

The charity: what next?

CTC is to become a unified membership charity, following the vote at the AGM this May. CTC Councillor Barry Flood outlines how and why



At the AGM in May, CTC members voted through changes to the organisation's constitutional documents that enable us to apply for charity registration. A bit of history will help explain why it took so long – and four separate votes.

Much of CTC's activity was clearly charitable in 2005 when the CTC Charitable Trust was created. Changes to charity law in 2006 meant that all of CTC's work, including the Club's membership services, also became charitable.

Council, after several years of work, brought two charity proposals to the May 2010 AGM. Motion 8, on the principle of the move to a unified charity, was passed by a small majority. Motion 10, containing the necessary changes to our Articles, failed to get the necessary 75% majority, so the whole process stalled. Around 4,000 members voted.

After the AGM, a small group of members disagreed with the positive AGM vote on Motion 8 and used powers within our Articles to compel Council to conduct a 'Poll of the Whole Club' last December and January. This time, some 16,000 members voted and by a majority of 75.4% backed the terms of Motion 8. With the will of the club now put beyond doubt, Council brought the changes to the



Articles back to the 2011 AGM, where they passed with 88% of the 12,000 votes cast.

The end of the road? Not quite yet. Changes like this do not come easily. Your Council has had to ensure that none of the changes will disadvantage members. There is probably another six months of talking to legal and financial advisers to steer the project through to a successful conclusion, and for the benefits to reach members.

So what's next? A lot of hard, detailed but, I hope, routine work by staff and Council to:

- Attain charitable status for the Club.
- Merge the Club and the Trust.

- Time permitting, start our next financial year on the new 'merged charity' basis. We are acquiring enhanced accounting software, which together with the simplifications brought by a merged operation will enable more accessible and accountable financial reporting.

- Arrange Gift Aid. Once we have charitable status, we shall seek the Inland Revenue's approval and shortly after that shall contact members about individual Gift Aid mandates in favour of the Club.

Finally, a thank you on behalf of Council to all those who voted... both for and against! A minority voted 'no' from a concern that the Club was somehow to be fundamentally changed, and that we were drifting away from our core purpose. I said in my last article that Council has clearly heard their voice, and we are already putting into place new 'customer service' initiatives focused firmly towards the legitimate concerns of this group of our members. I hope that by the end of the year they will see tangible results from these efforts.

The votes and the debates have been heartening evidence of the involvement, care, and sense of belonging to the Club and its aims by you, the members. These changes will alter none of that. Long may it remain so.





FROM THE CHAIR OF CTC **DAVID COX**



These days I seem to spend my life either in meetings or cycling. In my NHS job, cycling gets me to local


meetings and absorbs the stresses afterwards. For CTC, it is usually train and Brompton. I've not yet equalled Kevin Mayne's example of cycling 40 miles into London for a meeting, nor that of Councillor Kevan Shuttleworth, who sometimes turns up with a compass round his neck after two days riding from Yorkshire.

This year's AGM in Weymouth was a great affirmation of the Club's vibrancy – around 12,000 members were involved in voting on the resolutions. It was good to see our younger members and volunteers amongst the many featured at the annual Awards Ceremony. On the Sunday, meetings over, Wessex members led us on three rides along the coast. The following weekend at Meriden, I enjoyed the 160km audax followed by the 90th Anniversary Cyclists' Memorial Service on the green.

Chairing National Council, I appreciate the hard work and wisdom of our regional councillors and staff. There is a reform agenda around improving governance through the charity unification, responding to the views and concerns of local volunteers and, most importantly, upgrading the accounting and reporting systems that are needed to run a 67,000-member organisation with a national profile and £6 million budget.

There are opportunities to stand for National Council this summer, so get in touch if you think that you could contribute.

Longer lorries alert

 CTC has joined a coalition of environmental and safety organisations resisting a Government proposal to increase the maximum length of lorries by over two metres. Longer vehicles will mean bigger blind spots and more tail swing, which is likely to result in more cyclist deaths in lorry turning movements.

Left-turning lorries already present a disproportionate threat to cyclists. CTC's analysis of police records has found that, while left turns accounted for just 3% of overall road fatalities involving a lorry, the figure for cyclists' deaths was over 30%.

Freight on Rail and the Campaign for Better Transport have commissioned research which further suggests that safety would deteriorate with longer lorry trailers.

CTC Campaigns Director Roger Geffen said: 'Lorries




Photo: iStockphoto.com

present a serious risk to cyclists – one in five of the deaths of cyclists involve lorries. Allowing even longer lorries onto our roads will mean larger blind spots, more tail swing and a greater risk of hitting other road users. Instead of increasing the danger from lorries, the Government should be working to reduce the threat that already exists.'

Campaigners are also concerned that the increase in lorry length will artificially sustain the market for road haulage and thereby delay any shift to the greener option of rail freight.

Rail awards on track

 Nominations are now sought for the 2011 Association of Train Operating Companies' (ATOC) National Cycle Rail Awards, which will be presented in November.

'ATOC has a clear aim to encourage the greater use of cycles to access the railway,' said ATOC's Integrated Transport Manager Conrad Haigh, 'and the Awards – by improving communication and the spread of best practice across the industry – enable ATOC and its partners to move closer towards fulfilling that aim.'

