



Right: Alain Rouiller, Flickr

Help us press for more Space for Cycling outside of London



JON SNOW
Cycling UK
President

Space for Cycling

THE ELECTION CYCLE

The local elections in May are an opportunity to demand Space for Cycling where you live, as Cycling UK President **Jon Snow** explains

ON 4 MAY, much of Britain will go to the polls to select new local political leaders. For cycling, this is a major opportunity as it is these local political bodies that look after the bulk of Britain's roads.

For the last issue, I interviewed Andy Burnham MP, the Labour candidate for mayor of Greater Manchester. Mr Burnham gave a firm commitment, should he be elected, to establish a comprehensive cycle network plan and to create a dedicated budget for cycling within Transport for Greater Manchester. It seems Mr Burnham's comments marked the firing of the starting gun, as Andy Street, the Conservative frontrunner in the race to become mayor of the West Midlands, has since pledged a fortyfold increase in spending on cycling in the West Midlands area (albeit from a shameful 25p per head base).

Over the coming weeks, Cycling UK, with help from our local groups and partner organisations, will be working to get similar commitments from all incoming politicians. While we hope all candidates will recognise the benefits of cycling as readily as Mr Burnham and Mr Street, we rely on you, the voters, to demonstrate that cycling must be taken seriously for candidates to succeed in

taking office.

If you are lucky enough to live in an area electing a 'metro mayor', we, along with local cycle campaigners, have devised a set of asks for candidates to pledge to. In broad terms, we are asking candidates to plan and cost a network of safe cycle routes and display real leadership to ensure the network is built.

IT'S NOT JUST BIG CITIES

Beyond these urban areas, full council elections are taking place in the English shire counties, Wales and Scotland. In Scotland, we, as part of the Walk Cycle Vote campaign, are lobbying candidates around investment, infrastructure and local action.

In England and Wales, as well as Scotland, we have teamed up with Democracy Club, the non-profit organisation behind **theyworkforyou.org**, to crowdsource contact details of all standing candidates – quite a challenge! And for every email address gathered, I will contact the candidate, urging them to support cycling.

To ensure this opportunity is properly utilised, we need local voices making noises – it is after all you they rely on to elect them. Please get involved with our campaigns by heading to cyclinguk.org/votebike.

Quick releases

BIKES BEAT CONGESTION

In February, Cycling UK Policy Director Roger Geffen MBE explained to MPs how cycle provision makes better use of road space in our towns and cities, enabling more people to get around safely and easily while reducing motor traffic volumes and pollution. Giving evidence to the Commons Transport Select Committee's inquiry on urban congestion, he outlined how creating space for cycling made our city streets more efficient, allowing people to travel more swiftly and safely without depending on motor vehicles. He refuted the suggestion that cycle facilities cause congestion.

'Cycle lanes can take large numbers of polluting vehicles off the road,' he said after the evidence session, 'with a typical road lane carrying an average of 2,000 cars per hour or 14,000 bicycles. The idea that cycle lanes actually worsen congestion and increase pollution overall is a classic example of "fake news".'

CYCLING SUPPORT SOUGHT FROM STORMONT

Cycling UK teamed up again with NI Greenways for the recent Northern Ireland Legislative Assembly elections. With so much good work carried out since 2016's election, we felt it important to keep cycling high on the agenda. This year, by 2 March, we had received responses from 65% of the candidates as we asked them to back funding for cycling of £10 per head.



Left: rovingfl, Flickr



SAM JONES
Campaigns &
Communications
Co-ordinator

Quick releases

CHALLENGE YOURSELF THIS SUMMER

Cycling UK is running a new Challenge Ride Series this year, with 17 rides across Britain organised by some of Cycling UK's most active Member Groups. The series will start with Cycle Stevenage's Start of Summertime ride in late March and end with its Emitremmus Desrever ride in October. Other ride locations include: The Wirral in early April, Leicestershire in May, Ayrshire in June, East Anglia in July, North Wales in late summer, and the New Forest in October, plus others. For details, visit bit.ly/cyclinguk_challengerides17.

CYCLISTS' MEMORIAL SERVICES

Two services take place in May to commemorate cyclists who died in WW1 and subsequent wars. In **Coxwold, at 1.30pm on 14 May, it's the 91st Cyclists' Service at St Michael's Church.** See cyclinguk.org/event/coxwold-church-service. **The following Sunday (21 May), it's the 96th Cyclists' Memorial Service in Meriden. It's at 11am on Meriden Green, the site of the National Cyclists' Memorial.**

CLUB SHORTS

- CTC Frome celebrated its 40th anniversary on 8 January with a ride retracing the route of the group's first outing in 1977.
- Walsall CTC has a dissolution meeting at 7.30pm on 24 April at Pelsall Social Club, Norton Road, Pelsall, WS3 4NX.
- A special general meeting takes place at the Oddfellows Rooms, Unity House, 3 Coleridge St, Halifax, HX1 2JF on 23 May at 7.30pm, with a view to dissolving West Yorkshire CTC.

Road Justice

TOO CLOSE FOR COMFORT

Dangerously close overtaking is a day-to-day occurrence that deters cycling. There is a way to prevent it, as **Sam Jones** describes

FOR THE MAJORITY of UK cyclists, close passes can be an almost daily occurrence. It's intimidating and we all want something to be done about it.

Yet when it comes to close passes, we've found ourselves in a Catch-22 situation. Police forces don't tend to investigate dangerous and anti-social close overtaking unless there's a serious injury... but then that's a collision not a close pass, so close passes are rarely investigated.

