# Jeremy Vine films Baxter Dury using phone while driving amid cycling safety campaign backlash



BBC presenter Jeremy Vine's advocacy for cycling has taken another unexpected turn, following an incident that led to Baxter Dury, son of the punk rock legend Ian Dury, losing his driving licence. During an interview with Huw Stephens on BBC 6 Music, Baxter candidly revealed how he was caught using his mobile phone while stationary in traffic, an act that garnered attention when Vine filmed the moment. Baxter, known for his music career, recounted humorously, “This is a tragic story, but I drove there for the first half (of making the record) and then lost my license.”

The iconic Ian Dury gained fame in the late 1970s and early 1980s as a pioneer of punk, known for his edgy themes and the hit "Hit Me with Your Rhythm Stick." In this modern twist, Baxter's driving misstep, which he admitted to with a sense of embarrassment, highlighted his recognition that Vine was justified in capturing the law-breaking moment. Baxter explained, “I got caught in a traffic jam, and Jeremy Vine took a film of me looking at Instagram, which he deserves to.” Notably, he reassured listeners that he bore no ill feelings toward Vine, despite the personal consequences of the incident.

Vine, for his part, acknowledged the unfortunate nature of the situation but remained steadfast in his views. “This is very unfortunate," he commented, expressing admiration for Baxter's music while addressing the broader issue of mobile phone use in cars. He added, “I'm afraid mobile phone use in cars in London, particularly the posher parts, is an absolute curse. So I am quite tunnel-visioned about it. We have 1700 road deaths a year.”

This aligns with Vine's long-standing commitment to improving road safety for cyclists. Over the years, he has shared numerous videos documenting dangerous driving behaviours, drawing mixed reactions from the public. Recently, however, he announced that he would cease posting these videos due to the intense backlash and trolling he received, including serious threats against him. “The trolling just got too bad… in the end the anger they generate has genuinely upset me,” he shared on social media, marking a poignant moment in his advocacy journey.

Vine’s approach to cycling safety has not been without controversy. Earlier, he faced scrutiny for breaching BBC impartiality rules when publicly supporting low-traffic neighbourhoods (LTNs). The network’s editorial complaints unit concluded that his advocacy could compromise the journalistic impartiality expected from a BBC presenter. Vine, however, defended his actions, stating that they highlighted the challenges cyclists encounter, as well as the vilification of cyclists in his community. He underscored the complexities of navigating these contentious issues while maintaining fairness as a journalist.

Moreover, his own experiences, such as being stopped for cycling above the speed limit in London's Hyde Park, show his deep engagement with the cycling community. This incident sparked dialogue about the need for clearer regulations and signage, underscoring the necessity for balanced protections for all road users, not just cyclists.

As urban cycling continues to present challenges, Vine's multifaceted role as an advocate, journalist, and cyclist reveals the complexities and obstacles encountered in promoting safer road conditions, ultimately raising the pressing question: how can society better support both cyclists and drivers in a shared space?

### Reference Map

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Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

