

“The Government needs to develop consistent guidelines for cycle-friendly planning and design”

£10 per head of population, increasing progressively to £20 per head as cycle use grows. (London plans to spend £12.50 per head – see page 10 – while Dutch spending is around £24 per head.)

The Treasury's announcements coincided with new figures showing a worsening of cycle safety in 2012. The number of cyclists killed or seriously injured on Britain's roads went up by 5% – the eighth successive annual increase – while estimated cycle use increased by just 1.2% compared with 2011. This highlights the urgency for action to improve cyclists' safety if we are to maximise its huge health, economic and environmental benefits.

‘Cycleproofing’ road schemes

Meanwhile, CTC is concerned that plans for significantly increased road spending may threaten cycling in other ways. Increased car use can undermine growth in cycling; extra traffic, especially lorries, means increased threats; and road or junction schemes often ‘design out’ cycling, adding to the risks cyclists face or severing useful routes altogether. For example, a Highways Agency junction ‘improvement’ on the M3 near Winchester, is undermining a link from the city to the South Downs Way, worsening walking conditions and offering no cycle provision despite the council supporting it as part of the National Cycle Network.

The Get Britain Cycling report echoed calls from CTC and its allies for quality cycle provision to be designed into all highway and traffic schemes as well as new developments, and even road maintenance work. We are urging David Cameron to support these principles too.

Urge your MP to support cycling

With the parliamentary debate due to follow the PM's announcement, it is unclear if we'll be urging the Government to spend any cycling allocation wisely or arguing that more is needed. Either way, we will want MPs to speak for cycling in Parliament on 2 September. Urge your MP to diarise the date straight away, and keep an eye out for updates via CycleClips.

You can show your own support by signing this petition: tinyurl.com/bskppu4.

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

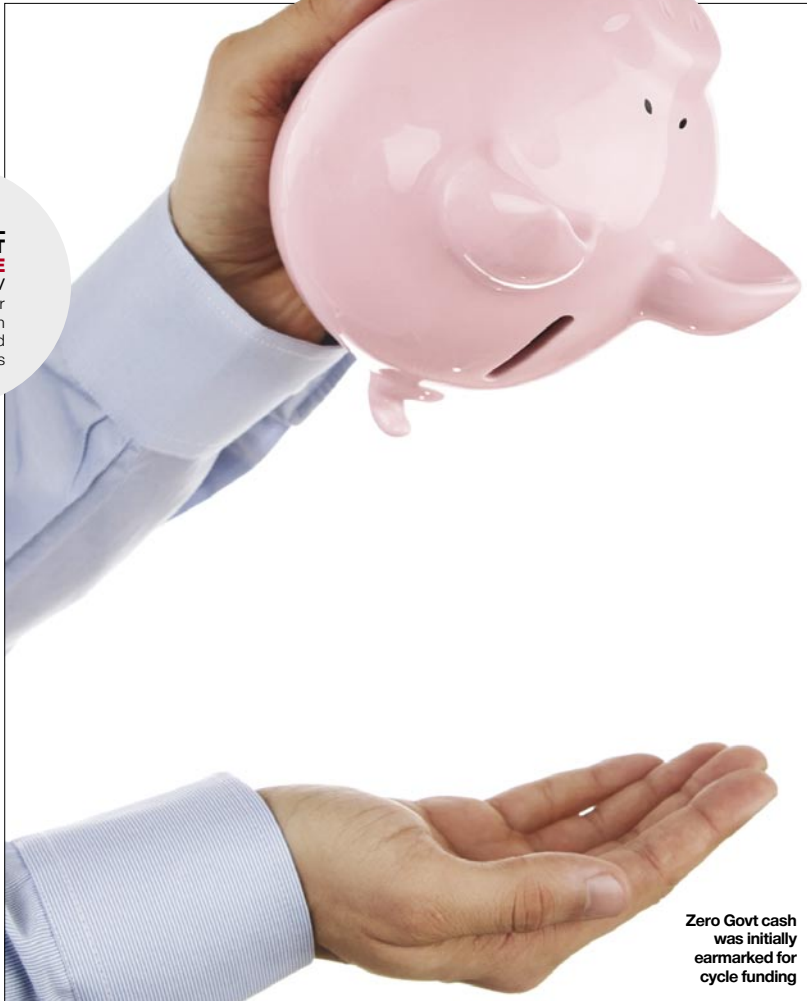


Photo: iStockphoto.com

Zero Govt cash was initially earmarked for cycle funding

THE PENNY DROPS?

With the risks of cycling still rising, CTC Campaigns Director **Roger Geffen** asks if the PM will find essential cash for cycling

THE PRIME MINISTER will make an announcement on cycling in early August, Number 10 said as Cycle went to press. This is encouraging, after all the calls for ‘leadership’ from CTC and other groups during the parliamentary ‘Get Britain Cycling’ enquiry earlier this year.

It also follows disappointment, which CTC expressed in letters to broadsheet editors, that earlier funding announcements from Chancellor George Osborne and Treasury Chief Secretary Danny Alexander had included £28 billion for spending on the road network from 2015-2021, without a penny of it earmarked for cycling.

Although his Lib Dem colleague, cycling minister Norman Baker MP, had said only half an hour earlier that an announcement on cycling funding was due ‘shortly’, Danny Alexander's spending plans made no

mention of this. Instead, they detailed how the increases in capital funding over the those six years will fund the High Speed 2 rail link and a host of capacity increases to motorways and trunk roads. Over that time, however, spending on local transport – such as local schemes and road maintenance – will decline from around 23% of the Department's capital budget to just 15%, and will also shrink in real terms.

Get Britain Cycling – safely

MPs will in any event get to debate progress on the Get Britain Cycling report on Parliament's first day back after the summer break. CTC and our allies will try to ensure that MPs are fully briefed whatever Cameron may say.

The Get Britain Cycling report called for annual spending on cycling of at least