

## CTC Campaigning priorities Oct '05-'06

**1) Resources for Cycling.** Press for more resources following the Government's allocation of merely £5m for Cycling England (initial indications had suggested that £70m was available).

**2) Road Safety Bill.** Continued work on Safer Streets Coalition agenda, especially 20mph limits and changes to the rules on driver liability.

**3) Bike-rail.** At a time of change (with SRA due for abolition in December), we're aiming to get DfT recognition of the importance of this combination to its objectives for sustainable transport, integration and accessibility (it is remarkable how many disabled members CTC has – they often have walking difficulties but are perfectly able to use cycles as mobility aids).

**4) Accessibility Planning.** Following submission of draft accessibility strategies (end July), looking to research how many / how few authorities:

- a) have mentioned cycling in their draft accessibility strategies,
- b) have identified specific locations or population groups facing deficiencies in cycle accessibility,
- c) have identified specific cycle accessibility improvements to be made as part of their accessibility strategy,
- d) felt that they had adequate guidance from DfT on how to assess cycle accessibility, and/or would appreciate further guidance.

This may help to impress on DfT that the few references to cycling in the Accessibility Planning guidance have been nowhere-near adequate to deliver useful results (at least, I'd be very surprised if we find anything more positive – but if there are a few exceptional “best practice” examples, we could highlight these too).

**5) LTPs.** Ongoing support for local groups trying to get a good deal for cycling from the revision of their LTPs. (N.B. My feeling is that there is less point trying to influence the LTP process at the national level at this stage; we are likely to get more mileage out of trying to influence the accessibility planning process, hence 4) above. However, once the final LTPs have been submitted, these too could be assessed via a survey to find out how well or badly the process has worked to deliver cycle-friendly policy frameworks around the country – even if only so that lessons can be learned for next time. On the other hand, this doesn't become a priority till sometime into next year.

**6) Cycle training and Health.** Seeking ways to promote cycle training for different target groups (e.g. in conjunction with PCTs for patients, with schools and colleges for teenagers and young adults, with job centres and regeneration agencies to tackle transport-related social exclusion and health inequalities etc). Seeking links with health policy-formers and deliverers to take this forward. Links in with Cycling England's health work-stream.

**7) Rights of Way** proposals in the NERC (Natural Environment and Rural Communities) Bill. Opportunity to improve cyclists' legal status within the framework of RoW law. A postcard campaign is planned for October.

**8) Transport for London and London Local Authorities Bill.** We will be supporting London Cycling Campaign on this. We need to resist the threat of private contractors with financial targets taking over enforcement of pavement cycling offences (they cannot fine children and young teenagers who are the most common culprits, hence they are likely to fine frightened adults rather than tear-away cyclists in order to meet their financial targets, rather than using discretion). We will be pressing for enforcement officials to have powers to require offending cyclists (including teenagers) to attend cycle training courses – along similar lines to the proposals for speed awareness and driver training courses in the Road Safety Bill. This is a form of punishment which addresses not only “the crime” but also “the causes of the crime”, namely people's lack of the necessary confidence and skills to ride safely and legally on the carriageway.

**9) Cycle Friendly Infrastructure (CFI) / Manual for Streets.** We will need to scrutinise the draft CFI, but expect to have to push for the inclusion of some of the more innovative ideas being trialled (some of which would need changes to traffic and/or signing regs).

**10) PTWs.** The Government's Motorcycling Strategy contains a commitment to review the guidance on admitting PTWs to bus lanes. We need to make the arguments that PTWs would be a disproportionate threat to pedestrians and cyclists, that their promotion would undermine efforts to promote walking and cycling and that claims that they are a form of "green" transport are spurious.

**11) Helmets.** Following the British Medical Association's adoption of a policy supporting thinking about adopting a pro-compulsion stance at its Annual Representatives Meeting (ARM) in a fortnight's time. If adopted, this could result in renewed pressure when the Road Safety Bill comes to the Commons in the autumn. There are also disturbing signs of a push towards helmet-compulsion from the EU, and we'll need to work with European counter parts to avert this.

**12) Scotland.** Possible training event with others (Transform Scotland, FoE Scotland) along similar lines to the LTP training we did recently in England – to brief our respective campaign volunteers on how to respond to the National, Regional and Local Transport Strategies which are coming their way (in the reverse order!) over the coming months. (I've already suggested this to Colin Howden of Transform Scotland, and he was v interested).