

QUICK RELEASES

***This month:** Support our call for a 'right to roam' in Wales. Economic austerity and funding for cycling. CTC's busy cycling summer*

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● The Welsh countryside is ideal for mountain biking. Trails for Wales aims to open up more of it for responsible use



TRAILS FOR WALES

The Welsh Government is consulting on outdoor access. CTC wants Scottish-style freedoms for cyclists. **Sam Jones** explains

THE WELSH Government wants to improve countryside access to maximise the health, environmental, social and economic benefits from outdoor recreation. A consultation began on 10 July. CTC, together with Open MTB, sees this as a chance to open up the Welsh countryside while also putting pressure on England to do likewise.

The consultation response from CTC and Open MTB, the new English and Welsh trail organisation, calls for the adoption of similar rights of responsible access as Scotland. The rights of way system in Wales is based upon historic use of routes instead of suitability. As a result, cyclists have rights to use just 21% of the network, with permission

to use some narrow sheep tracks but denied access to thousands of miles of public footpaths on metalled farm and forest roads.

In Scotland, it is very different thanks to the Land Reform Act 2003. Scottish cyclists enjoy 'presumed access'. The default position is 'responsible access', subject to exemptions laid out in the Outdoor Access Code (e.g. forestry operations). Consequently, Scottish off-road and leisure cycle tourism are booming and contribute between £236.2m and £358m a year to the economy.

Outdoor activity in Wales already contributes to nearly 10% of the Welsh tourist economy, according to recent research. Changes to countryside access

within Wales could dramatically increase this figure. The benefits of a Scottish system in Wales go beyond leisure cycling. Cycle travel for utility purposes would also benefit, and would help deliver on Welsh aims for a healthier and more sustainable society as enshrined in the Active Travel Wales Act.

Gwenda Owen, CTC Councillor for Wales, said: 'A refresh of our access laws could make Wales the cycling centre for the UK, and would provide a healthy boost to the economy. I recommend everyone with a passion for the outdoors to show their support for our Trails for Wales campaign.'

Snowdonia-based mountain bike journalist and guide Tom Hutton, speaking for Open MTB, said: 'I don't think we can exaggerate what an amazing opportunity for mountain biking this is. A change in access laws could open thousands of kilometres of out-of-bounds trails. It would put Wales back up there with Scotland as one of the best off-road destinations in the world. It could also pave the way for changes in England.'

CTC and Open MTB have called on outdoor enthusiasts from across the UK, not just in Wales, to get in touch with the Welsh Government and show support for a policy that advocates presumed access. CTC has set up an easy-to-use web page that sends a pre-prepared response to the Welsh Government. In the first week alone, 1,600 supporters had used this. The consultation deadline is 2 October.

To find out more, visit ctc.org.uk/campaign/trails-wales





Left: James Bowe. Right: sean_hickin. Both Flickr Creative Commons

FUNDING: STOP AND WAIT

Funding for cycling will nosedive in April if the Cycling & Walking Investment Strategy isn't ready, says **Sam Jones**

AT THE END of July, the Government became legally required to produce a Cycling and Walking Investment Strategy (CWIS). This was hailed as the first serious step towards delivering David Cameron's commitment to 'kick-start a cycling revolution', and now forms part of the Infrastructure Act 2015, after lobbying by CTC, partners and supporters.

The CWIS, which will only apply in England, requires the Government to set a strategy that details the objectives and the funding available for the improvement of both cycling and walking. It is a massive step forward by the Government, and an indication that it increasingly sees cycling as a viable form of transport and not just a leisure or sporting activity.

The Department for Transport wishes to see the CWIS enjoy the same legal standing as the recently published Road Investment Strategy. On the face of it, this is very encouraging, as the Government is immensely pro-road. However, when one considers that the Road Investment Strategy took 18 months to develop and implement, alarm bells begin to sound. Is the Government kicking cycling into the long grass and delaying its promise of

annual funding of at least £10 per head?

A properly executed and funded CWIS in, say, December 2016 would be better than a botched and under-funded job now. The problem is the funding gap a delay would create. Come April 2016, Local Sustainable Transport Funding (a Lib Dem initiative harking back to the Coalition) will end. No direct replacement is planned. This means an end to funding for cycling and walking outside of London and the eight cycling cities (Manchester, Birmingham, Bristol, Leeds, Cambridge, Norwich, Newcastle and Oxford). Funding for cycling will plummet by more than half to just over £1 per person per year.

