

58%
of Londoners
interviewed support low
traffic neighbourhoods;
17% were opposed.
(Source: bit.ly/cycle-londoners-support-LTNs)



Wales

20'S PLENTY FOR WALES

The default 20mph limit on 'restricted roads' in Wales came into force on 17 September this year. It was a landmark day for road safety. It's not a blanket limit, just the default on the kind of streets, usually in residential or built-up areas, where people are most likely to walk, wheel or cycle (or want to but feel too unsafe). Local authorities can look to exempt certain streets where the default limit isn't appropriate. Congratulations to the Welsh Government for listening to the evidence and making bold choices.

Governance

VOTE NOW FOR YOUR TRUSTEES

Your Cycling UK trustee elections voting form is enclosed with this issue of Cycle. Details of the candidates and instructions on how to vote are included. Meanwhile, thank you to all who attended and voted in the 2023 Cycling UK AGM in September. Outcomes of the meeting, along with the details presented, are online: cyclinguk.org/agm-2023.

Campaigns

CONFERENCE CALL

Cycling UK is attending the autumn party conferences to demand that politicians from across the spectrum support more cycling and less driving

What will you do to get more people cycling? That's the question Cycling UK will be asking in Bournemouth, Manchester and Liverpool as this magazine drops through your letterbox, because it's party conference season in the year leading up to the next general election.

We often lobby governments across all four nations on various matters relevant to cycling, but it's at this point in the election cycle that the political parties pull together their manifestos for the next five years: what they'll promise the public they'll deliver. There has to be a general election by January 2025, and though it could be called sooner, most pundits expect it to take place this time next year. We're attending the Liberal Democrat, Labour and Conservative party conferences this autumn to make the case for more investment in cycling and to explain why this should matter to all political parties.

Events over the August silly season highlighted why this lobbying is so important, because there's a real risk that politicians, candidates and decision-makers wrongly conclude that railing against the perceived 'war on cars' is popular, leading to more opposition to measures that are designed to enable active travel and make streets safer.

There are around 25,000 low traffic neighbourhoods across the UK, including thousands of historic schemes that nobody ever objected to – because they worked. Supporting them is also the UK Government's stated policy, but despite that the prime minister recently announced that he was reviewing these schemes, followed by reports days later that 20mph limits were now out of favour with the government.

We need to help politicians realise that the public actually supports efforts to reduce motor traffic and enable more people to walk and cycle, despite what they read or hear from some of the media. Surveys repeatedly prove this, but sometimes politicians only hear the noise.

Of course, we can do the lobbying and persuasion behind closed doors at party conferences and leading up to the general election, but it helps hugely if politicians also hear your voice. So far, more than 5,000 of you have used our online template to write to the prime minister urging him not to U-turn on low traffic neighbourhoods and 20mph zones. We're looking to deliver that message to him publicly after the party conferences. Please help us reach 10,000 letters – add your voice at cyclinguk.org/drive-less-cycle-more.