That was until West Midlands Traffic Police launched their widely praised 'Give Space, Be Safe' campaign last September. They sent plain clothes officers out on bikes, and pulled over drivers who passed them too closely to educate them, through the means of a 'safe pass' mat, how to overtake safely.

Driving behaviour changed overnight. In less than three months, there has been a 50% reduction of reported close pass offences, all at minimal cost. Thanks to West Midlands Police, other forces around the UK want to do the same. But after years

of Government cost-cutting, they need our help to make it work.

While the officers' time can be accounted for in their day-to-day duties, the cost of the close pass mat (£800) is a financial burden many forces cannot justify. That's where Cycling UK and the wider cycling community can help. We believe every single police force in England, Wales, Scotland and Northern Ireland needs a safe pass mat. On 9 March, we launched a fundraising campaign with the goal of raising £12,000, which would allow us to buy 50 mats – enough to supply every police force with the means to educate drivers how to overtake vulnerable road users safely.

By the end of 10 March, thanks to the backing of over 790 people we smashed our target and are getting these mats into production so they can be rolled out to every force throughout the UK.

West Midlands Police say there should be no excuse for driving too close to cyclists. At Cycling UK, we say there should be no excuse for the police to ignore this illegal driving behaviour. Working together, we'll make cycling safer together, not just for you, but your family, friends and everyone else, and put an end to overtaking that is too close for comfort.

“There's no excuse for driving too close to cyclists”



Jaki Lowe, now Vice Chair of Cycling UK's Board, at the last AGM



DAN HOWARD
Chair of Cycling UK's Board of Trustees

Cycling UK AGM

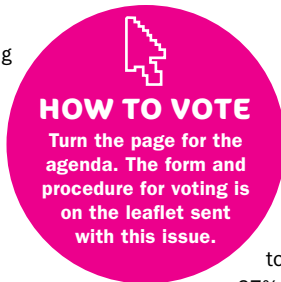
HAVE YOUR SAY AT AGM

It's the Cycling UK AGM on 13 May. Don't forget to vote in person or by proxy, says **Dan Howard**

A S A MEMBER of Cycling UK, you can engage with and support the organisation in many different ways – by supporting our national campaigns, supporting cycle development in your local area, by cycling with your local Member Group, or by encouraging others to cycle. Of equal importance is your vote at our AGM. Our next AGM takes place on 13 May 2017; a voting form accompanies this issue.

Special Resolutions 4 and 5 relate to governance changes, which have the full support of our Board of Trustees. I'd encourage you to give these your support too. A detailed member consultation relating to Special Resolutions 4 and 5 took place recently and the results were carefully considered by the Board of Trustees. Special Resolution 4 relates to streamlining the governing documents to make them more user-friendly and improve them so they are in plain English. Further details are on our website at cyclinguk.org/agm. For a hard copy, please contact the Membership Department at National Office.

“Our values and aims remain unchanged”



Special Resolution 5 relates to proposed changes to the arrangements for ballots of the whole membership.

Around three quarters of responding members agreed that members should be able to call for a ballot, and almost 67% of responding members felt

that the right to call for a ballot should be restricted. Special Resolution 5 proposes that an increase from 200 to a minimum of 400 members be required to call for a poll of the whole club. Almost 71% felt that the Trustees should be able to recover the reasonable costs incurred in carrying out the ballot if they 'reasonably conclude that a Petition is not lodged in good faith or is designed to achieve aims other than the best interests of the charity'. On that basis, Special Resolution 5 says that Trustees may recover the reasonable costs associated with a ballot within the limited circumstances above.

Membership engagement is at the heart of Cycling UK, and our AGM is your opportunity to have your say. Our values and aims remain unchanged since our formation in 1878. By passing these special resolutions, we will be able to update our governing documents, enabling them to be fit for the future. The board welcomes your support to help make our organisation ready for the next chapter in our history.

Quick releases

BESPOKE, THE UK HANDMADE BICYCLE SHOW

Bespoked, the UK Handmade Bicycle Show, runs from 7-9 April at Brunel's Old Station, just outside Bristol Temple Meads railway station. It's a fascinating display of custom-built bikes, and a celebration of those who make them. Cycling UK will be there to judge the best touring bikes. Tickets are £15 for the day or £25 for three days. For more details, visit bespoked.co.

CYCLE TOURING FESTIVAL

The third Cycle Touring Festival will take place from 26-29 May at the familiar venue of Waddow Hall, Clitheroe, in Lancashire. It's a weekend of talks, camping, planning, and all things bicycle touring. Cycle's Dan Joyce and Richard Hallett are scheduled to give talks. Tickets cost £85 for the whole weekend, which includes food and camping. B&B accommodation is also available, for an additional fee. There are no day tickets. For more details, visit the event website: cycletouringfestival.co.uk.

WELSH FESTIVAL OF CYCLING

The Welsh Cycling Festival returns to Ruthin from 20-25 July. It will be based at the rugby ground, with camping available on site and B&B options in the town. There are usually four rides each day of various lengths and difficulty, and along with the event's hill climb and freewheel competitions they'll form part of Cycling UK's Tourist Competition. For more details, contact Emrys Jones: 01952 257522, demrys2jones@hotmail.co.uk.

CORRECTION

The photo of the Devil's Staircase on p58 of the Dec-Jan issue was by Keith Adams not Keith Moody. Apologies for any confusion.