NEWS EMAIL

groups@ctc.org.uk to receive the ClubShorts email digest

The Bike Factory's Dave Quinn (left) receives his shop's CTC Certificate of Commendation from Mike Cross

For over 40 years, Sheila and Reg Elliot have been active members of Birmingham and Midland DA – latterly a part of CTC Heart of England. Sheila has served as secretary, treasurer, chair, and president, and helps keep the club magazine 'Connecting Link' going. Reg, meanwhile, has been club chair for the last seven years. He organises rides, social events and holidays for club members.

Ray Clay is the longest serving secretary of Leicestershire and Rutland CTC, in addition to being secretary of CTC East Midlands Region and Loughborough CTC. He was part of the team that ran

the 1997 Birthday Rides in Leicestershire and Rutland's centenary year. For the past eight years, he organised the CTC East Midlands Region rally. Despite all these commitments, he also helps with the In Tandem cycling group, riding with disabled cyclists.

Jean and Keith Lakin were also part of the 1997 Birthday Rides team, and have served as secretary and assistant secretary of Charnwood CTC for the past 21 years. In 2011 they organised the 60th annual Leicestershire Cyclists' Carol Service as part of Charnwood CTC's Diamond Jubilee Year. They sit on the Leicestershire and Rutland CTC committee.



New year, new skills

CTC NOW OFFERS

29 training courses, covering on- and off-road ride leading, National Standards instructor training, MTB instructor training, first aid, cycle maintenance, and more.

Courses are available in three ways. Bespoke courses, where CTC comes to your group, are more popular than ever, but you can also attend Open courses (you come to the training venue), and there are new On Demand courses: you just

add your name to the list as interested in a course, region and timescale.

A new schematic showing how all of CTC's 29 courses fit together, progress and interrelate is now available. See promtb.net/courses.htm. For details on the On Demand courses, see promtb.net/courses/calendar/ondemand.htm.

For more about National Standards instructor training, and to see course dates, visit ctc.org.uk/training.

NEWS IN BRIEF

› CYCLEHEROES

Once again, CTC is looking for the unsung heroes in the world of cycling for the annual Volunteer of the Year Awards. It's easy to nominate the individuals or groups you feel deserve wider recognition for their achievements by describing in 200 words or fewer why. The deadline for entries is 17 February 2012 and the awards will be presented at the National Dinner in Sheffield in May. See ctc.org.uk/volunteerofyear for more.

› RIGHT TO RIDE RETAINED

CTC Education Team Leader Dan Cook has been working with local rider group Ride Sheffield, the Campaign to Protect Rural England and Sheffield Council officers to maintain a key bridleway's status and prevent it being downgraded to a footpath. The route through the Fox Hagg nature reserve offers some challenging Sheffield gritstone. With additional bridleways being created in the area, CTC's dialogue with the Council's Rights of Way team is helping to provide local cyclists with a growing range of route options and surface choices to suit different bikes and preferences.

› KEEP FILLING THOSE HOLES

It's been a mild winter so far, but we'll still get potholes developing. When you see them, do report them using CTC's Fill That Hole website or iPhone app (fillthathole.org.uk). That gets your pothole reports straight to the right person in the right highway authority. The potholes then appear on the Fill That Hole online map, until the council sends an automated reply telling both you and the website that the pothole has been repaired. The map can be useful evidence that a pothole had previously been reported, if another cyclist is later injured by it. Plus, of course, it is a very good way to get them fixed.

› NEWS FROM IRELAND

The Northern Ireland Executive has published a draft Active Travel Strategy for consultation. Tom McClelland, CTC's lead Right to Ride representative for Northern Ireland, said: 'I hope that the strategy when adopted will include a much stronger emphasis on introducing 20mph speed limits on urban streets, and promoting cycling in schools, workplaces and elsewhere.' South of the border, congratulations go to the Dublin Cycling Campaign, who persuaded their city council to retain the post of Cycling Officer.