

'The plan will support more cycle parking at stations – as here at Liverpool Street Station – but falls short on other topics'

With no public consultation on the plan, CTC asked cyclists directly and reported the findings to the minister in charge

National Cycle Plan response



A National Cycle Plan 'to promote cycling as a mainstream form of personal transport' was announced in June by Prime Minister Gordon Brown. With a public consultation on its contents 'unlikely', according to government sources, CTC launched a questionnaire to find out what cyclists wanted in there.

More than 1,800 of you responded. In November CTC met the minister and officials preparing the plan and submitted a report on the questionnaire's findings. Your priorities were, in descending order:

Better road design & facilities

Many of you wanted greater priority to be given to cyclists in city centres, with car parking and access for cars heavily restricted. In rural areas, you wanted high quality facilities on the busiest roads and more emphasis on slowing down traffic on back

roads and lanes. Lots of you were alarmed by poor cycle facilities and some wanted cycle paths to have priority over roads at junctions.

Cycles on trains

Public transport integration is likely to be supported by the plan. The Secretary of State for Transport has committed £14 million for secure cycle parking, cycle hire and repair workshops at ten major stations, plus funding to work with four train companies upgrading their provision for cyclists. However, we still need to press for the inclusion of cycle spaces on new trains, especially the new inter-city fleet now being planned.

Cycle to Work

Many of you wanted incentives to support cycling, such as getting rid of VAT on bikes and promoting the Cycle to Work tax-free scheme in workplaces. The Government appears

committed to some action here: in October the Secretaries of State from four different departments came together to launch a Cycle to Work Guarantee. This allows employers to pledge a range of activities to support their employees to cycle to work.

Driver training

You told us that you wanted better, more frequent or cycle-specific driver training, to improve driver behaviour. Many suggested forcing drivers to do some cycle training before learning to drive. CTC would like to see better cycle awareness training for professional drivers, such as lorry and bus drivers.

Legal enforcement

Many of you wanted better traffic law enforcement, while some called for a legal presumption of a compensation award for cyclists injured by motor vehicles.

Making cycling normal

Many respondents wanted cycling to be presented in an appealing way, which didn't emphasise danger. More cycling role models ('not just Boris and Dave') were needed, you said. Others wanted TV advertising campaigns. Many responses urged that Government should neither make cycle helmets compulsory nor even promote them.

Cyclepath barriers

Many of you said that cycle paths needed to be designed to be inclusive. Barriers on cycle paths, designed to prevent motor vehicle access, also blocked access to hand-cyclists or other tricycle users.

Whatever the National Cycle Plan ends up saying, we will be asking CTC members to contact their Parliamentary candidates in the run-up to the next election, with the aim of maximising the level of cross-party support for cycling in the new Parliament, whoever forms the new Government. Look out for more information in Newsnet or the next issue of Cycle. In the meantime, the questionnaire results are at www.ctc.org.uk/nationalcycleplan.

SUBSCRIBE TO NEWSNET CTC'S WEEKLY EMAIL NEWSLETTER - Send your CTC membership number to membership@ctc.org.uk



FROM CTC CHAIRMAN DAVID ROBINSON



What an exciting time of the year - Leicester's Right to Ride Conference, National Council, CTC Staff Conference

and lots of AGMs. Do I lead a sad life? To the contrary - meeting so many people who are doing so much for cycling is truly energising.


CTC Council backed the move to create one CTC organisation in the form of a democratic charity. In my visits to North West member group AGMs I have presented the debate on the possibility of making the whole of CTC charitable and have received an overwhelming thumbs up. Many people already thought we were a charity, doing great things for the wider community as well as for our members, satisfying what they want from membership.

Members will make the decision at next year's AGM either in person or by using a proxy vote. Watch this space for more information.

Facing an election still raises my pulse level but CTC is a democratic organisation and we elect our representatives, always have done and always will do. Thanks to those in the North West who voted for me, and I welcome our three new councillors. Next month my colleague in the North West, David Butler, ends his term of office. I would like to place on record my thanks to him for his big input to CTC, particularly with the governance review.

October was a great month for cycling. I'm sure as winter advances the regulars will carry on cycling to work and to shop and the rest of us will snatch those special days of winter sun for longer rides.

