

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



Struggling up the old A6 on a wet and very windy November night in Lancaster, astride a protesting

Brompton, followed by fish and chips in a bus shelter: that was my less-than-inspiring prelude to CTC Lancaster and South Lakes' AGM. But once I'd arrived, there was warmth, a welcome, tea and delicious homemade biscuits. I also discovered record audax entries, a busy rides schedule, and a cutting-edge Right to Ride campaigner. It was a CTC success story that I'm sure was repeated throughout the country at other member group AGMs.

Twenty-ten (or should it be Twenty's Plenty?) has been an exciting year for CTC, with record membership, record new group formations, a record number of projects and the most staff we've ever had.

There is a temptation to be overwhelmed by the gathering dark clouds but just like being on a bike ride, when the weather changes you've just got to get on with it. Getting people on bikes always excites me and a Workplace Challenge has taken place in my town. The results are impressive, especially the excited blog entries from newcomers to cycling. CTC was one of the pioneers of the scheme and it's another example of the many ways we try to get people cycling.

In this magazine there is an all-member ballot: please return the voting slip and let's ensure that the result reflects the view of as many members as possible. It's your support that enables CTC to work effectively, delivering services to members and getting more people cycling.

# Cycling England axed

No more central grants for cycling... but half a billion to be made available to local authorities for sustainable transport schemes – including cycling



The future of Cycling England went up in smoke in mid-October when it was thrown on the so-called 'bonfire of the quangos', a few days before Chancellor George Osborne announced his swingeing Spending Review for the next four years.

In line with the coalition government's thinking on localism, there will be no more ring-fenced central grants for cycling in England, save a small pot to ensure the continuation of Bikeability cycle training. Wales, Scotland, and London will all suffer cuts to their transport budgets, but decisions on how much cycling gets as a proportion of that total are pending. In Northern Ireland the roads budget has been pumped up from £149m to £225m, while the cycling budget for the Belfast region has been slashed by 98%, down to just £8,000 – under ½ pence per person per year.

The Chancellor's spending plans involve not only simplifying those funding streams for local transport spending, but also reducing the total. However, a significant chunk of the funding will be available through the new Local Sustainable Transport Fund (LSTF), worth £560m over four years.

Next year the LSTF will have £80 million available, with increasing amounts in subsequent years. CTC will be lobbying to ensure that as much as possible of the new funding is guided towards cycling. Encouragingly, most of the fund is 'revenue' rather than 'capital' so it can be used for cost-effective measures like cycle training or promoting cycling in schools and workplaces. Although the economic case for cycling is strong, local authorities may be under pressure to divert funding to support previous projects – including bus services,



Norman Baker MP says big money for cycling is available

Photo: Marcus Ahmed

which are now facing subsidy cuts – rather than start devoting more resources to what is in many areas deemed to be a marginal transport mode.

We will almost certainly see big reductions in the work programmes now being delivered with Cycling England's £60 million budget, match-funded by local authorities. Around £15 per person per year is now being invested in cycling in the 18 Cycling Towns and Cities, boosting cycling levels by 5-10% per year. The changes to the LSTF will likely mean less money spread more evenly between local authorities. This may mean that promotional activities, which benefit from economies of scale, will have less impact.

The Minister for Cycling, Norman Baker MP, has made clear his priorities: 'There is a pot of money – £560 million – in the local sustainable transport fund, much of which I am sure will be directed towards activities related to cycling.' Will local authorities follow his advice?

CTC continues to press for post to be delivered by cycles



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 CTC's free weekly email newsletter  
 Send your CTC membership number to membership@ctc.org.uk

## NEWS IN BRIEF

### SUMMER DRAW WINNERS

Congratulations to the winners of CTC's Grand Summer Draw: £2,000, P Michelmore; £1,000, T Barber; £500, R Lambert; and winners of £100 runner-up prizes, Anne Ogston, MJ Jones, C Rock, J Heron, and KR Critten.

### CTC LIFE MEMBERSHIP

New CTC life member cards were sent to over 1,500 people in October. The latest life membership rates are based on your age and the number of years you've been a member. The basic rate is £925, equivalent to 25 yearly subscriptions. But this is discounted by your age multiplied by £9.25 and the number of subscriptions you've paid multiplied by £4.62. So a 50-year-old who had been a member for 10 years would pay £416.30. For more details or to take up life membership, call 0844 736 8451.

