

PAGE 46 HOW TO CREATE CYCLETOKIA – A TOWN OR CITY THAT SUPPORTS CYCLING



Joined up thinking is required by Government to make real progress in getting people cycling

Photo: David Earl

GET BRITAIN CYCLING

Contact your MP to press the Government to put cycling at the centre of its forthcoming transport strategy

CTC AND ITS PARTNERS in the UK Cycling Alliance are launching a campaign to put cycling at the heart of a new Government transport strategy, due to be drawn up later this year.

After David Cameron's reshuffle brought in new cabinet ministers for both transport and health, CTC will be working with Sustrans, British Cycling, Cyclenation and the London Cycling Campaign to call for real leadership on cycling, to deliver the step-change in cycle use and cyclists' safety needed to realise cycling's benefits to health, society, the environment and the economy.

A cross-party motion has been tabled in Parliament, calling not only for the Department for Transport to work with local authorities to begin a cycle-friendly transformation of our streets, roads and junctions, but also for programmes of action, led by the relevant ministers, to promote cycling in schools and colleges, in workplaces,

via the health sector, and for outdoor recreation and sport. This requires cabinet-level co-ordination.

The need for leadership on cycling was a key theme of the evidence given to Parliament earlier this year by CTC President Jon Snow and Vice President Josie Dew, alongside The Times editor James Harding. That campaign has resulted in some one-off spending commitments: £8 million to improve the opportunities for combined cycle-rail journeys; £8 million to Sustrans for additional cycle routes; and £30 million for cycle safety improvements at some of the 10,000 junctions identified by Times readers as needing attention. But we are still a long way short of the commitments needed to make real the vision outlined in CTC's 'Cycletopia' campaign (page 46).

Launching the campaign, Jon Snow said: 'After Britain's fantastic Olympic and Paralympic successes over the

GET MORE ON CAMPAIGNS

Sign up to Cycle Digest, CTC's quarterly campaigns journal. Email cherry.allan@ctc.org.uk

summer, I urge every CTC member to get their MPs behind this call for real action to Get Britain Cycling. Instead of thinking of cycling mainly as something for younger, white, Lycra-clad males, we must create the conditions where it is seen as perfectly safe and normal for people of all ages, backgrounds and abilities to enjoy travelling by bike, for recreation or as part of their regular day-to-day lives.'

James Harding added: 'Cycling has a fantastic range of benefits across so many areas of Government policy – congestion, air quality, climate change, safer streets and neighbourhoods, and reducing the massive costs of obesity and inactivity-related illness. Yet this is also its big weakness: there has never been a single Government department that felt responsible for maximising all of these benefits. That's why we are supporting the call for the Coalition Government to line up all the relevant partners behind a cross-departmental action plan.'

It takes just a couple of minutes to email your MP. Go online to ctc.org.uk/campaigns, enter your postcode and email the ready-made message to your MP, customising it as you see fit.



DOCTORS PRESCRIBE CYCLING PAGE 10

Health professionals urge the Government to encourage cycling to cure inactivity pandemic



DOORS OPEN AT DALBY FOREST PAGE 12

The Dalby Bike Barn, a partnership between Pace Cycles and CTC, officially opens on 13 October

SUBSCRIBE TO CYCLECLIPS, CTC'S FREE WEEKLY EMAIL NEWSLETTER: SEND YOUR CTC MEMBERSHIP NUMBER TO MEMBERSHIP@CTC.ORG.UK

FROM THE CHAIR OF CTC

David Cox

With so much cycling on TV this summer – Grand Tours, Olympics, Paralympics, the Tour of Britain – much of my Summer of Cycling was spent watching rather than doing.

A journalist interviewed me recently, asking whether I thought there would be an abiding legacy for British sport and physical exercise, and also whether CTC had noticed an upturn in cycling. Yes, I said, recruitment is up, more clubs are affiliating, and more people are joining rides. Were we ready and able to respond to this new interest, he asked. I had to think about this.

