

news

CTC'S ANALYSIS OF
WHAT'S HAPPENING IN
THE CYCLING WORLD

PAGE 52 ENGLISH CITIES AND NATIONAL PARKS BID FOR £42M FOR CYCLING DEVELOPMENT



Martin Porter QC (left) and Rhia Weston (right) hand CTC's report to Chief Constable Suzette Davenport, who leads on roads policing in England & Wales

Coming up



RICHARD BALLANTINE RIP PAGE 8

The cycling author, whose book sold over a million copies, died at the end of May. His hearse was a freight cycle.



THE PENNY DROPS FOR PM? PAGE 12

David Cameron will make an announcement on cycling in August. Will he find the cash his ministers have failed to earmark?



TIDWORTH BIKE PARK TAKES OFF PAGE 14

The Tidworth Freeride Bike Park in Wiltshire was officially opened in June. There are seven graded trails and a jump area.



DEMAND FOR JUSTICE

In the wake of more cyclist deaths, CTC has published a timely report on road safety. CTC Road Safety Campaigner **Rhia Weston** explains

TWO END-TO-END cyclists were struck and killed by a lorry in Cornwall in July, tragically highlighting the urgent need for road safety improvements for vulnerable road users. Andrew McMenigall and Toby Wallace were hit by the lorry on the A30; they were taking the most direct route to complete their 960-mile charity ride in a week. Shortly after, a young woman was killed on one of the Cycle Superhighways in London.

Their deaths came just days before the publication of the first of CTC's Road Justice reports. This report outlines changes needed to improve cyclists' safety, in terms of: improved police road collision investigations; adequate resources and training for roads police; and support for crash victims. It was handed in to Police and Crime Commissioners (PCCs) across England and Wales by local campaigners and

victims. CTC Chief Executive, Gordon Seabright delivered the report to his PCC in Wiltshire. CTC Councillors Welna Bowden, John Radford and Arthur Spurr also delivered reports.

The report contains stories of injustice suffered by cyclists seriously injured in collisions with motor vehicles. The accounts demonstrate how inadequate collision investigations and poorly resourced roads policing can adversely affect chances of securing successful prosecutions of bad drivers. Successful prosecutions are necessary to demonstrate to bad drivers that they will not be let off with impunity. The report is available online at roadjustice.org.uk.

Further reports will be published this year looking at the impact on the justice process of: weak charging and prosecution decisions; and lenient sentencing. A separate report on

Scotland's justice system will also be published. CTC is concerned with the tendency of prosecution services to prosecute bad drivers for 'careless driving' when the offence of 'dangerous driving', which carries a higher maximum sentence, is more appropriate.

The clemency shown by the judiciary when sentencing bad drivers does little to encourage safer driving. The five-year driving ban given to Gary McCourt, who killed cyclists Audrey Fyfe and George Dalgity (see last issue), is indicative of this leniency. An appeal of McCourt's sentence, on the grounds that it was unduly lenient, was upheld by the Crown Office of the Procurator Fiscal and will be heard at the High Court in Edinburgh on 6 August.

Please sign the Road Justice petition:
roadjustice.org.uk/police-petition



RICHARD BALLANTINE RIP

Cycling author and advocate Richard Ballantine has died. He passed away on 29 May 2013. His funeral on 2 June involved a procession of cyclists and a cycle-powered hearse.

Ballantine was a hugely influential figure in the cycling world, best known for Richard's Bicycle Book. It was first published in 1972 and went on to sell, in its numerous reprintings, more than a million copies. Its popularity stemmed from the fact that it wasn't just a guide to buying and maintaining bikes; it was a manifesto for cycling. It

fizzed with enthusiasm, ideas and indignation. Ballantine was banging the drum for assertive cycling decades before its widespread adoption today. He told you how to deal with drivers (as an equal) and aggressive dogs (with extreme prejudice). He told you, knitwear-and-beard cover photo notwithstanding, that cycling was cool.

Ballantine continued to write about cycling, both as an author (his latest book, *City Cycling*, was published in 2007) and as a journalist. He edited *Bicycle* magazine and then *Bicycle Action*,

and contributed to many others. He was an early champion of mountain biking in the UK. He imported 20 Ritchey Montares in the early 1980s; these were the first commercially available mountain bikes in the country. He reviewed mountain bikes too, and set up a race series, the Fat Tyre Five.

