

PAGE 58 CLAIMING COMPENSATION FOR POTHOLE DAMAGE TO YOUR BIKE



Photo: Huddersfield Daily Examiner, examiner.co.uk

Coming up



LET'S HEAR YOUR VIEWS ON CTC

PAGE 8

Fill in a short online survey about your cycling and your views on CTC and you could win a Tifosi CK7 Audax Veloce bike.



MANIFESTOS FOR CYCLING

PAGE 10

The Prime Minister has announced a 'cycling revolution'. But will there be enough money to set things in motion?



BIRTHDAY PRESENCE

PAGE 14

Nearly 500 CTC members visited Staffordshire for a week of cycling and socialising at the Birthday Rides.



JUSTICE FOR JOHN

CTC Councillor who backed the Road Justice campaign is in intensive care after being run over. Friends and family organised a ride to publicise the issue

CTC COUNCILLOR John Radford (pictured), who spearheaded the Road Justice campaign in West Yorkshire by meeting with his Police and Crime Commissioner, is in intensive care in hospital after being run over while cycling on 31 July. John was airlifted to Leeds Royal Infirmary. The driver and his passenger were subsequently arrested and released on police bail.

More than 300 people took part in a ride a week later on 7 August to draw attention to the incident. It was organised by CTC member and local Mayor Martyn Bolt, along with John's daughters Emma Boyes and Helen Gorman.

Its purpose was twofold: to raise funds for the Yorkshire Air Ambulance; and to call for justice for victims of road crashes. The ride drew cyclists from Yorkshire, Lancashire and Cheshire and raised more than £1,000.

The event was covered in the local press and by BBC's Look North, who highlighted John's status in the cycling community. Meanwhile, John's MP, Jason McCartney (Colne Valley), cited John's incident in the Get Britain Cycling parliamentary debate on 2 September (p10).

As well as being a CTC Councillor, John is also Chair of Huddersfield and District CTC and was CTC Volunteer of the Year for Yorkshire

and the Humber for 2010. He had recently met with the West Yorkshire Police and Crime Commissioner Mark Burns-Williamson to deliver the first of CTC's Road Justice reports and discuss the needs of cyclists locally. Before that, John had already been knocked off his bike and hospitalised in May, when he was hit by an inattentive elderly driver.

ROAD JUSTICE PETITION

The Road Justice campaign launched a petition at the end of July calling on police forces in England and Wales to take bad driving seriously by implementing the recommendations in the

report 'Road Justice: the role of the police'.

Since the report was published, discussions have begun with several police forces about how the recommendations can be implemented. So far, the petition has been signed by over 8,000 people.

In October, the petition will be delivered by campaigners and road crash victims to the roads policing lead for the Association of Chief Police Officers (ACPO). Each police force will also be informed of the number of people that have signed in their area.

Please visit the website roadjustice.org.uk to sign the Road Justice petition.

Changes on CTC Council

NATIONAL COUNCIL is the governing body of CTC, the group of ordinary CTC members who feel they have something to offer the Club and want to take an active role in the running of the charity. Members are elected to Council for a three year period with one third of Council standing down each year. Nominations were recently sought for members to represent the South West, North East, Scotland, Wales and Ireland and Overseas for the three years from 1 January 2014 to 31 December 2016.

In the South West, two nominations were received for the two seats, so existing Council members Julian James and Stephen Coe are re-elected. In Scotland, one

nomination was received for the one seat, so new Council Member Chris Oliver has been elected. In Ireland and Overseas, one nomination was received for the one seat, so existing Council member Barry Flood is re-elected. In Wales two nominations have been received for one seat, so an election will be required. Ballot papers are included with this issue of Cycle for all members in the Wales region.

Peter Brake from Wales, **Peter Hayman** from Scotland and **Tim Jackson** from the North East have decided not to seek re-election to Council. Chair of CTC David Cox said: 'On behalf of Council and our members, I would like to thank our retiring Councillors for their contributions to

the running of CTC over a long period. Peter Brake has championed the interests of traditional touring cyclists in our discussions and represented Welsh members.

'Peter Hayman, a keen and insightful cycling advocate, has kept us well informed about the growing influence and effectiveness of the CTC in Scotland's cycling renaissance. Tim Jackson, in addition to representing the North East, has brought his enthusiasm to chairing our successful Publications Committee, overseeing this magazine and bringing much needed improvements in our website. All three had to travel long distances to attend meetings and have worked tirelessly to promote cycling and the CTC.'