Joining a national organisation, and getting involved in campaigns and club rides, usually comes several steps after buying a bike. Often people commute, potter with friends or families, or do one-off charity rides first. The Olympics and the Paralympics have brilliantly portrayed the talents of Britain's diverse population, and for CTC the enjoyment of cycling is everyone's birthright. But how can we best welcome new riders?

Many of our groups and clubs have introductory rides. At the grassroots, CTC has a good gender balance. Our development projects have introduced younger people to cycling, set up rides which attracted people from minority ethnic communities, and pioneered cycling for people with disabilities. At the Birthday Rides in Ellesmere, we discussed how to generate cycling holidays for families, and how CTC can reflect the full diversity of Britain's cyclists. CTC Council would welcome your views on this.



Caroline Waugh was invited to the velodrome by Nick Clegg. She took CTC's Steve Marsden

CTC at the Paralympics

CTC IS AN ENTHUSIASTIC PROVIDER of inclusive cycling projects, so the London 2012 Paralympics, which ended on 9 September, were well supported by the organisation. Television coverage on Channel 4 was presented by CTC President Jon Snow, Chief Executive Gordon Seabright attended the Opening Ceremony, and CTC Cycling Development Officer Steve Marsden and Olympic torchbearer Caroline Waugh were invited to the velodrome by Deputy Prime Minister Nick Clegg.

Caroline and Steve were able to watch Paralympic cyclist Sarah Storey win Britain's first gold medal. 'Caroline decided to take me along as her guest,' Steve said, 'as through my work for CTC in Sheffield, I have helped her to ride a tricycle and also more recently encouraged her to ride a bicycle. It was a very full and

special day at the velodrome. We were treated like VIPs. We met Lord Sebastian Coe, who is a local Sheffielder too, and got to sit right by all the celebrities and members of the royal family!

'Nick Clegg came and sat with us for about an hour. I was surprised by how much he knew about sport. Caroline managed to bend his ear about the disability cycling at Hillsborough and got him to agree to come along to one of our sessions! She is never one to miss an opportunity.'

'Inclusive Cycling has become my total passion,' Caroline added. 'In the same way the Paralympians are totally dedicated to a cause and make sacrifices, I am striving to encourage others. All-ability cycling is about independence, which is something I hold dear to my heart.'

For more about inclusive cycling, visit beta.ctc.org.uk/ride/inclusive-cycling

DIGITAL SWITCHOVER

CTC IS SWAPPING PAPER FOR PIXELS in more of its communications with members. At the AGM held in May 2012, a special resolution was passed to amend our articles to reflect the preference of many members to receive CTC information by email and to view documents on the website.

Distributing bulk materials to all members by mail is costly and not environmentally sound. If you wish to continue to receive notices in printed hard copy, please notify membership@ctc.org.uk or call 0844 736 8451 within 28 days of receipt of this correspondence. By not responding you will have been deemed to have given agreement.

Events online

It's not just notices to members that are migrating away from paper. Other than on request, events listings will no longer be sent to members in print; they will appear online on the CTC website and not in Cycle magazine.

Visit ctc.org.uk and click the Events tab, which is in the Ride menu, and you will find a searchable database of hundreds of rides of all kinds. Look for rides by type, area or distance – or narrow down your search in other ways.



You can request information in print, but by default CTC information to members is going digital

Changes on Council

NATIONAL COUNCIL is the governing body of CTC, the group of ordinary CTC members who feel they have something to offer the Club and want to take an active role in the running of the charity. Members are elected to Council for a three-year period with one third of Council standing down each year. Nominations were recently sought for members to represent the East Midlands, North West and South East for the three years from 1 January 2013 to 31 December 2015.

In the East Midlands, one nomination was received for the one seat, so new Councillor Jaki Lowe has been elected. In the North West, two nominations were received for the two seats, so existing Councillor Welna Bowden is re-elected and is joined by new Councillor Janet Gregory.

In the South East, three nominations were received for the three seats, so

existing Councillors Graham Smith and Richard Bates are re-elected and will be joined by Philip Benstead.

