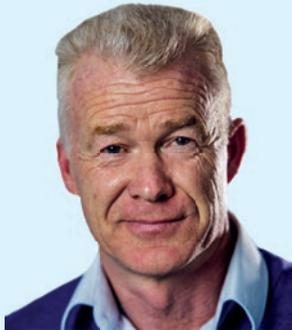


this is cycling UK



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Time to get active

Help us find out which prospective MPs will stand up for active travel, says **Paul Tuohy**. Then we can start getting the UK cycling and walking in the new year

Brexit or Bike-it? A general election is looming, and whatever your position on the former, it's the latter that Cycling UK is lobbying for. Cycling needs more investment because it can help tackle two other issues high on the political agenda: climate change and pollution; and the importance of the NHS and of protecting the health of the nation.

Current investment in cycling and walking in the UK is pitiful. In England it represents about 2% of the entire transport budget.

Unless this is increased to 5% immediately, and then at least doubled over the coming five years, there is no chance that the Government in Whitehall will achieve its own modest targets to double levels of cycling by 2025. But it isn't happening! We have to make those in government understand the folly of current spending policies on active travel: the policies themselves are practically inactive!

Show us the money

In London, we've seen how cycling infrastructure has been greatly improved. There was an increase in targeted funding, and many more people began to use the bike to get about. It's more complicated to do that nationally than just in London; there are towns and cities across the UK that simply have no investment and no guarantees that their local neighbourhoods will become more attractive to cycling.

I write this in early November, following recent meetings I and colleagues have had with politicians and advisers across the political spectrum to press Cycling UK's argument for increased and sustained investment in active travel. We had been expecting a budget, but events overtook this and we're now in election campaign mode.



Paul at No. 10 to press the case for investment in cycling

But what is clear is that whichever party or parties are in government by Christmas, there's an urgent need to convince the Treasury that active travel needs billions not millions. And the Treasury is bombarded by every department in government wanting more money for health, education, law enforcement, environment, social inclusion, and so on. To make ourselves heard, we have to try both top-down and bottom-up approaches.

“*There's an urgent need to convince the Treasury that active travel needs billions not millions*”

Question your candidates

If ever the time was right to invest in a clean, affordable means of moving around, which makes you feel good and adds years to life expectancy, now must surely be it. The benefits of having an active lifestyle are unquestionable. This is why we need you to ask your parliamentary candidates, whatever their party, to stand up for cycling and walking (see 'Election 2019', p8) and pledge to support an immediate increase to 5% of transport spending on cycling and walking, increasing to at least 10% within five years.

We will let you know the responses so you can then, with a simple click, write again to those who haven't pledged. Once MPs are elected, we will know who best to lobby to ensure we get what we want. So while the election coverage may be driving you nuts by now, put the divisive issue of Brexit to one side for now and focus on an issue we can all get behind: more investment in cycling. Because while the issue of underfunding REMAINS, we will not LEAVE it alone.

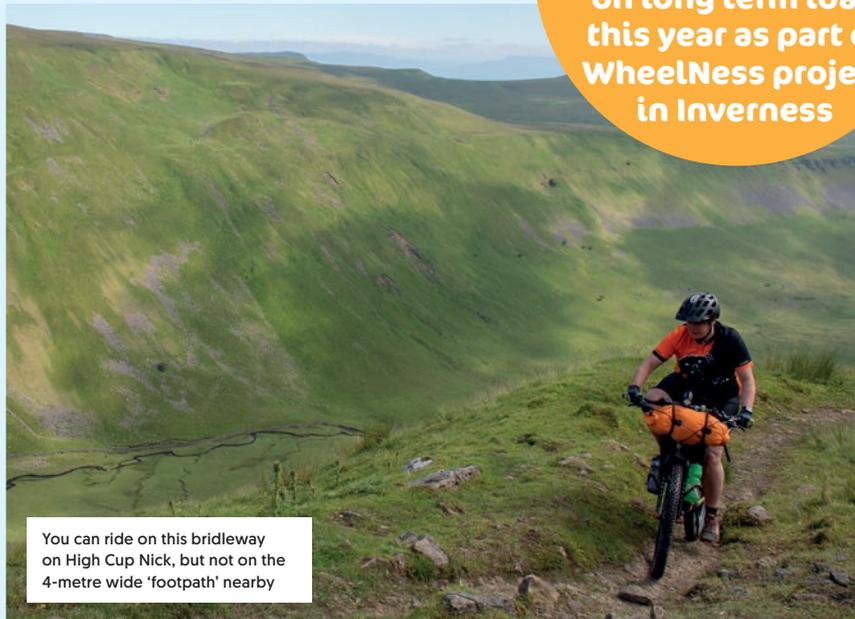


824

New volunteers came forward this year to help with Cycling UK activities



106 bikes
Provided to people
on long term loan
this year as part of
WheelNess project
in Inverness



Left: Joolize Dymond

You can ride on this bridleway on High Cup Nick, but not on the 4-metre wide 'footpath' nearby

Rights of way

ACCESS MORE AREAS

New report on National Parks and Areas of Outstanding Natural Beauty adds weight to Cycling UK's call for improved cycling access. **Duncan Dollimore** elaborates

An independent report into England's National Parks and Areas of Outstanding Natural Beauty (AONBs) was published in September, 70 years after the legislation that enabled the creation of the National Parks was passed.