PETER BRAKE



PETER HAYMAN



TIM JACKSON

Wessex volunteers recognised

FOUR CTC Wessex members were awarded with CTC Certificates of Merit in July, as they arrived at a post-ride garden party on the outskirts of Bournemouth. It wasn't a secret that someone would get an award for their contribution to club life, but each recipient thought it would be one of the others.

Peter Loakes received his award because of his work as secretary of the West Dorset Section for many years, and for organising many successful events. Terry Walsh was successfully nominated because of the way he carries out his role as President of CTC Wessex, and for his regular ride to Burley which attracts hundreds of cyclists every Saturday morning. Bob and Joan Courtney each received a Certificate of Merit because they have been the backbone of the Bournemouth 'Inters' section for over 30 years.



Each thought that an award would be given out but thought

The picture shows Julian James, chairman of the CTC Awards committee, with (left to right): Terry Walsh, Joan and Bob Courtney, and Peter Loakes.

FROM THE CHAIR OF CTC

David Cox

THE SUCCESS of the Olympic's 'Games Makers' in 2012 showed how willingly people volunteer and also the importance of appreciating and celebrating their efforts.



As cycling has become more popular, big business has begun to sponsor cycling and cycle events to an extent which would have been unheard of few years ago. However, most of cycling's grassroots depends on volunteers who turn out willingly to share their love of cycling with other cyclists and newcomers.

Volunteers plan and lead group rides, staff event controls, serve refreshments and support new riders on gentle local runs or major enterprises like the recent London Edinburgh London Audax. CTC Holidays and Tours and the recent Birthday Rides depend on volunteer tour leaders. Behind the scenes, improving the environment for cycling often requires dedicated scrutiny and campaigning from advocates like CTC's network of Right to Ride volunteers.

The recent Prudential FreeCycle and RideLondon weekend was a great success but the sponsorship only goes so far. Three hundred volunteers, the majority CTC members, turned out to marshal, run Dr Bike sessions and guide participants.

Cycling is a great way to escape – when we asked a group of keen cyclists what cycling meant to them, freedom was the most common response. Many thanks to those volunteers who willingly give their free time and work hard to support and enhance their fellow cyclists' experiences.



A EUROPEAN UNION

BARRY FLOOD, CTC Councillor for Ireland and Overseas Members, was elected a Vice President of the European Cycling Federation (ECF) at their AGM in Bratislava in June. CTC is the second largest member of ECF, behind only Germany's ADF. ECF campaigns across Europe on behalf of cyclists and is effectively the licensee for the worldwide symposium on urban cycle planning that is VeloCity, held this year in Vienna. It also sponsors the vast network of Eurovelo cycleways.

'Council approved my candidacy for the board of ECF because we felt that the CTC should become more involved in European cycling policy making,' said Barry, 'much of which affects, or will come to affect, cyclists in Britain and Ireland.'

He said that he hoped to bring to the ECF Board much of the experience he had gained at CTC as chair of the Operations Committee, especially in the areas of finance and administration. In return, he said he was looking forward to learning lessons on fundraising and

the development of cycling policy from ECF members with more vibrant cycling cultures than the UK's.

'By joining the ECF board, I want to foster closer relationships between CTC and ECF,' Barry said, 'and I want to make touring cyclists aware of the resources available to them through our membership of ECF. In particular, I want to be sure that CTC gets its share of the extensive European funding available for cycling projects.'

For more details about the ECF, see the website ecf.com.

Let's hear your views

AS PART OF our on-going review of the services, benefits, news, information, publications and website content that we offer as part of your CTC membership, we're keen to learn more about you and your experience of CTC.

We would like to know more about your cycling habits, what you like, want more of, or dislike about what CTC provides. More importantly, we want to know what we could provide to you.

Visit www.ctc.org.uk/survey and spend five minutes helping us improve your membership. Thanks to our friends at Wiggle



and Tifosi you'll be entered into a draw to win a Tifosi CK7 Audax Veloce 2013 worth over £989. For more details about this prize, turn to page 76.

Visit ctc.org.uk/survey and spend five minutes helping us improve your membership.

NEWS IN BRIEF

› KILLER DRIVER SENTENCE TOO LENIENT

On 13 August, the appeal hearing was held in Edinburgh of the unduly lenient sentence of Gary McCourt, the driver who killed lifelong CTC member, Audrey Fyfe, in 2011. The Solicitor General, Lesley Thomson, told the court that the sentencing guidelines had been incorrectly applied by the trial sheriff when he sentenced Gary McCourt to a 5-year driving ban and 300 hours community service. Ms Thomson stated that Sheriff Scott should not have considered the fact that Mrs Fyfe was not wearing a helmet at the time of the collision to be mitigatory, as he did not have sufficient knowledge to support the conclusion that a helmet would have saved her life. The appeal judges are expected to announce their decision to grant or refuse the appeal shortly.