### BIKE CLUB NEWSLETTER

Bike Club, which helps to get more young people riding, now has a newsletter, available by email or post. Sign up by emailing info@bikeclub.org.uk, or by calling 0844 736 8464, making clear which method you prefer – if by post, please also send your address.

### SUPPORT CYCLING VIA EBAY

You can now donate a percentage of your eBay sales to CTC. When you're creating your sale listing, click on the 'select another charity' link and search for CTC. Then choose a percentage of your sale to donate. For supporting us, eBay will also give you a charity fee credit.

# Keeping you posted



Following Channel 4's coverage of all your letters being delivered to Royal Mail's new Chief Executive Moya Greene, CTC continues to press Royal Mail to 'Keep Posties Cycling'. We met their deliveries director Geoff Braden, who told us that Royal Mail now proposes to keep bikes for up to 3,000 delivery rounds – their previous plans were for just 500.

CTC's Vice President Lord Berkeley then met Ms Greene, who agreed to attend a meeting of the All Party Parliamentary Cycling Group, of which Lord Berkeley is Secretary. This provided an opportunity to persuade Ms

Greene to look into cycle awareness training for their van and lorry drivers.

We also want the Government to relax the weight limit for electrically assisted freight cycles, making them a more viable option for Royal Mail. We will be raising this point shortly in a meeting with Road Safety Minister Mike Penning, and hope to persuade him that boosting the carrying capacity of freight cycles could drastically reduce the number of delivery vans on our streets – not just red vans but white vans too!

More on this story at [ctc.org.uk/royalmail](http://ctc.org.uk/royalmail).

## CTC AGM: call for motions

Notice is given that the AGM of Cyclists' Touring Club is to take place at 1.30pm at Weymouth & Portland National Sailing Academy, Osprey Quay, Portland, Dorset, DT5 1SA on Saturday 14th May.

Members wishing to propose motions to the AGM should do so by writing to the Company Secretary at CTC National Office by 1st February 2011, accompanied by the signature of a seconder who must also

be a current CTC member.

It is strongly recommended that anyone wishing to propose a motion should contact CTC's Chief Executive Kevin Mayne or a member of Council for advice on the format of motions.

## Motion replay

There is to be a re-run of the vote for CTC to become a unified membership organisation with charitable status, a motion that was passed at the 2010 CTC AGM in May. A petition signed by 600 CTC members has called for a re-vote, and CTC's Articles of Association require that a poll of the whole Club now take place. Voting slips are provided with this issue of Cycle.

The charity motion (motion 8) had in fact stalled because the enabling motion (motion 10), to change CTC's Memorandum and Articles of Association to bring them into line with the requirements of a charity, was not passed at the AGM.

Cycle magazine contacted petition organiser Jeff Tolleran to find out why he had sought to re-run the vote on motion 8, given the existing stalemate, but he declined to be interviewed. CTC Councillor and Chair of its management committee Barry Flood, one of those in favour of motion 8, did speak to Cycle.

'This is a straightforward matter,' he told the magazine. 'Council proposals are in line

with consistently favourable external professional opinions on the matter, and CTC will continue to be the membership-controlled organisation it has been for 132 years.

'There is almost total unanimity in favour on Council, a view that was ratified by our AGM in May. A small minority, who bizarrely concede that they are not against the charity proposal in principle, have now rejected the will of the AGM and petitioned for a re-vote.

'If CTC were to be founded today it would join the ranks of other respected membership charities like the Ramblers, RSPCA, and the National Trust because the new Charity Act 2006 lets us make our members the beneficiaries of our charity. The "public" in "public benefit" is *us* – the current and future membership of CTC!

'With the new Act, the government recognised that healthy, environmentally friendly cycling is good for our country, and offer us up to £160,000 in tax relief to help our work, additional assistance that "no" voters would have us



reject. These will be our funds, to be spent directly by us, on traditional member benefits like local member groups, and additional financial support for local and national events.'

Jeff Tolleran did provide a written statement, in which he said: 'This petition was submitted because I and many others are so unhappy at the way in which the proposal to convert the CTC into a full charity was presented to members and the way in which the motion promoting it at the AGM was handled. These grounds are clearly spelt out as numbers one to five in the petition... [Additionally] Nothing has been said to confirm that National Office will not resubmit motion 10 to proceed with conversion.