He was equally enthusiastic about human-powered vehicles; line drawings and photos of recumbents, including Ballantine in his Burrows *Windcheetah*, appeared in editions of Richard's *Bicycle Book* from the 1980s onward. He was chair of the British Human Power Club and of the World Human Powered Vehicle Association at the time of his death.

The son of Ian and Betty Ballantine of Ballantine Books fame, Richard Ballantine was a visionary cyclist, always engaged and engaging, who lived long enough to see the UK slowly coming around to his point of view. His legacy lives on in the many cyclists he inspired.

Dan Joyce



Richard Ballantine's last journey was, fittingly, cycle-powered

Photo: courtesy of Jonathan Woolrich

Power to the people

AN ELECTRIC Bike Network has been set up in the Chilterns, with funding from the Cycle Chilterns project. It is one of eight such networks in the UK. Electric bicycles are available for hire from Henley-on-Thames, along with charging facilities.

'It will give thousands of people a new opportunity to enjoy the freedom of cycling within the beautiful Chiltern Hills scenery,' said Anna Cipullo, CTC's Electric Bike Network Coordinator. 'The bikes offer a boost to those who don't feel fit or confident enough to tackle a

bike ride unassisted, and they make light work of any hills along the way.

'Three businesses – Henley Cycles, The Swiss Farm International Campsite, and The Chilterns Valley Winery – have already signed up to lease electric bicycles from this summer onwards. More are coming.'

The new Electric Bike Network is aimed at increasing the number of cycle users in the town and will hopefully lead to a much wider change in transport and leisure behaviours.

More at ctc.org.uk/near-me/chilterns

GET MORE ON CAMPAIGNS

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

Dutch e-bike point. The Chilterns is following this lead



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FROM THE VICE-CHAIR OF CTC Martin Cockersole

I have just returned from a short break in the South West, a week in which two cyclists were tragically killed on the A30 while riding the End-to-End. The local media reported 'two cyclists were in collision with a lorry...' Then *The Times* reported yesterday 'First fatality on Boris Bike as woman collides with a lorry'. This sort of language gives the impression that such collisions are 50/50 events. For the more vulnerable cyclists and pedestrians, they are certainly not. Drivers of motor vehicles are the ones controlling the potentially lethal machines.

The police, prosecutors and the courts have critical roles to play in ensuring that drivers are held to account when people are unlawfully killed or injured on our roads. Such cases should be treated as seriously as manslaughter or grievous bodily harm.

I am very pleased that CTC and the Cyclists' Defence Fund have now launched Road Justice, a new campaign to encourage the law enforcement agencies to do just that. Police Commissioners around the country are being presented with a well-argued case that much more needs to be done. This is not a witch-hunt against drivers in general but a call for effective legal action against mindless or reckless driving that can so easily cause death, pain or life-long suffering.

Nor is Road Justice simply targeted at the police themselves. CTC is strongly in favour of more roads policing, knowing that those officers involved in it are often very dedicated but seriously under-resourced. If that in turn means tougher action against law-breaking cyclists, I have no problem in supporting this. We must each set an example in the way we use the road.



HIGHEST DAMAGES FOR FATAL HIT-AND-RUN



Photo: iStockphoto.com

CTC lawyers Slater & Gordon pursue justice for cyclists in the civil courts

THE FAMILY of an avid cyclist has received the highest ever sum of damages for a claim for fatal injury through CTC. CTC's lawyers, Slater & Gordon, pursued a civil claim against the motorist who killed 47-year-old Kenny Lush in 2009. It was settled this June.

CTC member Kenny was hit by motorist Deborah Hearn while on his way home from work on the

A14 between Hatfield and Hertford in May 2009. Hearn left the scene while Kenny died of his severe injuries. She later handed herself in to police and pleaded guilty to causing the death of the father of four by careless driving. She was spared a jail sentence by the judge in March 2010 as she was then heavily pregnant and was instead banned from driving for 18 months and ordered to pay £2,500 costs. Since then, CTC and Slater & Gordon have worked with the family to pursue damages from

Hearn's insurers.

