

FROM THE CHAIR OF CTC COUNCIL **DAVID ROBINSON**



CTC is proud that it is a democratic organisation. However, democracy only works if people take part. In the

coming weeks two parts of our democratic structure swing into action, with local member group AGMs nationwide and in Wales and the North East elections to CTC Council. Dates and venues of meetings are in this copy of *Cycle* (p85-86). Why not go along, have your say and meet your fellow CTC members?

On a sunny Sunday April morning at the Eureka cafe, in the run up to this year's AGM, I conducted an informal, non-scientific survey of members' views on the charity debate. Between bacon butties and mugs of tea, I managed to speak to 29 different members about the issue. None had any objections, but none managed to attend the AGM and only a few had submitted a voting form.

Your elected national councillors steer the direction of CTC but it is you, the membership, who make the big decisions. So please take part and help to make what we do representative of what you want.

In August, against the dramatic setting of Pendennis Castle, I cut my third CTC cake at the Birthday Rides, which celebrate CTC's founding. This was CTC at its best – member led, volunteer based – campaigners, trainers, and cycle promoters coming together in deepest Cornwall; our 'big society' long before the phrase was even thought of by politicians. Thanks to Falmouth Wheelers and CTC Cornwall for staging such a spectacular event.



Cycling faces cuts

Despite the success of Cycling Towns, funding for Cycling England is under review. Local authorities risk cutbacks too



The future of funding for cycling looks uncertain in the face of swingeing Government cuts.

Government ministers have been tasked with looking for cost savings of up to 40%. To plead the case for cycling, CTC met with Transport Minister Norman Baker MP and explained the strong evidence of the large benefit-to-cost-ratios that smaller schemes such as walking and cycling generate and why they shouldn't be scrapped.

However, Cycling England, the non-departmental government body that advises the Department for Transport, is unlikely to survive the cuts unscathed. CTC Chief Executive Kevin Mayne, who also sits on the Cycling England board, said: 'The only thing we have been told is that it's been officially confirmed that Cycling England is on the list of bodies being reviewed.'

Despite the success of Cycling England's Cycling Towns programme so far, there is a serious risk that the long-term plans and ongoing cycle promotion will not be seen as

a priority – funding will run out in March 2011. The project was designed to emulate success in European cities, where high levels of expenditure on cycling promotion was carried out over a prolonged period, rather than short bursts of energy that die away within a year or two. The outcomes of the public spending review will determine whether or not that principle is to be abandoned and decisions over long-term planning and promotion left to the whims of individual local authorities.

Meanwhile, local authorities are already feeling the squeeze of the coalition government's 'deficit reduction' measures. Hartlepool has abandoned a £200,000 project on cycle lanes and improved signage.

One of the most alarming of the immediate cuts has been for road safety – for which the grant to local authorities has been dramatically reduced. The result has been in some cases councils removing support for their local safety camera partnerships. Already Oxfordshire's fixed safety cameras have been turned off and others look set to follow.

Changes on Council



CTC Council is our governing body, the group of ordinary CTC members who feel they have something to offer and want to take an active role in running the organisation. Members are elected for a three-year period, with one third of Council standing down each year. Nominations were sought for members to represent these regions, starting 1st January 2011: the North East; South West; Wales; Scotland; and Northern Ireland and the Rest of the World.

In the North East and in Wales, two nominations were received for the one seat on Council for each region, so an election will be required. Ballot papers are included with this issue of Cycle Digest for all members in the two regions. In the South West and for the Rest of the World Region, only one nomination was received for each seat, so existing Council member for the South West Julian James and Barry Flood from Northern Ireland are re-elected and are joined by new Council member Stephen Coe for the South West.

No nominations were received for Scotland, and Council have decided to seek further nominations to fill the post. See the CTC website for details and a nomination form. Nominations must be received by 30th October.

Norman Hayes from the South West (below) has decided not to seek re-election to Council. Chair of CTC David Robinson said: 'Norman personifies CTC at its best. He has ably chaired our National Events Steering Group and will be particularly remembered for his drive in promoting CTC Birthday Rides. I am sure he will still be doing his bit at lots more national events.'



Special delivery

On 8th September CTC, with Lord Berkeley and Meg Hillier MP from the All-Party Parliamentary Cycling Group, delivered around 700 letters of protest to Royal Mail's new Chief Executive, Moya Greene, asking her to reconsider the decision to remove almost all cycles from the Royal Mail transport fleet.

The campaign 'Keep Posties Cycling' was featured by both national and cycling media, and made it on Channel 4 evening news and Radio 4's PM.

It was only after learning how many letters of protest were written that Royal Mail agreed to meet CTC to discuss their reasons for getting rid of their bike fleet – so a huge thank you to everyone who wrote in.

