



43%

of 18-24-year-olds are considering changing their method of travel due to increased transport costs (source: YouGov)



Right: Jordan Gibbons

Gravel bikes are optional for the East Anglian route

Routes

THE REBELLION WAY

Cycling UK's newest long-distance route is a nearly 200-mile loop of Norfolk. **Jordan Gibbons** outlines what's on offer

You wait all year for a new cycle route and then two come along at once. Hot on the heels of the Cantii Way, Cycling UK has announced another new route for the autumn: the Rebellion Way.

It's a 197-mile (317km) loop of Norfolk, starting and finishing in Norwich. If you've got a bit of time to spare it's an ideal four-day trip but if you're tight on time it can be easily split in half at King's Lynn. So we know what you're thinking: where did that name come from?

The route is named for two of Norfolk's most fascinating rebellions: those of Boudicca and Robert Kett. Boudicca was the leader of the Iceni and led a revolt against the steady encroachment of Roman rule nearly 2,000 years ago. Heading out of Norwich, the Rebellion Way passes by Venta Icenorum, the capital of Boudicca's Iceni tribe, where you can see remains of the settlement to this day. The route also takes in sections of the Boudicca Way, where it is accessible by bicycle.

On the return leg, the route passes Kett's Heights, a key location in Kett's Rebellion, which was a revolt in Norfolk in response

to land enclosure. Beginning in Wymondham in July 1549, rebels began to destroy fences placed by wealthy landowners. The group targeted Robert Kett who, instead of fighting the rebels, joined their cause and offered to lead them. The rebellion grew to number 10,000, who marched on Norwich, later storming and taking the city. Kett's movement ultimately failed, and he met a sticky end when the King finally caught up with him, but his goals of free access to the countryside are echoed to this day in Cycling UK's work.

As you might expect from a Cycling UK route, the Rebellion Way takes in a varied mix of country lanes, bridleways, byways, bike paths and quiet ways that have been chosen to be accessible for most people. It doesn't just visit Norfolk's major hubs either: while Norwich, King's Lynn, and Wells-next-the-Sea all feature, just as much time is spent in Oxborough, Castle Acre, and Little Walsingham.

The full route will be released in September. Join the mailing list to get updates and be in with a chance of winning Restrap goodies: visit cyclinguk.org/rebellion-way.

Wales

20 IS PLENTY FOR WALES

On 12 July the Welsh Government voted for 20mph to become the default speed limit on restricted roads – typically residential and built-up areas with high pedestrian activity. It's a bold move that will transform road safety for more vulnerable road users, making streets safer and neighbourhoods more liveable. Cycling UK hopes it will be matched across the rest of the UK.



Governance

AGM & TRUSTEE ELECTIONS

Cycling UK's 2022 AGM takes place on Friday 9 September. You can find everything you need to register and vote on the motions in the AGM insert included with this copy of the magazine. You can also find details on our website: cyclinguk.org/agm-2022. Voting for the Cycling UK 2022 trustee elections will be launched in the Oct/Nov edition of Cycle. Further information can be found at cyclinguk.org/become-trustee

Legal assistance

CYCLE SOS AT YOUR SERVICE

Cycling UK's incident line has moved to a new legal partner, Cycle SOS. The phone number (0330 107 1789) stays the same, as does the benefit to you. Cycle SOS offers a bespoke service from a team of specialist personal injury lawyers who have helped thousands of cyclists in the last 20 years. cycle-sos.co.uk/cycling-uk-incident-line



Transport

NO BIKES ON EUROSTAR YET

Eurostar has delayed reintroducing the carriage of oversized luggage, including bikes. The cross-channel rail operator suspended this facility in March 2020. It was due to resume this summer. However, Eurostar told Cycling UK “the twin pressures of the post-Covid ramp-up in travel and Brexit” have made this unfeasible. An update is expected in September. cyclinguk.org/article/cycle-carriage-eurostar



Member groups catering for beginners have nearly three times as many (282%) active members and twice as many women



Many travel policies don't cover mountain biking or touring

Left: Dan Joyce

Insurance

ABROAD WITH A BIKE

No one likes thinking about insurance. It's dull, can be expensive, and often feels like paying out for something you never use. Yet if something does go wrong it can be a life saver. We routinely take out travel insurance, especially if travelling abroad. But what about cycle insurance?