'The CTC is a membership organisation and that is what members wish it to remain. The CTC has failed to make a

convincing case to demonstrate benefit for members not achievable without becoming a full charity. Far from gaining more control, CTC as a charity would be required to put public interest and charitable objects above the interests of members.

'What do I seek to achieve? That the CTC postpone its ambition to register the CTC as a charity and merge the Club with the CTC Charitable Trust, but concentrate instead on developing and enhancing its core functions as a membership club... The time is not right for the CTC to become a full charity.'

The debate has been covered in detail – see [www.ctc.org.uk/charity](http://www.ctc.org.uk/charity) for information and links. It's now down to the membership again to decide. In order to attract as many votes as possible, all voting papers will be entered into a prize draw (see opposite page).

### The petition

In accordance with the provisions of Article 36.1 of the CTC Articles of Association, we the undersigned members of the Cyclists' Touring Club hereby protest against the provisions of the motion on charitable status (Motion 8 on the Agenda for the AGM) passed at the Annual General Meeting on 15 May 2010. The wording of the motion was as follows:

'This AGM agrees that the Cyclists' Touring Club should be registered as a charity and merge with CTC Charitable Trust to form a single, unified membership organisation with charitable status.'

We protest the motion on the following grounds:

1. there was insufficient consultation with the membership on the proposals outlined in the motion;
2. that the membership were provided with incomplete and misleading information as to the potential effects of the proposals;

3. that those opposed to the proposed changes were not given equal access to the resources of CTC, such as the member magazine, e-mail newsletter and membership lists, to put forward their arguments to the membership;
4. that motion 8 had been lost on the votes cast at the meeting and the directed proxy votes, and was passed only by the use of the Chairman's discretionary proxy votes which were cast against the prevailing wishes of the membership;
5. that the Chairman acted inappropriately in casting his discretionary proxy votes after the results of all other votes had been revealed, rather than at the time other discretionary proxy votes were cast by those holding them.

In accordance with the provisions of Article 36.2 of the Articles of Association, we require that the motion be put to a poll of the whole Club.

### Response on behalf of CTC Council

'The petition doesn't reflect the evidence, professional advice received by the Council, or Company Law. There were votes at two AGMs, three consultations, a head-to-head debate in Cycle, a 20-page website, and 1,600+ posts on the CTC forum.

'All information was subject to review by professional advisers and all questions raised by members through the answer service "Members matter" were answered and circulated to Council.'

Shivaji Shiva, CTC's Honorary Consulting Solicitor, provided advice on the casting of proxy votes. 'The Chairman's approach to exercising discretionary proxies reflected his reasonable view as to the intention of those who appointed him as their proxy. The view of Council on the resolutions was clear and those giving the Chair discretion can reasonably be assumed to have expected him to vote in accordance with the stated position of Council.'

# WIN! PRIZE DRAW



## Vote in the poll of the whole Club and qualify for our free prize draw

All returned forms for the poll of the whole Club (see opposite) will be entered into a free prize draw for the following great prizes from the CTC Shop.

### 1st Prize: Gore Bike Path II GORE-TEX Waterproof cycling jacket (men's or women's), RRP £139.99

The Gore Bike Wear collection offers high-functional clothing for cyclists – from the spare time rider to the full-on mountain biker right up to the professional road cyclists. And for all weather conditions! Reliable protection against rain and wind with a comfortable fit. The best choice on your daily trip. GORE-TEX® Paclite® Shell.

### 2nd prize: Ortlieb Office Medium Pannier £85.00

Ortlieb are the masters at keeping your gear dry when everything around you is getting wet! Their heavy-duty bags with welded seams are a classic piece of outdoor gear and will last for years. The distinctive roll-top closures will withstand water ingress even if the bag is submerged

### Two 3rd prizes: Lifeline Workshop tool kits, £64.99 each

A 30-piece bike tool kit for your workshop needs. The Lifeline Workshop Tool kit is ideal for the rider who likes to maintain his or her own bike. It is also extremely useful on event days and can fit inside an average kit bag. Inside you will find most of the tools required to tackle bike maintenance at home.

