

## FROM THE CHAIR OF CTC COUNCIL **DAVID ROBINSON**



Of course general election analogies spring to mind. Our membership wanted a change and

voted for charity status, but we will need to pass a revised set of Memorandum and Articles before we can proceed to the next stage.

This year's AGM achieved probably one of the highest participations ever, with almost 4,000 members taking part. The proxy voting facility helped but it was also good to see a packed meeting room.

The conduct, tone and spirit of our AGM was excellent. Can I thank all those who attended and particularly the 100% turnout from our councillors and co-optees, who give a massive amount of their time freely for CTC.

Our Chief Executive Kevin Mayne and Operations Manager (and returning officer) Peter Jackson set the tone with well received presentations on the annual report and accounts. It is worth noting that this will be Peter's last AGM in this position as he plans to retire in the new year – massive thanks to you, Peter.

In the main debate on charity status we had seventeen speakers of excellent quality. Between them, all angles of the debate were well covered and showed CTC's tradition of debate at its best.

CTC Council will now reflect on the results, talk to members and consider why changes to the Memorandum and Articles did not receive 75% of the vote.

The result of the vote does not change the day-to-day running of CTC and we will continue our good work supporting members and promoting cycling.



## Keep posties cycling

With proposals to replace posties' bikes with vans, CTC has launched a campaign to save Royal Mail cycle delivery



CTC has launched a campaign to keep posties cycling, after learning that one of the final actions of

Royal Mail's former chief executive was to plan to phase out Royal Mail's cycle delivery, replacing the traditional Pashley bikes with electric trolleys despatched from vans.

CTC is concerned that this would lead to more motor traffic and fewer cycles, thus reducing the safety of the roads for cyclists in general. It also goes against government policies calling for reduced motor vehicle usage on environmental and health grounds.

Royal Mail's Adam Crozier asserted that posties on bikes violate health and safety grounds, which CTC believes is untrue. Mr Crozier's comment that the increasing weights of postal deliveries necessitates new delivery technologies ignores the potential to use cargo bicycles and tricycles, already used in other European countries and by courier companies in Britain – for instance, DHL and FedEx.

A Pashley spokesperson told Cycle: 'Royal Mail have been a valued customer of Pashley for over 35 years, so the recent news is understandably sad but life goes on. Thankfully, an increasing number of businesses worldwide are turning to our work-bikes for delivering post, packages and food in city and urban environments. The Mailstar is based on Pashley's Pronto work-bike, which will continue to be made and sold.'

CTC opposes any moves by Royal Mail to stop cycle deliveries, and instead would like to see cargo bikes and tricycles used to deliver larger weights of post.

You can take action by writing to Royal Mail's future chief executive (as yet unnamed) and call on him or her to reverse this decision. Visit [www.ctc.org.uk/royalmail](http://www.ctc.org.uk/royalmail) where you can fill out our form, which will automatically generate a letter. Then you can edit, print and send it to CTC's national office. We will collect the letters and deliver them in one load by cargo bike to Royal Mail's headquarters on the new chief executive's first day of work.

There are three key reasons for overturning Royal Mail's plan to phase out cycles:

- Road safety: this plan would have dire implications for road safety by replacing cycles with vans. As the number of vehicles increases, roads become less safe for cyclists.
- Environmental: in order for the government to meet its commitments to reduce carbon dioxide emissions, it must take steps to address the emissions from road transport. Replacing bicycles with vans will not help.
- The government's Active Travel Strategy: increasing cycling safety is a goal of the government's new Active Travel Strategy, which government bodies such as Royal Mail should uphold.

For more information on the campaign, visit [www.ctc.org.uk/royalmail](http://www.ctc.org.uk/royalmail).



# Cycling on MPs' agendas

 Now that the dust from the general election has settled, CTC's campaigns staff are looking forward to the new government's take on cycling. Both members of the coalition have promised to improve matters for cycling: the Liberal Democrats propose legislation to improve workplace facilities for cyclists; the Conservatives say that they will 'give the concerns of cyclists much greater priority'.

CTC is looking forward to meeting and working with the new ministers, including the new Secretary of State for Transport, Philip Hammond MP.

CTC's Vote Bike campaign made it easy for members to write to their parliamentary candidates and ask them to 'Vote Bike' by signing up to CTC's Vote Bike Manifesto, which called for candidates to commit to work towards doubling cycle use in the next ten years, and make it mainstream in the longer term.



To support this aim, the manifesto also called for: a joined up commitment to cycling across government departments; cycle-friendly planning and design; safe drivers and vehicles; better provision for combining cycling and public transport; the use of promotional activities and incentives to encourage people to try out cycling; and both more and better opportunities for off-road cycling.

The Vote Bike Manifesto is available online: [www.ctc.org.uk/votebike](http://www.ctc.org.uk/votebike). From the beginning

of March to the election, 2,200 cyclists sent emails to their candidates, and 700 prospective MPs signed up to the Vote Bike Manifesto. Of those candidates, 86 went on to be elected as Members of Parliament – 52 Labour, four Conservative, 27 Liberal Democrat, one Green, one Scottish National, and one Democratic Unionist.