CTC's touring partners


 **CTC is working with other members of the European Cyclists' Federation (ECF) to open up exclusive holidays and facilities throughout Europe to CTC members. Mutual agreements have already been reached for 2010 with the cycling organisations of both Russia and Italy.**

Russian CTC organises adventure tours for foreign cyclists. These provide a unique chance to see the real Russia, visiting ancient cities and secluded corners in the historic heartland of this fascinating country. For more information go to www.rctc.ru/tour.html

FIAB (Federazione Italiana Amici Della Bicicletta) from Italy have a superb calendar of cycle touring events including the Cicloraduno from 17th June in Salerno (near Naples) and a tour from Bari to Salerno. In September the annual Bicistaffetta Tour will travel Parma to the Tirrhenian Coast. Full details of all FIAB tours open to CTC members can be found at www.fiab-onlus.it/italycyclingholidays

Keep an eye on the CTC website for other ECF opportunities, which will be posted as they become available.

Membership services review

 In recent years, some members have expressed concern about the quality of CTC membership services. CTC Council has been equally concerned, and in 2008 commissioned an independent review. That review was acted upon and changes made. To ensure that the changes had led to the expected improvement in services, an update to the earlier review was commissioned earlier this year.

The two reviews' findings were considered in detail by Council's Management Committee,

together with a full report from senior CTC staff. A summary of the actions taken by Council will appear in the CTC Annual Report, which will be published with the April-May issue of Cycle.

Details of the discussions by Management Committee, the paper forming the basis of the discussion and the two reviews are all on the CTC website at: About CTC / CTC Structure, Governance & Policies / CTC Governance Policy & Rules / Complaints Procedure. Phone national office to request a paper copy: 0844 736 8450.

Voting on CTC's future

 At the 2009 CTC AGM in Chester members mandated National Council:

- to evaluate options for the CTC's charitable status and the operation of the Club, its companies and its charitable activities;
- to circulate information on the advantages and limitations of viable options (including a recommendation for future form and relationships); and
- to present motions to the 2010 AGM enabling implementation of the preferred option.

Much of this work has been delegated to a Governance Working Group, whose members have carefully considered and debated the issues involved and the possible ways forward. The key question is whether the Club and Trust should be combined into a unified charitable organisation and, if so, what is the best way to do it.

To help clarify the issues involved, CTC Council commissioned two pieces of work from external experts. The Centre for Charity Effectiveness (CASS) prepared an 'Independent review of CTC Governance', and their early findings were summarised last issue. Another report was commissioned from Russell Cooke (Solicitors) on the range of legal structures that might be appropriate. Both of these clearly set out the potential advantages of the CTC becoming a unified charitable organisation, including tax benefits (like Gift Aid), greater efficiency and ease of administration, clearer lines of accountability, and enhanced public goodwill and trust.

After a lot of work assessing possible problems and disadvantages, the Working Group concluded that the potential

advantages of unification far outweigh any drawbacks.

At its meeting on 24th October, CTC Council discussed the recommendations of the Working Group and agreed:

- to recommend to members that a new unified structure should be created, based on an updated statement of charitable objects. This would draw on both the objects of the CTC itself and CTC Charitable Trust.
- that the best way forward would be to convert the Club into a charity, after which the Trust would merge into it to create a unified charitable organisation (option 3 in the CASS report's recommendations).
- an implementation timetable leading up to the 2010 AGM.

Council will ask the 2010 AGM to agree:

- the principle of the change to the new organisation;
- revised Memorandum and Articles;
- to put in motion the detailed steps required to bring the unified organisation into being.

This approach means that very little would change from the point of view of members and member groups, with the 1878 organisation (with its Memoranda and Articles tidied up to comply with the Charities Act) providing the basis for the unified charitable organisation.

There will be a consultation with membership on this proposed way forward, starting now and continuing to the end of December. To help inform this process, the CASS and Russell Cooke reports are available on the CTC website, along with a list of FAQs which should help to answer questions about how the change will affect member groups.

Printed copies are also available to members on request.

Members are urged to actively engage in this process. Look at the reports on the CTC website, discuss the issues at the member group AGMs, give us your feedback by emailing to members.matter@ctc.org.uk, contacting your councillors or writing to CTC. The final decision lies with you. If you can, attend the 2010 AGM and vote in person; if not, please use your proxy voting rights.

CTC Council October 2009

FROM THE CAMPAIGNS DEPT **ROGER GEFFEN**



With a general election now probably only seven months away, CTC has met with each of the three

main parties to discuss what needs to change in cycling policy to get more people cycling. CTC will continue this dialogue as the election approaches.

In the meantime, Local Authorities in England are currently starting work on the next round of Local Transport Plans. These documents will set the priorities and policies on local transport for the foreseeable future. CTC has produced a guide for local authorities and campaigners entitled *Cycling: a local transport solution*.