1. <https://www.express.co.uk/news/uk/2055385/bbc-presenter-jeremy-vine-causes-british-punk-icon-s-son-lose-driving-licence> - Please view link - unable to able to access data
2. <https://www.theguardian.com/media/2022/aug/30/jeremy-vine-breached-impartiality-rules-over-safe-cycling-remarks-says-bbc> - Jeremy Vine, a BBC presenter and cycling advocate, was found to have breached the BBC's impartiality rules by expressing a view on low-traffic neighbourhoods (LTNs) in a manner deemed inappropriate for a journalist. The BBC's editorial complaints unit concluded that Vine's public support for LTNs was inconsistent with the corporation's standards for impartiality. Vine, who commutes by bike and regularly posts videos highlighting cycling safety issues, had previously praised the introduction of local cycle lanes and criticized anti-LTN campaigners. The BBC emphasized that Vine was within his rights to use social media to express enthusiasm for cycling and to highlight personal attacks on anti-LTN websites in his area. However, the ruling indicated that taking a public side on contentious topics like LTNs required careful consideration of due impartiality. Vine expressed gratitude for the ruling, noting that it exposed the vilification of cyclists in his area and clarified his position on praising cycle lanes he has used personally. He acknowledged the guidance on not praising LTNs he hasn't personally used. The case highlights the challenges journalists face in maintaining impartiality while advocating for issues they are passionate about, such as cycling safety and infrastructure improvements.
3. <https://www.theguardian.com/media/2014/nov/20/jeremy-vine-speeding-bicycle-16mph> - Jeremy Vine, the BBC Radio 2 presenter, was stopped by police in London's Hyde Park for cycling at 16mph in a 5mph zone. Vine, who commutes by bike, was unaware of the speed limit and apologized after being caught by a radar gun. He expressed concern that strict speed limits for cyclists could push them onto roads, increasing the risk of accidents with motor vehicles. Vine shared the incident on social media, highlighting the challenges cyclists face in urban areas. The event sparked discussions about appropriate speed limits for cyclists and the importance of clear signage to ensure safety for all road users. Vine's experience underscores the complexities of urban cycling and the need for balanced regulations that protect both cyclists and pedestrians.
4. <https://www.theguardian.com/lifeandstyle/2022/aug/19/jeremy-vine-cycle-safety-london-helmet-cam> - Jeremy Vine, the BBC presenter and avid cyclist, discussed the dangers and benefits of cycling in London, emphasizing the importance of safe infrastructure and the use of helmet cameras to document and improve cycling conditions. Vine, who commutes daily by bike, has been actively involved in promoting cycling safety and has used his platform to highlight both positive and negative interactions with other road users. He expressed concerns about the vilification of cyclists and the challenges they face in urban environments. Vine's advocacy includes sharing footage of near-misses and engaging in discussions about the need for better road infrastructure to ensure the safety of cyclists. His approach aims to foster understanding and cooperation between cyclists, drivers, and pedestrians, emphasizing that cycling safety is not a political issue but a matter of public concern.
5. <https://www.theguardian.com/football/article/2024/jun/18/joey-barton-jeremy-vine-apology> - Former footballer Joey Barton issued a public apology and agreed to pay £75,000 to BBC presenter Jeremy Vine after a High Court ruling found that calling Vine a 'bike nonce' on social media was defamatory. Barton had made multiple posts accusing Vine of having a sexual interest in children, which were viewed millions of times. The court ruled that these posts defamed Vine, leading to the apology and financial settlement. Barton acknowledged the seriousness of the allegations and retracted his statements, expressing regret for the distress caused to Vine. The case highlights the legal consequences of defamatory statements on social media and the importance of responsible online communication. Vine's legal action underscores the need to protect individuals from false and harmful accusations, particularly those made in the public domain.
6. <https://www.independent.co.uk/news/uk/jeremy-vine-bbc-vine-facebook-chiswick-b2156876.html> - Jeremy Vine, the BBC presenter and cycling advocate, was found to have breached the BBC's impartiality rules by expressing a view on low-traffic neighbourhoods (LTNs) in a manner deemed inappropriate for a journalist. The BBC's editorial complaints unit concluded that Vine's public support for LTNs was inconsistent with the corporation's standards for impartiality. Vine, who commutes by bike and regularly posts videos highlighting cycling safety issues, had previously praised the introduction of local cycle lanes and criticized anti-LTN campaigners. The BBC emphasized that Vine was within his rights to use social media to express enthusiasm for cycling and to highlight personal attacks on anti-LTN websites in his area. However, the ruling indicated that taking a public side on contentious topics like LTNs required careful consideration of due impartiality. Vine expressed gratitude for the ruling, noting that it exposed the vilification of cyclists in his area and clarified his position on praising cycle lanes he has used personally. He acknowledged the guidance on not praising LTNs he hasn't personally used. The case highlights the challenges journalists face in maintaining impartiality while advocating for issues they are passionate about, such as cycling safety and infrastructure improvements.
7. <https://www.huffingtonpost.co.uk/2014/11/20/jeremy-vine-cycle-speeding_n_6190976.html> - Jeremy Vine, the BBC Radio 2 presenter, was stopped by police in London's Hyde Park for cycling at 16mph in a 5mph zone. Vine, who commutes by bike, was unaware of the speed limit and apologized after being caught by a radar gun. He expressed concern that strict speed limits for cyclists could push them onto roads, increasing the risk of accidents with motor vehicles. Vine shared the incident on social media, highlighting the challenges cyclists face in urban areas. The event sparked discussions about appropriate speed limits for cyclists and the importance of clear signage to ensure safety for all road users. Vine's experience underscores the complexities of urban cycling and the need for balanced regulations that protect both cyclists and pedestrians.