

Ennerdale – donate now to ensure you get to see this view by bike. The protected cycle lane in Shoreham that was unlawfully removed. Cycling UK's 1998 protest on Dartmoor



horse riders. In conjunction with The British Horse Society, we set to work.

National trails can be planned as multi-user trails [see p47], but currently just two of England's 16 existing national trails have been. The Wainwright route was to be for walkers only, too. Natural England and DEFRA failed to consult with Cycling UK and the BHS during the initial consultation phase of the new national trail. This is despite both organisations being prescribed outdoor user groups, who should be consulted on changes to rights of way.

On this basis, our only course of action was to submit a Pre-Action Protocol letter to the then Secretary of State for the Department for Environment, Food and Rural Affairs (DEFRA), the Rt Hon Ranil Jayawardena MP. That letter set out the legal grounds and demonstrated the ways in which the decision was unlawful. It called on the government to reconsider the proposals for the route because Natural England had failed to consult appropriately.

Thanks to our joint threat of legal action, DEFRA and Natural England have undertaken to consult with ourselves and BHS and revisit their decision. The best possible outcome from this would be that the Wainwright route is made accessible for people cycling and horse riding as well as on foot.

### More cycle lanes, not fewer

This year cycle lanes and judicial reviews have been at the forefront of our minds once again. A long-awaited report that the Royal Borough of Kensington and Chelsea commissioned from the Centre for London was finally published. It recommended that more cycle lanes were needed – timely advice because there's a judicial review of the decision the borough took to remove a cycle lane on Kensington High Street. This is scheduled for trial in December.

While the judicial review is being brought by Better Streets for Kensington and Chelsea, we chose to use CDF resources to support them. By providing advice and financial support to another superb local group, we can further the reach of the fund and our work.

We all know it can take time to effect change. Take the Highway Code: years of campaigning and hard work finally saw a significant revision. Thanks again for supporting us through that.

### Déjà vu on Dartmoor

Our next big challenge – and one reason we need your donations now – will likely be fighting for cycling access on Dartmoor. Some 24 years ago we staged a protest on Dartmoor against bye-laws that restricted cycling there. We could be heading back there...

We're looking at Dartmoor's bye-laws now because last year the Dartmoor National Park Authority (DNPA) consulted again on them. We believe that the criminalisation of cycling across large parts of Dartmoor conflicts with the statutory purposes of national parks. DNPA is about to publish its final proposals for bye-law amendments. If the restrictions aren't relaxed, that's another challenge to consider – and another protest!

Like many of the cases we pursue, the Dartmoor one could set a dangerous precedent so we want to nip it in the bud. There's a worrying trend for authorities trying to restrict cycling access – despite an upsurge in cycling from people looking for economical and ecological ways to travel, and for safe and stunning places to ride their bikes.

That is what we want for all cyclists and would-be cyclists. With your help and donations, we can achieve this. So please, at this festive time, give a donation to the Cyclists' Defence Fund. Thank you. ●

## DONATE NOW TO THE CYCLISTS' DEFENCE FUND

- **ONLINE:** at [cyclinguk.org/cdf](http://cyclinguk.org/cdf)
- **PHONE:** by calling **01483 238 300**
- **POST:** send a cheque made payable to '**Cycling UK**' to: **Cycling UK, Parklands, Railton Road, Guildford, SURREY GU2 9JX**, not forgetting to let us know it's for the Cyclists' Defence Fund.

