

Cycling UK AGM – 19 September 2025

Questions received before and during the broadcast

Pre-submitted questions

1. **Tony Duffin:** Given that Sustrans says "We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone" and Chris Boardman is the National Active Travel Commissioner, I am struggling to understand what Cycling UK's role is, especially as I feel it has ceased to be relevant to me as it has changed its brand and approach to cycling and cyclists.

Question answered in meeting by Sarah Mitchell (CEO).

We are delighted that both Sustrans and Active Travel England have adopted our language around happier and healthier lives through cycling, as set out in our new vision and mission statements in 2024. The Active Travel Commissioner role chairs Active Travel England which is an arms length body of government. Chris Boardman does an excellent job of championing cycling with politicians across government and Active Travel England funds much of the large scale infrastructure work across English regions. Sustrans, like Cycling UK, is a charity, but it support walking alongside cycling and primarily has responsibility for the National Cycle Network. Cycling UK, focusing as we do on cycling or all kinds, works collaboratively with both Active Travel England and with Sustrans. We have shared aims and different ways of achieving these with our different and complementary audiences.

Cycling UK currently holds the secretariat for the Walking and Cycling Alliance, which is made up of the major national cycling and walking organisations. This alliance has enabled us to better coordinate our voices, our campaigns and our influencing to have greater impact collectively than we could have individually.

2. **Karl Marsh:** When discussing the recently announced 'partnership' with Evans Cycles, were assurances sought in respect of acceptable working conditions and salary levels for their staff? If so, what assurances were given by the company? If not, why not? In view of the deterioration of both when the company was bought up by someone with a poor record in both aspects.

Question answered in meeting by Hannah Foster (Head of Membership).

We are acutely aware of the potential risks when embarking on any new partnership and undertake an extensive due diligence process with all prospective partners. Each assessment is reviewed and signed off at a senior level before any partnership is confirmed, and Evans Cycles passed this process without issue. We have also worked with Evans Cycles extensively, and successfully, in the past as part of the Making Cycling E-asier programme, during which they provided a fleet of over 500

e-bikes for free one-month loans in locations across the UK. Our decision to progress to working with them as a Member Benefit Partner offer was informed, in part, by the strong service they delivered to our beneficiaries as part of that programme.

During discussions with Evans Cycles no specific assurances were sought in respect of working conditions or salary levels. However, as an employer operating in the UK, Evans Cycles is bound by statutory employment protections, including the Employment Rights Act 1996, guaranteeing employees the National Minimum and Living Wage, Working Time Regulations and the Health and Safety at Work among many others. While concerns have been raised historically about employment practices under their current ownership, it is important to note that any employer operating in the UK is legally obliged to comply with these statutory protections. As part of our ongoing due diligence process, we continually monitor the status of all our partners to ensure that any areas of concern that may arise are addressed in a timely and effective manner. Should credible evidence arise of Evans Cycles not adhering to UK Employment law then we would immediately address this.

3. **John Catt:** Following the rebranding, will members be issued with appropriate mudguard stickers as they were in the past?

Question answered in meeting by Hannah Foster (Head of Membership).

The mudguard sticker was something we offered a while back; it's not currently part of our membership offering. That said, we really appreciate members wanting to represent Cycling UK and show their support visibly. We know many of our members and groups proudly represent the charity in their communities, and that's something we truly value. With the launch of our new brand and updates to the online shop, we're actively looking at ways to develop Cycling UK merchandise that helps members feel connected and proud to be part of the movement. We're always exploring ways to add value to the member experience, and feedback like this helps guide that thinking.

Questions received during broadcast

4. **Colin Clarke:** Can Cycling UK look into changing the advice in TLN 1/20 to prevent use of spray on surfaces for roads, often used on minor roads in the East Riding of Yorkshire. The minor roads for cycling are now worse than 50 years ago. Only compacted should be used.

Question answered in meeting by Duncan Dollimore (Head of Campaigns).

For context, LTN 1/20 refers to the Local Transport Note issued in 2020, which provides design guidance for cycling infrastructure in England. While it was a significant step forward, it didn't fully address the needs of rural cycling routes,

including surfacing concerns. Cycling UK has already responded to a consultation led by Active Travel England earlier this year, which specifically sought feedback on rural design guidance to complement LTN 1/20. Our submission included detailed input on surfacing standards, particularly the problems associated with spray-on surfaces on minor roads. We await the publication of the revised guidance and will continue to advocate for standards that ensure safer, more comfortable cycling experiences—especially in rural areas where infrastructure quality can vary significantly. Your feedback reinforces the importance of this work.

5. **Colin Clarke:** Can Cycling UK discuss with government to encourage all town and village councils to allocate a proportion of the budget to supporting extra and improved cycling facilities. My local Parish Council has agreed to a 3% allocation.

Question answered in meeting by Duncan Dollimore (Head of Campaigns).

It's encouraging to hear your local parish council has committed to a 3% allocation - great progress at the local level. However, the current direction of government policy in England is toward devolving transport funding to combined authorities and regional bodies, rather than to parish or village councils, which typically aren't highway authorities.

While Cycling UK continues to lobby for increased investment in active travel, the focus is on influencing those authorities with the power and budget to deliver infrastructure. We're actively engaged with the Department for Transport and hold the secretariat for the Walking and Cycling Alliance, which gives us a strong platform to represent cycling interests nationally. Although direct funding allocations to parish councils may not be feasible under current structures, we support local advocacy efforts and encourage councils to prioritise cycling wherever possible. Our growing Cycle Advocacy Network is a key part of this strategy, helping campaigners like yourself make change happen locally.

6. **Colin Clarke:** Can Cycling UK look into providing a day conference in York, Thursday before the York Rally, to discuss cycling, safety, accept technical papers for discussion and how to engage with the YHA, to support a good network of hostels connecting suitable cycling routes.

Question answered via email by Duncan Dollimore (Head of Campaigns).

As part of our business planning for next year and our ongoing work to support the Cycle Advocacy Network, Cycling UK will consider what events we might organise or facilitate next year. That will include consideration of both online and in person events across the UK. We would not propose to restrict that consideration in terms of the location or scope of any events, as decisions regarding events are taken in line with our strategy, priorities and resources.