### Plus 20 copies of The Cyclists' Companion, £9.99

The definitive guide to all things cycling; from Eddy Merckx to underwater cycling, from cycling inspired songs to cycling in space. Packed with all the information you need to know, never knew you needed to know, and perhaps thought you didn't need to know anyway. For more information on all prizes go to [www.ctcshop.org.uk](http://www.ctcshop.org.uk)

#### PRIZE DRAW RULES

Only entries from CTC members on a valid voting form for the Poll of the Whole Club published on 1st December 2010 received by the closing date for the poll will be acceptable. Only one prize per form received. No purchase necessary. The draw will be made on 21st January 2011. The winners will be notified by telephone, email or post. Delivery of prizes is normally 2 weeks from contact with the winners. There are no cash alternatives. The draw promoter is CTC, Parklands, Railton Road, Guildford GU2 9JX. Employees of CTC and their agents may not enter. Winners will be published in Cycle magazine.

'Shoes featured are the new leather SPD touring shoes SRT707, Stelvio-705 and SS502 sandals. Available from all good cycle shops and online. Distributed in the UK by Riva Sport Industries. Tel: 020 8965-2510'

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"It's the shoe that tourists and commuters alike have been waiting for -I've not worn any of my road cycling shoes since"-Chris Juden-CTC Review

## Station cyclepoint opens

 Combining cycle parking, cycle hire, repair services and sales, the UK's first Cyclepoint has opened at Leeds City Station. It was opened in September by Northern Rail – part owned by a Dutch rail company – with a grant of £500,000 from Network Rail. It offers 300 cycle parking spaces at £1/day, with discounts for season ticket holders; bike rental at £8/day; and the opportunity to get your bike fixed or buy accessories. It's manned during the working day and its users have 24/7 access by electronic means at other times.

Northern Rail also have plans to improve cycle access to their stations within their Bike 'n' Ride initiatives, citing the fact that 60% of the UK population lives within a 15-minute cycle ride of a rail station. Cycling reduces traffic and crowd congestion at stations, as passengers don't have to wait for onward travel connections. Northern Rail hope that




Photo: Arthur Spurr

the project will free up cycle spaces on board trains too.

The Leeds Cyclepoint is directly opposite the main station entrance next to the taxi rank. It's a two-storey building, with scope for expansion once demand increases. New Transport Minister Norman Baker MP said: 'More and more commuters are wanting to cycle to and from the station, which is why expansion of cycling facilities, like this Government-funded project in Leeds, are so important.'




## Cycle has best writing

 Cycle magazine was presented with the inaugural prize for best writing in the cycling media at the Cycle Show at Earl's Court in October. The Cycle Show Photography and Writing Awards were awarded for 'the most talented writers and photographers in the field of cycling over the past 12 months'.

Cycle won the award for 'Cycling back to being me' by Caroline Waugh, which appeared in the October/November 2009 issue. Editor Dan Joyce accepted the trophy from show director Andrew Brabazon.



## Changes on Council

 As reported in the last issue of Cycle, elections were required for the places on Council for the North East and Wales Regions. More members than in the past returned ballot papers, a trend very much welcomed by Council.

The results of the elections are that Tim Jackson for the North East and Peter Brake for Wales are re-elected to Council.

In Scotland, following a further call for nominations, only one nomination was received, so Peter Hayman

is also re-elected to Council. All three members will hold their post on Council for the three years from 1st January 2011 to 31st December 2013.

A full list of CTC Councillors appears in each issue of Cycle. See page 88.

## FROM THE TOURING DEPT MARK WATERS



It's getting to that time of year when cycling is less pleasant than sitting by the fire and planning next year's cycling

trips. If you've never indulged in cycle travel for the sake of it, I'd urge you to plan now to set aside a day, a weekend or even a week to try something new and different and go off somewhere with your bike. Make it your New Year's resolution!

I recently spent a very agreeable hour with Jim Sayer, Chief Executive of our US cousin, the Adventure Cycling Association ([www.adventurecycling.org](http://www.adventurecycling.org)). I'm sure Jim won't mind me sharing a couple of his ideas, because they rang bells with me and might with you too. He suggested thinking of 'cycle touring' as 'cycle travel'. There's no difference but some people find the touring word unappealing.