Such funding cuts will be ruinous for cycling at a local level. Local authority officers who have worked on cycling issues will be forced to seek new employment as their projects end in April. Cameron's 'cycling revolution' will come to a grinding halt. When funding eventually returns with the CWIS, local authorities will be forced to recruit new staff and provide training – a slow and costly process.

CTC will continue to campaign for the forthcoming funding gap to be filled.

“Come April 2016, Local Sustainable Transport Funding will end... Funding for cycling will plummet to just over £1 per person per year”

CYCLE SHORTS

• CTC HONORARY MEMBERSHIPS

CTC's honorary memberships are given to people who have made a significant contribution to cycling – in Parliament, the community, or sport. Each year, we take stock of the achievements that have been made in support of cycling and then approach individuals to offer them CTC membership. Notable amongst our honorary members are two-times Tour de France winner Chris Froome, former Chair of the All-Party Parliamentary Cycling Group, Julian Huppert, and GP and Government Health Select Committee Chair, Dr Sarah Wollaston. A full list is at bit.ly/CTCHonors



• CHANGES ON COUNCIL

National Council is the governing body of CTC, made up of ordinary members who are elected for a three-year period. Nominations were recently sought for members to represent the North West, East Midlands and South East regions from 1 January 2016 to 31 December 2018. In the East Midlands region, one nomination was received for the one seat, so existing Council member Jaki Lowe is re-elected. In the North West region, one nomination was received for the two seats, so existing Council member Welna Bowden is re-elected. In the South East region, eight nominations were received for three seats, so an election is required. Ballot papers are include with this issue of Cycle for all members in the South East region. Janet Gregory, who decided not to seek re-election to Council, was thanked by Chair of CTC David Cox.

• EUROSTAR: PROBLEM IN BAGGING AREA

Eurostar is changing its cycle carriage policy from November 2015, making it mandatory for all cycles to be placed in a bag. We're discussing with our international partners on how best to challenge this. In the meantime, if you need an easily portable bike bag, you can purchase the CTC Plastic Bike Bag here: wiggles.co.uk/ctc-plastic-bike-bag/

CTC'S CYCLING SUMMER

Jon Sharpe looks back on CTC's eventful summer and picks out some highlights



• (From top) Transport Minister Robert Goodwill MP at Bike Week; The Countrywide Great Tour; and RideLondon

CTC WAS involved in more big events than ever this summer. It's been great to get to different parts of the UK and see so many people embracing cycling, whether that's using the bike for leisure, as an easy way to get to work, or both. Here some events that, for me, stand out.

BIKE WEEK

Bike Week's 2015 theme was 'ride to work', and CTC encouraged and supported nearly half a million people to get on their bikes and take part. Three-quarters of those said that they hadn't been involved with Bike Week before. Many workplaces hosted Dr Bike workshop sessions, put on staff rides, and held bike breakfasts to reward those who cycled to work.

CYCLE TO WORK DAY

Following on from Bike Week's success, CTC challenged as many members as possible to commute by bike on Cycle to Work Day on 3 September. Companies and organisations all around the country put on events, with 900 employers taking part. More than half a million miles were 'pledged' by participants agreeing to cycle to work that day.

COUNTRYWIDE GREAT TOUR

The challenge of riding 6,800km around the British coastline struck a positive note with experienced and novice cyclists alike. The route was broken down into 64 easy-to-manage days. It took in some of the most iconic coastal views and places that Britain has to offer. CTC's stages (Scarborough to Kingston upon Hull and Rye to Brighton) were among the most

YOU MAKE CTC COUNT

500,000

PEOPLE TOOK PART IN BIKE WEEK



385



PORTIONS OF FISH & CHIPS CONSUMED ON THE COUNTRYWIDE GREAT TOUR

32,000

People who pledged to pedal on Cycle to Work Day on 3 September



6

DR BIKE LOCATIONS AT RIDELONDON OPERATED BY CTC VOLUNTEERS

3,000

FAKE MOUSTACHES HANDED OUT BY CTC AT EROICA BRITANNIA



More than **2,500**



EVENTS HELD BY 100 BIKE RECYCLING CENTRES DURING THE BIG BIKE REVIVAL

200

Bikeability places awarded at Thrive events



● Over 31,000 people took part in the Big Bike Revival, while 50,000 visited Eroica Britannia (below)



popular days, with many riders raising money for charities – including CTC.

RIDELONDON

After last year's deluge, everyone was pleased that the sun came out for RideLondon. CTC's involvement included hosting the inclusive cycling development area at Green Park, for people to try out our adapted bikes, and manning six Dr Bike locations across London, where our wonderful volunteer mechanics kept everyone on the FreeCycle rolling. Almost 100,000 people cycled around the capital on traffic-free roads.

