

NHS
£17bn
Saving to the NHS over 20 years if UK cycling levels matched Denmark's (source: IPPR report)



Groups

LOCAL GROUP AGMS

It's AGM season for Cycling UK groups, who will be holding their annual meetings throughout April and May. Our member groups are a massive part of the charity, promoting a healthy and active lifestyle for all riders. For more details on how to attend your nearest AGM or get involved in your local group, contact your local group secretary. If you're not sure who that is, there's an interactive map on our website where you can select your nearest group and find the contact details. cyclinguk.org/group-listing

Governance

TRUSTEE ELECTIONS

This year the Cycling UK trustee application process will be launched in the June/July edition of Cycle magazine. For information on the role of trustees at Cycling UK, visit cyclinguk.org/about/cycling-uk-board/how-to-become-a-trustee. Voting for prospective Cycling UK trustees will be launched in the October/November magazine.



Enabling people to cycle improves the nation's health

Left and far left: Joolze Dymond

Campaigning

CYCLING DELIVERS

New report makes an economic case for cycling investment. **Duncan Dollimore** elaborates

Telling our members about the benefits of cycling feels like preaching to the converted. Yet despite this seeming obvious to us, not everybody knows. One politician I won't name told me that he knew all about the benefits of cycling, but he'd clearly not heard before that investing in active travel was also good for local businesses and superb value for both the local and national economy.

The economic case for investing in cycling takes into account the cost and consequences of inaction, including the public health costs of inactivity and a less healthy population. In the run up to a general election, many politicians are focused on how much things will cost, when they should be thinking about the benefits and the return on investment.

That's why we commissioned independent think tank IPPR [Institute for Public Policy Research] to undertake a report setting out how much investment is needed to deliver the type of cycling infrastructure which would enable many more people to cycle across England. The report focused on funding

in, and data from, England. However, the principles and recommendations are relevant throughout the UK.

IPPR's 'Stride and ride' report doesn't just focus on costs. It majors on the benefits, including the huge savings to the NHS. Highlighting the disparity in funding across the UK, with Scotland and Wales investing much more per head in active travel than England, the IPPR report points to the continuous underfunding of walking and cycling in England. It recommends that spending should increase to at least 10% of the total transport budget, instead of the 2% it is now.

We already knew about the benefits, and we've pushed for that level of funding before, but we've never had an independent think tank report so clearly setting out the compelling case to politicians, and explaining why spending more to get more people cycling is such a fantastic long-term investment. That's the message we'll be taking to politicians and candidates as the election draws nearer.

cyclinguk.org/ipp-report