John Catt from the East Midlands and former CTC Chair David Robinson from the North West have decided not to seek re-election to Council.

Chair of CTC David Cox said: 'John has brought a welcome rigour, balance and humour to our discussions and I will miss his advice on Council. I hope we can continue to draw on his financial and business wisdom in future.'

Of David Robinson, he added: 'David has been a wonderful servant of CTC. He brought political expertise and sound judgement and was an impressive Chair of Council for several years. He guided us through some complex and challenging decisions and laid the foundations for the future of CTC as the National Cycling Charity.'



David Robinson stands down at the end of this year



John Catt (East Midlands) is also standing down,

WHO IS MY COUNCILLOR?

A list of CTC National Councillors is included with every issue of Cycle. It's on a separate sheet this time.

Hit-and-run driver jailed

A HIT-AND-RUN DRINK-DRIVER who ended a medal-winning disabled cyclist's Paralympic dream has received an 18-month prison sentence. Simon Richardson, already disabled after a cycling collision with a car, had won medals in Beijing and was training for the London Paralympics when the crash happened.

The 44-year-old cyclist from Porthcawl was riding on the A48 near Bridgend when he was hit by a van driven by Edward Adams, 61, from Cowbridge, who was over the legal limit for alcohol. Richardson was thrown 26 metres in the collision. Adams drove off and hid his van.

Adams was given a 15-month prison sentence for dangerous driving, and an extra three months for failing to stop. A three month sentence for driving with excess alcohol will run



concurrently. He is banned from driving for five years.

Speaking after the verdict, Richardson said: 'It's been difficult to miss out on taking part in the London Paralympics... It is important that a precedent has been set – that not only should a person be charged with excess alcohol but it also qualifies as dangerous driving. I hope this incident shows the need for drivers to be more aware of cyclists on the road.'

Meanwhile, a police officer has been convicted of

dangerous driving following a collision in east London which has left a cyclist with serious injuries and brain damage. Songwriter Pepe Belmonte was about to launch his first album, but has since had to relearn to walk and play the guitar. Before the trial, British Transport Police officer David Lynch had pleaded guilty to careless driving but denied the more serious offence of dangerous driving.

For more on both stories, see ctc.org.uk.

NEWS IN BRIEF

► MORE BIKES ON NEW TRAINS

New trains – at a cost of £4.5 billion – to work longer distance routes have been approved by the Department for Transport. These will replace existing trains that have reasonable space for cycles, and will come into service from 2017. Ensuring that the replacement trains have equivalent space is vital. When CTC was first made aware of this project several years ago, we contacted the Department for Transport and lobbied to ensure that these new trains would have equivalent – or better – space for cycles to be carried. We have since heard that because these new trains will use carriages that are 26 metres long (most UK carriages are only 23m long), there will be a little more space at carriage ends, some of which may be able to be used for cycle spaces. The proposed design shows eight cycle spaces at either end of two carriages.

► DANGEROUS BUS DRIVER

A 54-year-old cyclist from Garston in Liverpool, who leaped from her bike to avoid being hit by a bus, achieved a financial settlement from public transport operator Arriva. Mabel Dainty was almost struck by the bus in Liverpool, which mounted the kerb and collided with her bike as it pulled away from traffic lights on the Dovedale Road and Queen Drive junction. Mabel contacted the CTC Accident Line and was represented for free by law firm Russell Jones & Walker.

► RAFFLE RESULTS

The winning tickets have been picked in the CTC Grand Draw 2012. Miss Wright of Sutton Coldfield won the 1st Prize of £3,000. Mr Symes of Hampshire won 2nd Prize, a Felt Z5 Road Bike, while Mr Grant of St Albans won 3rd Prize, a Giant Escape RX Hybrid. The 4th, 5th and 6th tickets drawn all won a Garmin Edge 200; congratulations to Miss Evans of Lincolnshire, Mr & Mrs Fogarty of Exmouth, and Mr Hull of Essex. There were five runner-up prizes of £100, which were won by Mr Satterthwaite of Middlesbrough, Mr Shuker of Abertawe, Mr Sampson of Penzance, Mr Lythe of Oswestry, and Mr Bowyer of Stoke-On-Trent.