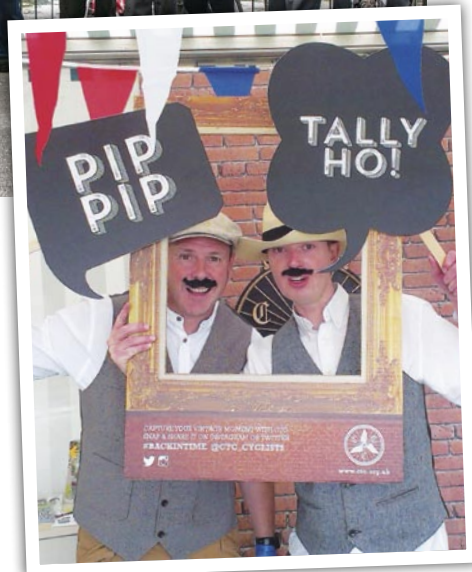
Those wanting something more energetic took up the challenge of riding the RideLondon Surrey 100 sportive. We were thrilled to have a number of people fundraising for CTC – thank you and well done to everyone involved. Here's a vlog from cycling journalist and friend of CTC, Laura Laker, on her Surrey 100 sportive experience: bit.ly/ctc-surrey100-laura.

EROICA BRITANNIA FESTIVAL

Held in the Peak District town of Bakewell, Eroica Britannia brought moustaches, woolly cycling tops and vintage bikes back to cycling. The event saw over 50,000 people visiting the many stalls and stands, and enjoying the live music that ran over the weekend. The 3,700 cycling participants and their decades old bikes were treated to some of the best roads and paths the UK has to offer, including parts of the traffic-free Monsal Trail.

BIG BIKE REVIVAL

For two weeks, overlapping with the school half-term holidays in May, CTC partnered with bike recycling centres, Halfords and Raleigh, to get bikes out



of sheds and garages and back into everyday use. Martine McCutcheon fronted our media campaign and this famous new mum got back into the saddle for the first time in years. There were thousands of Big Bike Revival events across England, packed with families riding pedal-powered music systems, learning how to make basic cycle repairs, and pledging to make cycling a regular part their lives. Over 31,000 people took part in Big Bike Revival events, more than 24,000 bikes were brought back into service, and three million people learned about the Big Bike Revival online.

THRIVE

The Thrive series offered shoppers at 10 shopping centres around the UK the chance to have fun while getting fit. CTC joined in to get shoppers and visitors moving: the Thrive Cycle Challenge provided visitors with a chance to pedal their way to prizes. Two hundred shoppers earned Bikeability Level 1 training sessions. Many shoppers also took advantage of our ideas for beginners wanting to start cycling and our information on local rides and routes.

CYCLE SHORTS

● PARTY CONFERENCE RIDES

CTC will join forces with various partners to repeat our success last year in organising bike rides outside some of the main party conferences this October. The aim is to demonstrate the scale of both public and cross-party political support for cycling. We will combine with the Greater Manchester Cycling Campaign for a Conservative Party conference ride on the evening of Tuesday 6 October. This should give Transport Secretary Patrick McLoughlin MP a positive send-off as he heads to the first ever EU Ministerial meeting on cycling the next day. CTC Scotland and Pedal on Parliament are then leading a coalition in planning a series of rides at the main Scottish party conferences each weekend throughout October. For more details, check Cycleclips or go online to www.ctc.org.uk/campaigns.

● MEMBER GROUP AGMS

During October and November, CTC Member Groups across the UK will be holding AGMs. All CTC members are welcome on production of proof of membership. For dates and venues, see ctc.org.uk/local-groups/ctc-member-group-agms. If you would like a printed list sent by post, call CTC on 0844 736 8450 or 01483 238300.

● MEMBERS' CONFERENCE: BOOK NOW!

There's just time to book a space at our Members' Conference at Warwick University on 10 October. The conference will explore how CTC can benefit from the current bicycle boom, showcase our successes, and share our challenges with you. We also hope to inspire and equip you with new ways to support CTC's work at a local level. To sign up – it's free! – visit ctc.org.uk/member-conference-registration.

● IMPROVING RIGHTS FOR ROAD CRIME VICTIMS

Over three days in August, 1,780 CTC supporters backed proposals for all road crime victims to have equal rights, which victims of careless and drink driving are currently denied. This fantastic response to the Government's consultation on the Victims' Code strengthened the call for all victims to be able to review police charging decisions. It's something that cyclists, often victims of 'careless' driving, would benefit from greatly.