CTC will now be seeking to hold these MPs to the points raised in the Manifesto. The first step will be forming a new All Party Cycling Group to campaign for cycling within Parliament.

## NEWS IN BRIEF

### THE TRANSPORT SOLUTION

Councils in England (outside London) are now preparing Local Transport Plans (LTPs), which could last for 15 years. CTC has produced a guide for local authorities and campaigners on how LTPs can best cater for cyclists. With many newly-elected councillors now having to make decisions about transport, this is a great chance to shape transport policy. Download the guide at [www.ctc.org.uk/ltp](http://www.ctc.org.uk/ltp).

### NEW CTC WEBSITE

The new CTC website is moving on apace. To ensure the site meets the requirements of all potential users, we are creating a group of 'site testers'. Before the site goes live, the group will be able to 'play' on the new site and report on its performance. To participate, please email [publicity@ctc.org.uk](mailto:publicity@ctc.org.uk) and you will be sent an online survey to complete. A group representing the diversity of cycling will be selected from the survey results. Please don't be disappointed if you don't make the final group as your views will still be taken into account.

### GOING ELECTRIC

In a consultation on electric cycles, CTC has supported the relaxation of regulations to allow slightly more power (250 watts) and has argued for a lifting of weight limits. The former brings the UK into line with the European standard, while the latter enables delivery trikes and pedicabs legally to have electrical assistance – which could solve Royal Mail's problems (p6).

## Stop press: AGM results

The proposal for CTC to become a unified membership charity ended in deadlock at the 2010 AGM in Loughborough on 15th May. While a majority (54% of those voting) approved the motion for the Club and Charitable Trust to merge, the subsequent enabling motion – to amend

CTC's Memorandum and Articles of Association to bring them into line with the requirements of a charity – was not passed.

Approximately 60% voted for these amendments, but it required 75% approval and not merely a majority to be passed. Until that approval is gained, either at the next CTC AGM or at an Extraordinary General Meeting, progress towards becoming a unified charity cannot be made.

All other motions at the AGM were passed. These included: a £1 rise in adult membership subscriptions, which had been frozen for the last two years; CTC member groups to receive 'a substantial increase' in funds; and for the implementation of formal job descriptions for senior CTC staff posts, including the Chief Executive.

At the CTC National Dinner on the evening following the AGM, Mark Kiehlmann of CTC Scotland was named CTC Volunteer of the Year for 2009. Get Gorge-ous were CTC Voluntary Group of the Year, and Jonathan Sladden won The Gordon Selway Memorial Award for the CTC Campaigning Achievement of the Year.





## Bike Club: wheels in motion

**🌀** An after-school family cycling club, a mountain biking group, and a children's activity scheme running Bikeability training are among the first projects up and running under CTC's Bike Club programme. Bike Club was launched last year, and its support is fostering a range of projects by youth clubs, schools and young people's groups. The variety reflects Bike Club's diversity, encouraging young people to bid for funding to support

whatever best suits their needs.

The work of Bike Club is spreading still further, as officers begin work in Edinburgh, Glasgow and London. Posts in Belfast and Newcastle upon Tyne will soon complete the expansion of Bike Club made possible with additional funding from supermarket chain Asda.

To provide inspiration for the possibilities presented by cycling, Bike Club

has recently produced a guide, known as the Youth Achievement Toolkit. This resource not only gives youth leaders and young people ideas for cycling-related learning, but shows how their experiences can be accredited through the Youth Achievement Awards.

Bike Club's website is at [bikeclub.org.uk](http://bikeclub.org.uk), and features regional contact details as well as regular blog updates from Bike Clubs around the country.

## FROM THE TOURING DEPT MARK WATERS



When it comes to holidays, sticking to a strict budget will be more critical than ever this year for many. Finding a

destination where you can buy a lot for your pound isn't easy. Forget Western Europe and Australia – I've tried both this year and they're extortionate. For most, plans will already be in place; if not, do check out our information and route sheet index if you're still seeking inspiration for a destination – available at [www.ctc.org.uk](http://www.ctc.org.uk) or by contacting CTC National Office.

Staying in the UK is likely to be the cheapest option (but not always). Nipping over the Channel isn't too expensive and there is some lovely countryside close even to Calais. Don't think you need to head far south for good scenery. *Camping Municipal* sites (often not advertised) can be incredibly cheap to stay at. Get information at local *Syndicats d'Initiatives*.

My number one tip, wherever you are, is to cut down on café stops. Even if you're not camping, you can still pack a small stove and the necessaries for brewing up: minimal weight & minimal size if you're clever, and you'll save a fortune over a fortnight. Advice on stoves, and everything else to do with camping, may be found on our information sheet INF3 or email the Information Team for a copy.