The 'Glover Review' – it was headed by writer Julian Glover – acknowledges that, while the Parks were meant to enable everyone to enjoy the countryside, they can seem exclusive. The report recommends extending access rights in our national landscapes, noting that there is often a presumption against multi-user access. To connect more people with nature, the report adds, the Government should consider whether the levels of open access in our most special places are adequate.

This report resonates with our off-road campaigning. Our Trails for Wales campaign with OpenMTB helped to persuade the Welsh Government to announce changes to public access this year. Cycling and horse riding will be allowed on most (not all) footpaths, and

some restrictions on open access land will be lifted, permitting cycling, horse riding, and other activities. There is still work to be done to deliver this but now, with the Glover recommendations, there is momentum for us to move countryside access up the agenda in Westminster – once normal service resumes!

Our experience developing the Great North Trail, launched in August, demonstrates why this is sorely needed. Whilst the 800-mile route from Derbyshire to John o' Groats or Cape Wrath allows you to ride off-road through stunning scenery, in places we've had to divert onto a section of road we'd rather have avoided, simply because we can't promote the obvious car-free route – such as the section of tarmac footpath by a reservoir at the top of the Pennines, which we can't cycle on because it's called a footpath, despite being surfaced and four metres wide.

Intrigued? There's a campaign film coming out shortly highlighting these absurdities, to promote our call for improved access rights in England. Watch this space!

X CHRISTMAS CLOSURE

The Cycling UK offices will be closed from 3pm on Christmas Eve (Tuesday, 24th December) and will not reopen until Thursday, 2nd January.

Politics

ELECTION 2019

Ahead of the general election on 12 December, spare a few minutes to stand up for cycling and walking. Cycling UK is calling on prospective MPs to support more funding active travel, and you can put the question to them too. We'll be recording their responses online. To see where your future MP stands, visit: cyclinguk.org/election2019.



Wales

CYCLE ON THE SENEDD

More than 100 cyclists took part in the annual Cycle on the Senedd, riding there from Pedal Power café to call on the Welsh Government to increase funding for cycling and walking to at least £20 per head each year. They were addressed by Health Minister Vaughan Gething AM. cyclinguk.org/news/hundreds-cycle-senedd-calling-ps20-head-cycling.



Cycle training

BIKEABILITY UNDERFUNDED

Cycling UK has called on the Government to increase funding for cycling training so all year six students in England can benefit. It follows an announcement in October of a £13m investment in Bikeability for 2020, allowing 50% of English primary schools to continue to provide training. cyclinguk.org/press-release/double-funding-so-every-10-year-old-can-learn-ride-bike

Cycle-friendly employers

UNI CYCLING SUCCESSES

Digital maps of cycle parking, guided commutes, and a public cycle hire scheme are just some of the ways gold-standard Cycle-Friendly Employers are encouraging their staff to get back in the saddle. All of these are initiatives in place at universities accredited in the last year. York, Swansea and Queen's Belfast are leading the way in promoting cycling.



Queen's University Belfast: a gold-standard Cycle-Friendly Employer



Left: Café Velo

Cyclist cafés

CUPPA WINNERS

Five winners are raising celebratory cups – of cappuccino, espresso or tea! – after being named Cycling UK's Cyclist Café of the Year 2019. They are: The Feed Station in Somerset, England; Lanterne Rouge in East Lothian, Scotland; Pedal Power in Glamorgan, Wales; and The Auction Room in Londonderry, Northern Ireland. Bank View in South Yorkshire, England, won the Lifetime Achievement Award.

These cafés were selected not only for the delicious snacks and drinks that they offer, but for the facilities and services available for the benefit of the cycling community. Each of the five award winners will receive a plaque to commemorate their achievement.

Thanks to everyone who voted. We received over 1,000 nominations, which put more than 200 different cafés in the running. The judging panel included coffee and cake enthusiasts from Cycling UK's team of staff, trustees and group members, and was headed up by Celebrity MasterChef winner, cook book author, and keen cyclist Angellica Bell.

Among the shortlisted cafés in the running this year were Velolife in Maidenhead, which has been the subject of numerous headlines after the council tried to ban cyclists meeting there, and Mud Dock in Bristol, which has been under strain due to proposals of substantial rent increase. cyclinguk.org/cyclist-cafe-winners-2019

Dutch Reach

DRIVING HOME THE MESSAGE

If you were able to visit the Cycle Show at the NEC in Birmingham in September, you may have spotted we had a bigger presence than usual. And with a much larger stand, we were even able to bring along a convertible Mini to help us demonstrate our virtual reality film on the Dutch Reach. We had queues of people waiting to try out our



VR headsets. Duncan Dollimore's stage slot on the Great North Trail with Anna Glowinski on Saturday afternoon also proved hugely popular. bit.ly/cycleshow2019video

13,065
new trips made by
bicycle in England
this year through
the Big Bike Revival



Respondents to the draft strategy said they wanted more cycle lanes and fewer dangerous roads

Left: Andy Catlin

Scotland

A STRATEGY FOR CYCLING?