CTC Chief Executive Kevin Mayne and Campaigns and Policy Director Roger Geffen met with Royal Mail's Delivery Director Geoff Braden on Monday 13th September.

During the discussion, Geoff Braden revealed that Royal Mail is now planning to keep as many

as 3,000 delivery routes that can still use still bikes (it previously promised to retain just 500). As they roll the programme out, individual posties can also be involved at a local level to help decide which routes should retain bikes. CTC also asked Royal Mail to look again at how developments in freight cycles and electrically-assisted pedal cycles could answer the problem of the increase in the number of parcels. CTC promised to lobby the Government to remove the regulation that makes it illegal for an electrically-assisted pedal cycle to weigh over 60kg.

The dialogue between CTC and Royal Mail is set to continue. CTC Vice President Lord Berkeley is meeting Royal Mail's Chief Executive Moya Greene at the end of September and CTC will meet with Royal Mail again after we have discussed the rules on electric assisted pedal cycles with Road Safety Minister Mike Penning MP.

See ctc.org.uk/royalmail

MORE CAMPAIGNS NEWS?
Sign up to Cycle Digest. Email cherry.allan@ctc.org.uk

NEWS IN BRIEF

TIME DELAY PHOTOGRAPHY

We've extended the deadline of our photography competition so there's still time to win one of two Ogio camera backpacks. The competition will now close on 29th October. There are two categories, one for those aged 18 and over and one – little contested so far – for those aged under 18. Email your favourite photo to publicity@ctc.org.uk. For full details and conditions, see p86 last issue.

CYCLE TO WORK

Her Majesty's Revenue and Customs (HMRC) has issued guidance on what employers should charge employees who buy cycles under the 'Cycle to Work' scheme at the end of the loan period. To date, 5% of the original price has been typical; the new guidelines suggest 25%. CTC hopes this will not put employees off a scheme that has played a major role in boosting both cycle sales and cycle use. For more information, visit hmrc.gov.uk and search for 'EIM21667a'.

HELMET NEWS

The charity Headway is pushing for a law to ban children in Northern Ireland from cycling without helmets. SDLP Assembly member Pat Ramsey is submitting a Stormont bill on this. Similar laws in other countries have led to drastic reductions in cycle use, particularly among teenagers. CTC will ensure Assembly members are aware of the threat this law would pose to cycling's health, environmental and other benefits. See ctc.org.uk/helmets.



Membership subs up 3%

One of the tasks of CTC Council is to keep you informed about what has been happening with the issues you voted on at CTC's AGM.

While the majority of the votes cast this year were in favour of CTC becoming a unified membership charity by joining CTC with our existing charity, the CTC Charitable Trust, the proposals did not get the required 75% majority required by the Companies Act to change our constitution.

Since the AGM, Council has received a formal request for a re-vote on the issue, which our rules allow, so there will be further opportunity to clarify what all our members think on the issue later this year. There will be full details in the next issue of *Cycle*. Council will still consider positively the issues raised by those who were against the motion and to progress the other issues from the AGM.

Most of these other items are well underway. We have teams of Council members and staff looking at the role of our auditors, the job descriptions of our senior staff and the payments we make to local groups.



We can't be enthusiastic about putting membership subs up, but after no increase last year, the subs increase of 3% from October 1st is only just keeping up with costs of membership services.

In particular, we are seeing a significant increase in the costs of third party insurance because the size of claims and settlements against members seems to be increasing, a worrying trend but one which highlights the value of this benefit. This service underpins not only individual membership but also the support we give to organised cycling in Member Groups, affiliated clubs and charity projects.

New round the world record

CTC member Vin Cox set a new record of 163 days 6 hours and 58 minutes for circumnavigating the world by bicycle when he arrived in Greenwich on 1st August.

He completed the ride in a total of 176 days – the same as James Bowthorpe and longer than the 165 claimed by Julian Sayerer – but Guinness World Records (who were still listing Mark Beaumont's 195-day ride as the record) have ruled that boat and plane transit times

can be deducted and have ratified Cox's record.

Cox (pictured) is a 34-year-old cyclo-cross racer and cycle instructor from Cornwall. He rode a Genesis Croix de Fer 'cross bike fitted with an Alfine hub gear, luggage, and tri bars. His 18,172-mile trip raised money for the Geoff Thomas Foundation, a blood cancer charity.

'It's great to be back – I really enjoyed it but I'm glad it's over,' Cox said. More details of his ride are on greatbikeride.com.

How long Cox's record will stand is moot. Professional racing cyclist Alan Bate completed his circumnavigation just three days after Cox, finishing in Bangkok on 4th August.

Bate's time has yet to be ratified by Guinness World Records. If it is, it will be significantly lower at either 113 or 114 days. Bate was able to maintain a higher speed by riding an unencumbered road bike; a support van carried his gear. More details on Bate's ride are on his site, worldcyclingrecord.com.