If you're travelling with your bike you need to consider the possibility of damage to or theft of the bike, personal injury, and damage to other people or property. Don't assume that your usual travel insurance will cover cycling. According to Compare the Market, most policies cover your belongings up to a total of around £3,000, with a single-item

limit of around £200-£300 – far lower than the value of most cycles. Also, most policies only cover 'regular' cycling, which typically excludes mountain biking, racing, and even touring. Any holiday in which cycling is the main activity wouldn't be covered either.

For any of this you'll need cycle-specific travel insurance, such as Yellow Jersey's. This covers you for any type of cycling, as well as emergency medical expenses, repatriation and trip cancellation. It includes the full value of your bike (less any excess, which is usually £100), as well as gadgets like smartphones and GPS devices. What's more, Cycling UK members get a 15% discount. cyclinguk.org/member-benefit/yellow-jersey-travel

Big Bike Revival

BBR CARDS: HERE'S THE DEAL

A behaviour change card game is one of the extra resources for Big Bike Revival (BBR) delivery partners this year to help participants overhaul their travel habits. The card game use techniques proven to help people address the issues that are stopping them cycling more. The cards are unique in that they focus on the social side of what gets people cycling, tapping into

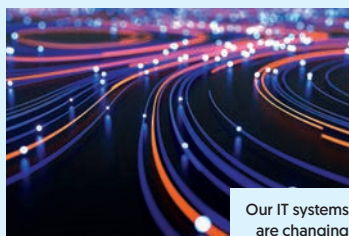


how our partners enable people through their conversations and community support. Whether it's fixing people's cycles at an event, teaching riding skills, or leading a social cycle ride, we're providing more than just a quick fix: the Big Bike Revival is about creating lasting change in people's lives. cyclinguk.org/bigbikerevival

Membership

IT UPGRADES & YOUR ACCOUNT

We are updating our IT systems to bring you a smoother and more efficient service. Due to these upgrades, you'll need to create a new online account to access your member benefits or to renew your membership. If you pay by Direct Debit, you'll also see the name of our new payment provider, Stripe, on your bank statement. More details at: cyclinguk.org/article/faqs-systemsupgrade



Our IT systems are changing

Membership

SIZZLING OFFERS THIS SUMMER

The Caravan and Motorhome Club is offering you 8% off glamping breaks via Experience Freedom. They're the perfect base to get out and explore new areas, tracks, and trails, with luxury camping options in some of the most picturesque spots in the UK. You can also get 10% off bike servicing at Halfords to keep your bike in top condition for your summer getaway. More at: cyclinguk.org/member-benefits



Chris Boardman, head of the new Active Travel England

Transport

ACTIVE TRAVELLERS CHECKED?

*The Government's plans include warm words but lack cash. Cycling UK policy director **Roger Geffen** reports*

Wider political events in July meant that the Government's long-awaited unveiling of England's second Cycling and Walking Investment Strategy (CWIS2) went almost unnoticed. There wasn't much to take notice of in any case – it says little that we didn't already know.

The funding made available in the newly published CWIS2 is still insufficient to meet its stated objectives, which means that councils and others now need to work together to ensure the money is spent as well as possible.

It is arguable that CWIS2 doesn't even meet the legal requirements of a CWIS. It spells out the objectives to be achieved and the financial resources to be made available for achieving those objectives (as required by the Infrastructure Act 2015). However, there is still a glaring mismatch between the increases in cycling and walking the Department for Transport (DfT) is aiming to achieve, and the funding available for doing so.

Unfortunately, the law does not clearly stipulate that the resources available must be sufficient to meet the objectives. That's something I hope we can address when the

Government publishes its Transport Bill later this year.

This mismatch creates a real risk for the newly-born body Active Travel England (ATE). Cycling UK has strongly welcomed its creation, and the appointments of Chris Boardman as its Commissioner, Danny Williams as Chief Executive, and other key staff. I and other colleagues look forward to working with them, old and new faces alike. But the gap between the funding available and what ATE is expected to do with it may turn out to be a poisoned chalice. I obviously hope to be proven wrong.

To read the article in full, visit cyclinguk.org/blog/governments-new-investment-strategy-lacks-cash-we-must-make-best-it.