There are eight categories for the awards: best customer service; best local government scheme; innovation; cycling champion; station of the year; operator of the year; best station travel plan measure for cycling; and partnership working.

The closing date is 30 September. For details of previous winners and on making nominations, visit www.cyclerrail.com



Photo: ATOC

NEWS IN BRIEF

BUILDING CYCLING CULTURES

Cycle campaigners and local government staff were among the audience at CTC's Building Cycling Cultures conference in Leicester on 4-5 June to hear about two pieces of research on the sociology of cycling, one from Dave Horton, whose feature was carried in the last edition of *Cycle*. Delegates also heard about progress in New York, where there has been a resurgence in day-to-day cycling and a drop in accidents following a system of road space reallocation. Car lanes have been converted to segregated bike lanes, with the implementation schedule integrated with other road works.

PARLIAMENTARY RIDE

MPs and other participants rode cargo bikes and then took part in a fastest tyre change challenge during Bike Week, on the day of the Parliamentary Bike Ride. The ride included the infamous Blackfriars Bridge, which has recently seen alterations to some problematic cycle infrastructure, prompting tough questions for cycling minister Norman Baker.

NEVILLE CHANIN – A LIFE ON TWO WHEELS

The Museum in the Park in Stroud has an exhibition of the cycling memorabilia of CTC cycling legend Neville Chanin, who died in April this year. The display – which includes one of Neville's Allin bikes – shows a selection of the documents, photographs, trophies and other objects donated to the museum following his death. The exhibition ends on 4 September. See www.museuminthepark.org.uk. On the subject of museums, don't forget that card-carrying CTC members get free entry to the National Cycle Collection in Llandrindod Wells. See www.cyclemuseum.org.uk or call 01597 825531



Curbing careless driving

CTC has welcomed the Government's proposals for fixed penalty notices for careless driving, published in the new Strategic Framework for Road Safety. The document also promises increased fines and new criteria for road safety. However, with police forces facing huge cuts, the new policies are unlikely to have a substantial impact on driver behaviour unless more traffic police appear on the roads.

CTC Campaigns Director Roger Geffen said: 'A careless driving fixed penalty notice is welcome, but should only be used where no injury has occurred and the driving is demonstrably careless, not dangerous. Driving that is objectively dangerous is too often treated by police and prosecutors as merely careless.'

'The Government needs to make a full assessment of how the system of road traffic law is operating. Too often bad driving – even where a death occurs – is going unpunished.'

CTC's Safety in Numbers campaign, in the run-up to the previous Government's



Left & below: iStockphoto.com

draft road safety strategy, made the case for targets for road safety to be based on the rate per mile travelled, not just on numbers of injuries. We're pleased to see that the Strategic Framework for Road Safety has adopted this position.

However, the Framework is lukewarm on lower speed limits. New guidance on 20mph limits is promised and CTC's campaigners will seek to ensure that this guidance strengthens local authorities' ability to make 20mph limits the standard in urban and residential areas.

BIKE CLUB OFFICER DAMIAN BONSALL



Earlier this year I was involved in the best Bike Club activity I have seen to date: a cycling trip to Waddecar Scout Camp,

about 25 miles from Blackpool. What was special was that it was planned, executed and reviewed by the young people themselves.

They bought their own food for the trip. They then gathered all the relevant camping kit together and loaded everything into panniers and packed them onto bikes ready for the off. They had previously planned the route to the campsite and a strategy for keeping everyone together on the roads. They also carried out a full check on the roadworthiness of the bikes.

We set off from Blackpool, trying out the skills learned on last year's Bikeability course (delivered by Cycle Blackpool) to negotiate the traffic. We were soon on quieter roads when navigation skills were fully tested. Arriving at Waddecar, the Bike Club members set up their tents and cooked their evening meal.

Next morning, in heavy rain, they cooked breakfast and then dismantled their camp ready for the trip back. We were back in Blackpool by 2pm. Their gear was wet but their spirits were not at all dampened. Everyone agreed it had been a fantastic expedition and they are really looking forward to doing it again.

For me, it was wonderful to see the sustainability that has been achieved by this group – Boathouse Youth – over the last year. With trips like this, it is not difficult to see why Boathouse Youth recently picked up the award for CTC Young People's Group of the Year.

Counting cycling casualties

CTC is concerned that cyclist casualties do not appear to be dropping, even though the number of cycling trips remains similar to that seen in 2009. The severe winter months of January, February, November and December may have limited the increase in cycling overall, while causing a substantial reduction in motor traffic.

CTC Campaigns Director Roger Geffen said: 'Despite months of ice and snow in 2010, cycling is still growing. However, casualties remain high, and there are many areas where Britain is falling farther behind our European counterparts in providing for cycling. We still have only a tiny fraction of our residential streets covered by 20mph zones, while hostile roads, bad driving, and weak law enforcement remain serious barriers to getting more people cycling.'

Cycle use in 2010 was 5 billion kilometres, a little higher than 2009, taking it to its highest level for 20 years. The likelihood of being killed while cycling is 54% lower than it was in 1990.

Similar figures have also been published for the capital, where in 2010 cycling increased by 15%. Injuries in London rose by 9% but remain 18% lower than in the mid-1990s.