FROM THE TOURING DEPT MARK WATERS



More than 400 Brits attended the Semaine Fédérale in Verdun at the beginning of August. The French terrain

was varied and undulating without being hilly, and was so enjoyable to cycle that yours truly notched up over 500 miles collecting BPF checkpoints (the equivalent of our own British Cycle Quest). Next year's event is at Flers in Normandy – see <http://www.sf2011-flers.org/>.


Apologies to anyone who waited a long time for their End2End T-shirt after we ran out. You should have it now – let us know if you haven't. Once again it seems to us on the Help Desk that half the world was doing End2End, such was the demand for packs. Conversely, very few people now apply for membership of the Cape Wrath Fellowship, possibly due to not knowing of its existence. See route sheet S20 for full details.

I mentioned the British Cycle Quest. It's a unique cycling challenge where you have to ride to six locations in each county. You can adorn your wall with the (pretty) certificates you can collect as you gradually increase the number of locations you've been to. We've recently increased the number of certificates you're able to collect because we appreciate that such a huge challenge cries out for rewards as you go along to keep you motivated. See www.ctc.org.uk/britishcyclequest.

Check out CTC's new touring blog, which exists to tell members about any new information that comes into the office that might be of use or of interest. See <http://touringblog.wordpress.com/>

2 Way Street

Victoria Hazael explains CTC's new campaign to highlight the issue of cyclists' vulnerability to lorry collisions

 The 2 Way Street campaign by CTC and its solicitors Russell Jones & Walker urges cyclists never to undertake a lorry on the left, especially at junctions, and calls on all lorry drivers to have cycle awareness training to understand the hazards they pose to cyclists and pedestrians. It was launched in August by utility cyclist, former model and TV presenter Gail Porter.

Annually, around 28 cyclists are killed in Britain by lorries. That's about a quarter of all cyclist fatalities, even though lorries account for just 6% of the distance travelled by motor vehicles on our roads. The problem is acute in cities: in London, lorries were involved in nine of the 13 cyclist fatalities last year. Per mile travelled in urban areas, HGVs are over 20 times more likely to be involved in the death of a cyclist than a car or light van.

than any other road user.

But 2 Way Street is more than just PR. CTC's campaigners are pressing both the UK Government and Transport for London to put more effort into a whole range of solutions, and to work with other governments across Europe to improve our understanding of what works best for reducing this risk.

CTC particularly wants to see: cycle awareness training for all HGV drivers and access to national standards cycle training for all; a development in the design of HGVs to improve the driver's visibility (e.g. transparent side doors, like buses); the adoption of side guards and side indicator repeaters on all HGVs; the restriction of lorries on narrow streets and urban areas; and more investment in cycle friendly road design, including quality cycle lanes in the correct places.

The CTC Cycle Training

Annually, 28 cyclists are killed in Britain by lorries – a quarter of all cyclist fatalities

As part of the 2 Way Street campaign, 1,000 HGV drivers and over 1,000 CTC members completed a survey to find out how much the two groups understood about each other's needs on the road. 35% of the cyclists felt that lorries posed a considerable threat to them on the road and 73% of HGV drivers worried more about sharing the road with a cyclist

department is also helping to improve lorry drivers' understanding of cycling and cyclists. In September, they ran a pilot cycle training scheme for HGV drivers in Leicester and Stoke, building on the success of a similar initiative run by the London borough of Lambeth.

For more details, see the website rjw.co.uk/ctc



Gail Porter helped launch the awareness campaign in August

< 2WayStreet >
powered by CTC and Russell Jones & Walker Solicitors

Safe cycling on busy roads

Here are ten things cyclists should remember to stay safe in traffic.

1. Leave that lorry alone

Never undertake a lorry on the left, especially if you are at a junction. Don't do this even if there is a cycle lane. You can be invisible to the driver.

2. Make eye contact

Eyeball other road users, particularly at junctions.

3. Look over your shoulder

Check behind when starting off, before you signal, and at regular intervals.

4. Look well ahead

Check ahead for obstructions in the road so that you do not have to swerve suddenly.

5. Get out of the gutter

Ride at least a metre from the kerb – and further out if it is unsafe for a vehicle to pass.

6. Don't get car-doored

Leave plenty of room when passing parked vehicles.

7. Show your intentions

Signal and manoeuvre well in advance, and only when it is safe to do so. Keep your position in your lane so vehicles cannot undertake.

8. Cover your brakes

Rest your hands on your brake levers, so that you are ready to use them. Always use both brakes at the same time, and take care on slippery roads.

9. Light up

When it's dark or there is bad visibility you must have lights on the front and rear of your bike. Carry spares in case your main lights fail.

10. Cycle training

Beginners and experienced cyclists alike can benefit from an adult cycle training session. Visit ctc.org.uk/instructors to find details of cycle instructors in your area.