› DERRY/LONDONDERRY GETS DISABILITY BIKES

Inclusive cycling in Derry/Londonderry was given a boost in August thanks to Bike-ability NI from Disability Action. Two special wheelchair-carrying trikes have been purchased to enable a 'pilot' to cycle and a person with a physical disability to ride on the front. Pilot cyclists will all receive training prior to hiring the bike, and it's possible to arrange for a volunteer pilot through 'Far and Wild', a local outdoor adventure company. CTC Chief Executive Gordon Seabright, who attended the launch in St Columb's Park House in the city, said: 'These bikes show how inventive product development can open up cycling to people who thought that it wouldn't be for them.'

› CORRECTION

The 'Justice for Cyclists' article in the June-July issue contained some errors. References to 'the UK' should have been to 'England and Wales'. To clarify: traffic police levels in England and Wales have dropped by 29% over the past 10 years, whereas in Scotland they have increased by 4% in the last 5 years. Regrettably, we do not have data for Northern Ireland. A Road Justice report looking specifically at the situation in Scotland regarding the justice system's response to bad driving will be released later and will be covered in Cycle.

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



MANIFESTOS FOR CYCLING

In a Commons debate, MPs of all parties called for the commitments and cash needed for Cameron's 'cycling revolution'. CTC's **Roger Geffen** reports

MPs OF ALL parties joined CTC and other cycling groups in calling for the targets, cross-departmental action plans, funding, and design standards to make a reality of Prime Minister David Cameron's recently announced 'Cycling Revolution'.

Around 100 MPs attended a four-hour Commons debate on 2 September. Over 2,000 CTC members had emailed their MPs urging them to be there. The London Cycling Campaign, meanwhile, attracted 8,000 cyclists for its 'Space for Cycling' ride around Parliament during the debate.

MPs of all parties called for Government targets to boost cycle use from 2% of trips to 10% (roughly German levels) by 2025, and 25% (near Dutch levels) by 2050.

Opening the debate, Julian Huppert MP, Lib-Dem co-chair of the APPCG, urged all parties to include cycling commitments in their manifestos, noting that he has tabled a motion based on the Get Britain Cycling report's recommendations for debate at the LibDem's autumn conference.

Later, Labour's Transport Secretary Maria Eagle MP set out an eight-point cycling manifesto, published the next day in the Times, which included commitments to 'cycle-proof' all road and traffic schemes to high and enforceable standards of cycle-friendly design,

and to review the road justice system. These commitments came days after she met CTC and British Cycling. She also urged a cross-party consensus on long-term funding for cycling. CTC and its partners will now look to help broker that agreement when DfT officials draw up a new Cycling Action Plan later this year.

The debate came less than a month after David Cameron launched plans to start a 'cycling revolution' in Britain. He announced £77m of Government funding to boost cycle use in eight 'cycling cities', plus a further £17m for four National Parks. Together with £54m contributed by the relevant local authorities, he described the total package of £148m over two years as Britain's 'biggest ever single injection of cash for cycling'. The Government argued that the total funding for the eight cities (including the £45m of local contributions) comes to £10 per head for these cities.

CTC and other cycling groups welcomed the Prime Minister's support for cycling and his effective endorsement of the figure of £10 per head of annual spending on cycling. CTC has long regarded this as the minimum needed to start catching up with continental levels of cycle use. However, we also pointed out that his actual spending commitment covers just a tenth of Britain's population for two years, and

that substantially increased funding is now needed for several years to significantly boost cycle use over the longer term.

The Prime Minister also backed calls to 'cycle-proof' all road and traffic schemes. He has tasked the Highways Agency with designing cycling into all future schemes on England's major road network, and urged local authorities to do likewise for local roads. CTC welcomes his support for 'cycle-proofing'. But we believe that new standards, improved professional training and, ultimately, an enforcement mechanism are needed to ensure that councils deliver cycle-friendly design in all road, traffic, junction and even highway maintenance schemes, as well as new developments.

CTC President Jon Snow, who gave evidence at the Get Britain Cycling inquiry, said: 'The Prime Minister has done much to transform the prospects for Getting Britain Cycling, by effectively recognising the need for annual spending on cycling of at least £10 per person. That may not sound a lot, but it is still a league apart from any previous commitment. What we now need is real follow-through, not just from the Department of Transport but from every Government department with a role in making the transformative infrastructural changes needed for cycling to become a part of our daily lives.'

Go online: ctc.org.uk/get-britain-cycling

GET MORE ON CAMPAIGNS

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