Kenny Lush's mother Karin said: 'No amount of money can ever bring my son back. We have lost a son, husband, father and brother and we don't feel the driver responsible for killing him has been held accountable in any way. She killed him and drove off; there is no way we will ever get over that. But it is some relief to know that Kenny's family and children will be looked after and have some degree of security, even if they don't have a father.'

CTC Chief Executive Gordon Seabright said: 'There are no winners in this tragic story, but CTC is pleased that our partners at Slater & Gordon have been able to secure this settlement for the family of Kenny Lush. Our work to win justice for cyclists in the face of scandalous sentencing has never been more important.'

The CTC Accident Line, run for CTC by Slater & Gordon, is available to all CTC members: 0844 736 8452

SIGN UP FOR CYCLECLIPS

CTC's free weekly email newsletter. email your membership no. to membership@ctc.org.uk

Tune in to CTC's history

CTC HAS produced a half-hour heritage podcast based on snippets that CTC volunteer Kay Lakin discovered while researching the National Office archive of CTC Gazettes, which dates back more than 100 years.

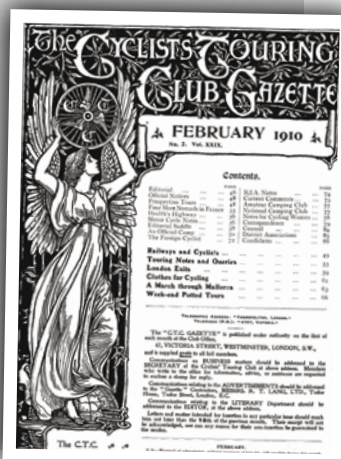
Kay has also been working with CTC's Senior Fundraising Officer, Lorraine Stone, on an application to the Heritage Lottery Fund for a grant. This would enable CTC to create a digital archive of the members' magazine, known variously as The Gazette, Cycle Touring and Cycle. The information would then be set up as a website, with a search facility

to allow people to find articles by date or contributor.

CTC will also be seeking oral history interviews and accounts from members. If CTC's application for a grant is successful, we will be looking to recruit volunteers to help digitise the archive and conduct the interviews.

The CTC Heritage Podcast, meanwhile, is available now. You can listen to it via your computer's web browser at ctc.org.uk. It was produced and researched by Kay Lakin, Sylvia Howe, and Lorraine Stone and is presented by Laura Raymond.

A 30-minute podcast on CTC's history is online now. A digital archive of Cycle is planned



NEWS IN BRIEF

▶ WHAT CTC ARGUES FOR

The list of CTC's online campaigns briefings is growing: we've just added one on national planning and another on cycling's contribution to the economy. For facts, figures and arguments, see ctc.org.uk/campaignsbriefings.

▶ SCOTTISH JUSTICE REVIEW

Active travel organisations in Scotland have formed a group to discuss a review of the Scottish justice system. The organisations came together following CTC's successful campaign for an appeal of the unduly lenient sentence given to Gary McCourt, whose driving killed CTC member Audrey Fyfe in 2011 (reported last issue). The group comprises CTC Scotland, SPOKES (the Lothian cycle campaign), Pedal on Parliament, the Scottish campaign against irresponsible drivers (SCID), Sustrans Scotland, Paths for All and Cycle Law Scotland (the solicitors leading the campaign for strict liability). A report analysing the Scottish justice system and its treatment of bad drivers will be released as part of the Road Justice campaign.

▶ BORIS'S £913M PLAN

Transport for London (TfL) has now published 'Safe Streets for London: the Road Safety Action Plan for London 2020' and 'Delivering the vision for London's streets and roads'. Both documents set out laudable ambitions for cycling, while the Government's recent funding grant to TfL means the Mayor's ambition to spend £913m on cycling over the next 10 years now has a reasonable chance of being delivered. However, 'Delivering the vision' also plans considerable increases to roads capacity, which risks undermining the Mayor's target to almost quintuple cycle use by 2026.

▶ INCLUSIVE CYCLING

There are now over 100 projects registered on CTC's Inclusive Cycling Directory. Each is an opportunity for people with a special cycling need to get out and ride. To see what's in your area, check the map at ctc.org.uk/inclusive.