► YOU WIN!

Neville Day wins the Sensa Umbria Tiagra road bike, donated by Merlin Cycles last issue.

Inactivity is a pandemic, according to doctors, who have demanded action on transport

Photo: iStockphoto.com. Below right: Geoff Waugh



GET A MOVE ON!

Doctors warn of the dangers of widespread inactivity and urge the Government to act on cycling and walking. Roger Geffen agrees

HEALTH JOURNAL The Lancet has highlighted a global inactivity 'pandemic'. It says adults need to do at least 150 minutes of moderate physical activity a week to maintain good health – which equates to a two-way 15 minute cycle commute, five times a week. It also says that failure to reach this level caused 5.3 million of the 57 million deaths worldwide in 2008.

Inactivity levels vary from country to country. Britain is third worst in Europe with 63% of the adult population insufficiently active, beaten only by Serbia and Malta. Europe's most active country was the Netherlands, with only 18% of adults failing to meet the physical activity guideline.

The Lancet's research shows that people are more likely to take up physical activity if they have been active in the past. We currently lack good research evidence that people who have cycled (or taken part in cycle training) as children or teenagers are more likely to cycle later in life. However,

Transport-related physical inactivity in England costs £9.8 billion a year

The Lancet's research makes that assumption all the more plausible.

The Lancet also examined evidence from around the world about what works to encourage greater physical activity. It highlights the role of transport policies and urban design, including cycle routes and trails.

BMA says walk or cycle

The British Medical Association's new report on Transport and Health calls for traffic restraint, challenging walking and cycling targets, improved provision for walking and cycling, 20mph speed limits, and health sector action to promote active travel. Will the Government take note?

The British Medical Association's report Healthy Transport = Healthy Lives in many ways echoes what the BMA was calling for in its 1997 report on Road Transport and Health. This time, though, they have put the spotlight firmly on the economic costs of car-dominated transport policies, and the huge economic benefits of healthy and sustainable ways to travel.

To quote the report: 'Much of UK policy to date can in part be attributed to the governmental focus on expanding the automotive industry, rather than prioritising the health of the

nation.' It also notes that, 'Transport-related physical inactivity in England is estimated to cost £9.8 billion per year to the economy. This figure is in addition to the £2.5 billion in healthcare costs spent annually on treating obesity.'

The chapter on active travel calls for many of the same measures that CTC also advocates: traffic restraint, ambitious targets for increased walking and cycling, 20mph speed limits, and quality walking and cycling provision.

Measuring improvements

Data collection on walking and cycling numbers is improving, thanks to CTC's campaigning, and this will be a crucial first step in measuring progress. The new figures, collected by Sport England through the Active People's survey, now make it possible for the first time to compare overall levels of cycle use in different local authority areas.

The figures show that 15% of adults in England cycled at least once a month. Regionally, rates were highest in the South East (18%) and lowest in the West Midlands (12%). Locally, there were huge variations. The places with the highest proportion of adults cycling at least once a month were: Cambridge (35%), Gosport (24%), Richmond-upon-Thames (22%) and Rutland (22%).

South Cambridgeshire, Lancaster, Bristol and Hart were all at 20%.

In terms of utility cycling (i.e. day-to-day work, shopping and other non-recreational journeys), London had the most cyclists, with 5% of residents cycling at least once a month for these purposes, compared with a national average of 3%. Cambridge was proportionally the top-performing area, with 20% of residents cycling for transport at least once a month.

CTC will now be urging national and local government to encourage all local authorities to aim to match the levels of cycle use of England's best performers.

READ THE BMA'S NEW REPORT

You can download a PDF of 'Healthy Transport = Healthy Lives' from bma.org.uk/transport

Thirty minutes of cycle commuting a day – 15 minutes each way – would give the exercise doctors recommend