The guide was launched at a seminar for local authority practitioners organised by CTC and Cyclenation (the federation of local cycle campaign groups), and hosted by the Nottingham cycle campaign group Pedals, who were celebrating their 30th birthday.

The following day a conference for campaigners discussed how to influence Local Transport Plans as they progress towards implementation in April 2011. I was delighted that the stalwart campaigner Don Mathew was there to reflect on 30 years of cycle campaigning, as he begins his well-earned retirement – may it be a long and happy one, Don!

Now is a great moment to get involved in local campaigning in your area – either through your local cycling campaign group or by joining the Right to Ride network. Contact Sam Walton: righttoride@ctc.org.uk, tel: 01483 238323 if you'd like to find out more about this.



The big question

Do dedicated lanes make cycling less safe, and should roads be redesigned?

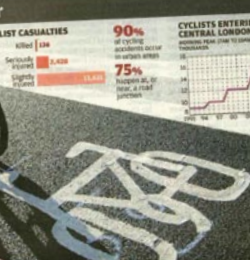
BY SIMON USBORNE

Why are we asking this now?

Because research published yesterday suggests that when cyclists give up their right to use the road, they are more likely to be killed or seriously injured. This is the first time that research has shown that when cyclists give up their right to use the road, they are more likely to be killed or seriously injured.

Turning the corner

in 2007, the rate of cyclist deaths was 15.6 per billion kilometres cycled. It would need to be 10.6 to match the rate of deaths in road traffic accidents - or 1,000 times less.



What's the story in other countries?

Generally better but for an example of cycling safety we must look to the Netherlands, where the cycle is the most popular mode of transport. Copenhagen boasts more than 200 cycle lanes and more than 200 cycle routes. As a result, the Netherlands has a very low rate of cyclist deaths. In fact, the Netherlands has a very low rate of cyclist deaths. In fact, the Netherlands has a very low rate of cyclist deaths.

THE TIMES Thursday September 10 2009

'Safer' cycle lanes endanger riders and bring out road hog in motorists

Ben Webster Environment Editor

Cycle lanes can make roads more dangerous for cyclists because they encourage motorists to drive closer when overtaking bicycles, a study has found. Drivers give cyclists a wider berth on roads where there is no lane because they assume that they should allow the road and make more allowance for the risk of collisions. The study, conducted by Leeds and Bolton universities, challenges the approach taken by many local authorities, which is to promote cycling by painting cycle lanes and cycle symbols on their roads. It suggests that reducing the speed and volume of traffic would be more effective in improving cycle safety than narrow cycle lanes.



Ben Webster feels the squeeze in a cycle lane in Shadwell, East London

At a conference on the rear rack of a bike and rode on three roads that each had sections with and without cycle lanes. On all three, drivers gave cyclists less room where there was a lane. The greatest difference was recorded on the A67 near Crayke, Lancashire, where cars passed them 27% closer when the cyclist was in a cycle lane. All the cycle lanes were slightly narrower than the minimum width of 1.5m (5ft) recommended by the Department for Transport. The majority of them do not comply with this guideline.

The study, which is due to be published in the scientific journal *Accident Analysis and Prevention*, says that on roads with cycle lanes, drivers 'intentionally perform an overtaking manoeuvre'. On roads with cycle lanes, they treat the space between the cycle lane and the outside edge of the road as exclusively their territory and make no adjustment for cyclists.

The study concludes: 'Cycle lanes do not appear to provide greater space for cyclists in all conditions.' The Highway Code tells drivers to 'give

'I'm dicing with death'

First person Ben Webster

I had indicated out to avoid a wheel-buckling crater, and the driver, who had clearly been planning to run past within a whisker of my handlebars, was forced to brake. There are cycle lanes along most of my four-mile commute from Hackney to Wapping in East London, but they are usually blocked by parked cars.

The useful section of 'one-way' lanes, which allow one way streets, and 'buzzer' lanes, which let me undertake cars and arrive smoothly at the head of the queue at traffic lights. Cycle lanes may make service cyclists feel less like second-class citizens on the roads but I suspect that no life expectancy would shorten if I stuck to these roadways.

Leading article, page 2

Cyclists are allowed to go against the flow

One-way street rule modified in pilot scheme

Ben Webster Environment Editor

London will be permitted to side the wrong way along one-way streets under a new pilot scheme. The scheme will allow cyclists to go against the flow of traffic on one-way streets.

The Government will announce later that cyclists will be permitted to ignore one-way signs a practice already followed by many including David Cameron, the Conservative leader.