Also think second-hand if you're stuck for a bit of kit, and think CTC Forum. Remember there's a 'wants' section too which can help if it's something unusual you're looking for.

## Election time isn't over

**🌀** CTC Council is the body elected by you, the members, to take CTC forward and ensure that what we do benefits cycling. Chair of Council David Robinson said: 'Members of the current Council have good skills in CTC's core areas of campaigning and local groups, but we also need councillors with business and professional expertise, and with CTC expanding its charitable work, members with experience of the charitable and voluntary sector.'

Council recognises that many members do not directly participate in CTC activities, so may have difficulty gaining the number of supporters needed to stand for Council. As a trial for this year, the number of signatures needed on a nomination form has been reduced from ten to five. Council is also able

to assist members who want to put their names forward but need help in contacting other CTC members.

Members of Council are elected for a three-year period to represent the members in their region, and nominations are now being sought for members to represent the North East, South West, Wales, Scotland, and Northern Ireland & Overseas regions for the three years starting on 1st January 2011. Nomination forms are available on the CTC website and from National Office and must be returned by 15th August 2010.

To find out more, see [www.ctc.org.uk/council](http://www.ctc.org.uk/council), contact an existing councillor or the Chief Executive (p80) or contact Sue Cherry (01483 238302, [sue.cherry@ctc.org.uk](mailto:sue.cherry@ctc.org.uk)) to come to a Council meeting to see what's involved.

## Cycling safety update

Lorry dangers in London, helmet law ins and outs, and progress with Stop SMIDSY



The 9th March launch of London's much anticipated Cycle Safety Action Plan was tragically overshadowed by the deaths of two cyclists in collisions with heavy goods vehicles. The morning of the launch, medical student Haris Ahmed died near London's City Hall, and the following day musician Shivon Watson died in Hackney.

At the end of March, London's Critical Mass took on a new tone. Usually the ride, held the last Friday of every month, is a celebration of cycling in the city. On 26th March, more than 600 people cycled to commemorate the lives of Haris Ahmed, Shivon Watson, and Professor David Vilaseca-Perez, who was killed by a lorry near London's South Bank on 9th February.

CTC welcomes the intent behind the Cycle Safety Action Plan (CSAP). In line with CTC's Safety in Numbers campaign, the CSAP calls for reducing the rate of cyclists' injuries and improving the perception of cycling as a safe and attractive transport option. However, the CSAP does not go far enough. Noticeably absent is strong support for 20mph zones and binding commitments for haulage firms and professional drivers. CTC would have liked for the CSAP to endorse making professional drivers undergo cyclist awareness training, in addition to calling for a study into the feasibility of changing lorry access rules.

CTC is working with the London Cycling Campaign and road victims' charity RoadPeace to reduce the danger lorries pose to cyclists. This group is creating a website that will serve as an authoritative source of information and campaigning resources to address the danger that lorries pose to cyclists and pedestrians. Look out for more news in the coming months. If you would like to get involved now, please send any suggestions for a name for the website to [campaigns@ctc.org.uk](mailto:campaigns@ctc.org.uk).

### Hello goodbye to helmet laws

In the Channel Islands, the States of Jersey (Jersey's parliament) has voted to ask transport officials on the island to draw up a helmet law that would ban children



Heavy goods vehicles are disproportionately dangerous to cyclists

under 18 from cycling without a helmet. They only voted against a helmet law for cyclists of all ages by a margin of one. The law was advocated by Deputy Andrew Green (a deputy is Jersey's equivalent of an MP), who is also chief executive of brain injury charity Headway. CTC member Daniel Wimberley, also a Jersey deputy, led the opposition, and will continue to do so with CTC's support. Another deputy even proposed a law to force all cyclists to be licensed, although this was more soundly defeated.

Meanwhile the City of Mexico has voted to repeal its helmet law. The city decided it was undermining their efforts to promote cycling's health and other benefits, and that it would also create difficulties for the city's Velib-style hire-bike scheme to be introduced shortly.

### Stop SMIDSY

CTC's Stop SMIDSY campaign has received over 1000 reports since launching last autumn. The range of bad driving

that cyclists have reported on the site is shocking, and many cyclists have also used Stop SMIDSY to report their experiences with the police and legal system. If you have made a report on Stop SMIDSY and you have new information for it, you can update it by logging into the site and clicking on 'my incidents' on the left-hand menu bar.

Stop SMIDSY reports can be forwarded to London's Metropolitan Police and Sussex Police. Both forces have agreed to take reports from Stop SMIDSY and use them in their own anti-social driving reporting systems. If you elect to have your Stop SMIDSY report forwarded, the police will usually write to the driver involved. In addition, both forces look for patterns in this data, such as multiple reports from the same road or the same car reported repeatedly, which they use in order to deploy resources more effectively.

You can find out more and get started on reporting bad driving at the Stop SMIDSY website: [www.stop-smidsy.org.uk](http://www.stop-smidsy.org.uk).