Whatever you prefer to call it: if you've never indulged in a little two-wheeled exploration, maybe that time has come. Even if you have no interest in nature, scenery or architecture, the simple camaraderie enjoyed by a small group heading off to, who knows where, will open doors into a world of possibility.

If you've already tried cycle travel, then why not try it again but for longer, so you can double the pleasure? The possibilities are endless and of course, CTC is available to help if you need it. Call 0844 736 8450 or email [cycling@ctc.org.uk](mailto:cycling@ctc.org.uk).

For more thoughts on this topic, check out the article 'Extend your Limits' on <http://touringblog.wordpress.com/>

## Helmets hit headlines

Pressure for cycle helmet use has been cropping up across the UK. Victoria Hazael provides a round up and outlines CTC's response

 CTC has campaigned since the 1980s against any law to force cyclists to wear a cycle helmet, while acknowledging that it is – and should remain – up to each CTC member to look at the evidence and decide whether they want to wear a helmet when cycling. Yet threats of compulsion keep recurring.

### Northern Ireland

CTC Campaigns and Policy Director Roger Geffen travelled to Northern Ireland to meet with CTC campaigners ahead of calls from one politician to make cycle helmets compulsory.

Pat Ramsay AM, a SDLP member of the Northern Irish Assembly, with the support of the brain injury charity Headway, has tabled a 'No Named Day Motion' asking for legislation to ban children cycling without a helmet.

Ramsay was reported to be drafting the motion for the Environment Minister Edwin Poots AM to consider. Minister Poots, however, told Roger Geffen and CTC's Northern Ireland Right to Ride representative Tom McClelland that, if a motion were brought forward, he is not inclined to support it.

Minister Poots had told the Northern Ireland Assembly: 'two adult cyclists were killed in 2008 compared with two in 2007 and one in 2006. There have been no child cyclist fatalities here since 2005. Between 2006 and 2008 ten children and 20 adults, on average, were seriously injured each year on bikes.' He added: 'I have no plans to make mandatory the wearing of helmets by cyclists – for adults or children.'

### London

The success of the London Cycle Hire scheme has been overshadowed by an argument over whether helmets should be given to all users. Headway called for helmets to be provided 'before someone



Over a million 'Boris-bike' trips have been made, with just five reported injuries

is killed' and stories appeared in the Telegraph and the Daily Mail claiming that two cyclists using the hire bikes had been hospitalised with 'severe injuries' requiring brain scans. Headway's concerns were also raised in the Lords and in the London Assembly. In response, Boris Johnson confirmed that the brain scans were a routine procedure and that there was no injury, let alone a severe injury, in either case.

Since the scheme went live in late July, over a million 'Boris-bike' trips have been made, and at the time of writing, there have been just five reported injuries. This is a very low injury rate, as Government data would suggest a typical rate of 18 reported cycle injuries per million trips.

In stark contrast to the success of the London Cycle Hire, Melbourne Bike Share in Australia is struggling to attract large numbers of users. It is thought the law making it illegal to cycle without a helmet in Australia is preventing many people from just hopping on and cycling.

### Suspect safety study

CTC's Campaigns and Policy team is pressing ministers and the Department for Transport to revise or withdraw the published summary of a report on helmets, which DfT commissioned as part of its wider cycle safety study. The Cycle Safety Research Project claims that, 'A specialist biomechanical assessment of over 100 police forensic cyclist fatality reports predicted that between 10 and 16% could have been prevented if they had worn an appropriate cycle helmet.'

The summary neglects to mention the report's most important finding: that it was 'impossible to definitively quantify the effectiveness or otherwise of cycle helmets based on the literature reviewed'. Meanwhile the 10-16% statistic was not based on detailed consideration of the impact forces and speeds, as would be suggested by the phrase 'A specialist biomechanical assessment'.

It was, in fact, calculated purely from notional estimates of the effectiveness of helmets in impacts with motor vehicles and with the ground respectively. Even the researchers themselves acknowledged that 'there was no specific evidence to support these estimates', yet it is being cited in support of the proposed helmet law in Northern Ireland, as well as by several local authorities and employers looking to impose helmet rules on their staff.

CTC will shortly be meeting Road Safety Minister Mike Penning MP to discuss this and other cycle safety issues.