More than 600 cyclists used a Cycling UK online action to respond to the Scottish Government's draft National Transport Strategy, calling for better provision for bikes. The strategy will set the transport agenda in Scotland for the next 20 years. With Scotland having to make deep cuts to its greenhouse gas emissions by 2030 to meet new climate targets, cycling will have to play a key part.

The Scottish Government has indicated that taking action on climate change will be a key priority in the new strategy. But with only 3% of people cycling to work in Scotland, compared with 67% who drive a car, huge effort is needed to help people make lifestyle changes.

Jim Densham, Cycling UK's Campaigns and Policy Manager for Scotland, said: "Cycling is a zero carbon and healthy

“Only 3% of people cycle to work in Scotland, compared with 67% who drive”

way to travel so it must be at the heart of Scotland's new National Transport Strategy. We believe that only radical change in policy and strategic direction will enable people to get out of their cars, and instead cycle, walk or use public transport."

Fear of dangerous roads was the main reason given [56%] by all respondents for not cycling or not cycling more. Others said they were deterred by not enough cycle lanes where they live [19%] and speeding drivers [13%].

What cyclists want

More than half [55%] of those using our online action said that segregated cycle lanes in urban areas were one of the two most important things that would encourage them to cycle more. Others picked a better linked National Cycle Network [14%] and more space for bikes on trains [9%].

The Scottish Government aims to have the strategy completed by the end of the year. You can read the draft version on the Scottish Government's website: [transport.gov.scot/our-approach/national-transport-strategy/](https://www.transport.gov.scot/our-approach/national-transport-strategy/).

Outreach

CYCLE FOR HEALTH

This year more than 140 people in West Yorkshire benefitted from our Cycle for Health scheme. It helps people recover from physical or mental health conditions by inspiring them to start and carry on cycling. Half the participants came from deprived areas, 63% were women, and 28% were non-white. Cycle for Health is delivered in partnership with West Yorkshire Combined Authority, and Cycling UK is keen to bring it to other parts of the UK. cyclinguk.org/community-outreach/health

Cycle lanes

SCOTLAND PARKS PROBLEM

Scotland has missed a chance to close a legal loophole allowing parking in a cycle lane. Despite 5,500 emails being sent to MSPs urging them to address the problem, following a Cycling UK campaign, the Scottish Parliament voted against the amendment. However, a ban on pavement parking was passed.





Pat Harrow's time as Secretary of CTC Tayside. She was given a Certificate of Appreciation



Gift membership of Cycling UK includes a recycled Innertube wallet or phone case

Membership

GIFT AID: IT'S NOT TAXING

You may have received, or be about to receive, a call from our partners QTS Fundraising, inviting you to agree to Gift Aid. Following a pilot campaign over the summer, 60% of members contacted were happy to sign up to Gift Aid. This has resulted in an estimated £30,000 return for the charity!

Gift Aid is a UK tax scheme that allows charities to claim back the tax an individual has paid on their donation. It increases the value of your membership to us by 25% at no extra cost to you. So for an adult membership at £48, this would be £12.

You can make a Gift Aid declaration over the phone or on our website by logging in and clicking on the Gift Aid tab on your account page.

Membership

A GIFT THAT KEEPS GIVING

Come Boxing Day, it's estimated that more than a hundred thousand tonnes of plastic waste will be destined for landfill. This December, we're aiming to do our bit to help make it a plastic-free Christmas.

Unlike throwaway gimmicks, a Cycling UK gift membership lasts all year. Your recipient will receive six issues of Cycle magazine, discounts at cycling and outdoors shops, third-party insurance up to the value of £10m and free legal advice, while also helping Cycling UK continue our charitable and campaigning work to help get a more million people cycling by 2025. Talk about a cycle of good!

Speaking of which, our gift membership also includes a unique handmade wallet or phone cover made from recycled innertubes

by Cycle of Good (see Stocking Fillers p28). The innertubes are transported to Malawi using the same shipping containers Cycle of Good uses to send over donated secondhand bicycles. Wallets and phone covers (as well as other items) are then made by Cycle of Good's team of ten Malawian tailors, and then sent back in shared shipping space on a container to the UK. Nothing is air freighted. Each gift is unique, upcycled, and handy for whether you're out on the road or the trail.

So this Christmas, why not give someone a gift that will keep on giving all year round – both to them and many others?

Gift membership of Cycling UK costs from £22. Visit cyclinguk.org/xmas19/mag.

Inclusive cycling

CYCLES ARE MOBILITY AIDS

As any member of Cycling UK can testify, our bikes can feel like an essential part of our lives. But for many people they really are: their cycles are

their mobility aids. That's why Cycling UK is backing Wheels for Wellbeing's 'My Cycle, My Mobility Aid' campaign. It's calling for pedal cycles to be

officially recognised as mobility aids, just like wheelchair and electric scooters. Find out more at cyclinguk.org/my-cycle-my-mobility-aid.



Mags Lewis has walking difficulties and depends on her e-bike to get around