The Department for Transport is authorising a trial in the Royal Borough of Kensington & Chelsea, Mr Cameron's home authority in West London, in which a small pilot scheme 'except cyclists will be permitted to travel safely and legally on the most congested roads'.

If the trial is successful, the department intends to extend the policy to the rest of Britain and permit thousands of one-way streets to become two-way streets. It believes that long distances around one-way systems are a major cause of congestion in one-way streets, which might be less confident about breaking the rules.

This is the first time that the

department has permitted an exception to the one-way rule. Existing cycle lanes require permission to build separate lanes for cyclists. The cost of a new lane is about £100,000. The cost of a new lane is about £100,000.

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Is new direction the right way?

For Will Davis

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the legal position to allow them to do

'We are recognizing the reality that cyclists prefer to take the shortest route through quieter streets. The alternative of having a policeman standing on the road to catch cyclists would be foolish and undesirable'.

Chris Peck, policy officer of the Cyclists' Touring Club, said: 'We've been campaigning to allow cyclists to go against the flow of traffic for years and we are delighted that it is now being considered in a pilot scheme. It is a small step but it is a step in the right direction.'

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CTC's campaigning year

CTC's campaigning staff were as busy as ever in 2009. They launched campaigns; met with MPs; analysed policies, statistics and government strategies; and were interviewed widely. Some highlights were...

January

CTC's Roger Geffen refutes claims by car insurance company LV= that 'inexperienced cyclists resulted in a 29% increase in road accidents involving cyclists'. The figures were the difference in casualties between summer and winter!

February

CTC's campaigning publication, *Cycle Digest* - edited by Cherry Allan - reaches over 5,000 people for the first time.

March

CTC's 'New Vision for Cycling' is published (www.ctc.org.uk/newvision), calling for a doubling of cycle use in 10 years and showing how it could be done.

April

The Government's draft Road Safety Strategy is published. It backs CTC's target of halving the risks of cycling in 10 years, based on reducing risks faced by cyclists not just reducing the number of cyclists injured (www.ctc.org.uk/asafeway).

May

CTC President Jon Snow launches the 'Safety in Numbers' campaign in Parliament (see www.ctc.org.uk/safetyinnumbers). A week later at the VeloCity international cycling conference,

CTC's Chris Peck presents evidence that cycling gets safer the more cyclists there are.

CTC Scotland helps draw up a Cycling Action Plan for Scotland. Its ambitious target - 10% of all journeys to be by bike by 2020 - is set by the Scottish Government. Responses by CTC Scotland and others to the initial plan will help inform a final version, now due next April.

June

CTC's prediction that higher fuel prices and the credit crunch would lead to more cyclists comes true: official figures show the highest level of cycling for 17 years.

Colin Palmer joins the campaigns team as the Off-Road Campaigning Adviser.

July

CTC responds to the Government's Cycle Safety Study, including a separate report on helmets. Both reports will inform the Road Safety Strategy due in December.

CTC's idea to 'make cycling mainstream' is one of the final 'Breakthrough ideas for the 21st Century' showcased by the Sustainable Development Commission.

August

The excuses from Sam O'Shea's school in Portsmouth for not letting him bring his bike to school prompts CTC's Debra Rolfe to launch a 'Right to Ride to School' campaign (www.ctc.org.uk/righttoridetoschool).

September

Kevin Mayne and Gwenda Owen speak at a Welsh Government conference on walking and cycling, highlighting the results by

Gwenda in her first year as our Wales cycle training project coordinator, plus the importance to social inclusion of cycling for young people.

Wales-based volunteer campaigner Neal Hockley prepares a submission in response to the draft Wales Transport Plan.

Celebrity chef James Martin boasts that he ran a group of cyclists off the road. CTC calls for the victims to contact our cyclists' claims helpline. Martin later apologises.

CTC supports an MSc research project by Ciaran Meyers of the University of Leeds. The research shows motorists give cyclists less room when they are in a cycle lane.

October

Stop SMIDSY is launched - see page 48.

CTC adds its name to the Cycle to Work Guarantee and publishes the results of CTC's Workplace Challenges.

The first Right to Ride Conference is held.

November

CTC President Jon Snow and Roger Geffen hold a series of parliamentary 'breakfast briefings' with MPs from all three main parties to discuss manifesto ideas.

With English Councils starting on Local Transport Plans, CTC publishes 'Cycling: a Local Transport Solution' for campaigners, councillors and local authorities.

December

The team await the publication of three key Government documents: the Active Transport Strategy, the Road Safety Strategy and the Cycle Safety Study.