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Photo: jason@cycling-images.co.uk

Ringling the changes

Phone numbers for CTC member services have changed to a new, lower-rate service. And the Membership Department will soon have a new address

The 0870 phone numbers for contacting CTC have been changed to a new range of 0844 numbers, which cost 4p per minute instead of 8p.

CTC adopted the use of 0870 numbers for member services in 2001, and subsequently for cycle training, because the numbers are 'non-geographic'. Underlying the 0870 number is an ordinary telephone number, but whenever this number changes the 0870 number remains the same. This prevents problems when there are changes in the way a membership service is delivered.

When CTC adopted the 0870 numbers, the caller paid a 'national rate' call charge: 8p per minute. Since all members other than those living in Godalming were paying the national rate to contact CTC National Office, Council agreed to adopt 0870 numbers as offering benefit to CTC at no extra cost to most members.

Since then we've seen the liberalisation of the

telecommunications market. Many providers offer call packages where, in return for a higher rental, the customer is charged for calls at a lower rate, or sometimes not charged at all. As BT refused to allow non-geographic numbers to be included in

"CTC will also publish the geographic phone numbers so members can use these"

call package bundles, members with them were charged at the full national rate of 8 pence per minute.

Another complaint has been the alleged practice of some organisations to extend the duration of calls to them using 0870 numbers in order to inflate their income from the calls. CTC does receive a small rebate from the use of the 0870 numbers, but this only matches the cost of the numbers to CTC, which would otherwise be met from subscriptions.

Before you make a call to CTC, check the new numbers on page 80

Issues with non-geographic numbers led to a review by the regulator, OfCom. Reviewing the new structure, Council concluded: first, that the use of non-geographic numbers makes good sense for CTC; and second, that because not all members contact CTC by phone, the caller rather than CTC should bear the costs of the call, although that should be as low as possible.

These conclusions have led to the replacement of the existing 0870 numbers with 0844 numbers, which cost half the existing national rate. While 0844 numbers will not be included in call packages, CTC will publish the geographic 'phone numbers on the CTC website so that you can use these numbers instead.

CTC's Membership Department is getting a new postal address. This is not due to an office move but a change in the way post is sent to them by Royal Mail. The new address will be used on all material sent out, and will be published next issue.

Disability action



Photo: Barry Jordan

As part of CTC's Cycle Champions programme, two disability cycling projects have been launched – in Reading and in Alice Holt Forest in East Hampshire.

On 16th April, CTC Cycle Champions Officer Helen Biggerstaff began her first session of 'Everybody Active' at Palmer Park in Reading. Helen, who is a qualified Cycle Trainer, helped around 30 people from day services and residential homes to use adapted bicycles.

On 5th May CTC Cycle Champions Officer Clive Andrews opened a 'Cycling for All' centre at Alice Holt Forest. The new centre has a fleet of bicycles specially designed for people with a range of disabilities.

Both projects are part of CTC's Cycle Champions programme, which aims to improve the health, transport and environment prospects for individuals and communities across England who have historically not benefited from cycling. Over

the next four years, in partnership with local organisations, CTC's officers will work with volunteers to bring CTC's knowledge and expertise to inspire, train and support 34,000 new cyclists.

Helen said: 'Reading Borough Council's Sport Reading team ran a taster session during the Tour of Britain last September and it was great to see people of all ages have fun and grow in confidence. It really was an opportunity not to be missed!

'Sport Reading's Everybody Active scheme funded by the Learning Disability Partnership Board, has enabled purchase of a fleet of adapted bicycles and I will be training adults to use them. I want people in Reading to discover the health benefits of cycling and also to have fun too.'

For more information about the cycling champions and their projects, visit: <http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4905>.

STAND UP FOR CYCLING

At the end of this year eight seats become vacant on CTC Council. You could fill one of them and help determine the future of CTC. How often have you thought that something in CTC needed changing? Do you know how a change could be brought about? The way that CTC works – from a day to day basis to the strategy for the next five years – is set by Council based on what they believe members want and what they think is in the best interests of CTC.

Members of Council are elected for a three-year period to represent the members in their region, and now is the time for councillors representing East of England, London, West Midlands, and Yorkshire and the Humber to be elected for the three years starting on 1st January 2009. Two members are to be elected for each region.

Have a look at the CTC website, or talk to an existing councillor or the Director at National Office, if you want to know what is involved. You could also come along to a Council meeting to see how Council works in practice (telephone Sue Cherry at National Office if you are interested). Nomination forms (which need to be returned to National Office by 15th August) are also available on the website or from National Office and include the full requirements for standing. Council very much wants to ensure that it is representative of all CTC members, and needs to have a balance of skills amongst its members, so the likelihood is that you would be just right for Council!

**FROM THE CAMPAIGNS DEPT
ROGER GEFFEN**



Last month MPs on the Commons Transport Select Committee launched a road safety inquiry, and CTC was asked to give

evidence. It couldn't be more timely – the Department for Transport is in the middle of commissioning a three-year study into cycle safety, and will shortly begin work on a new road safety strategy for the next decade.

While the Government proudly proclaims that Britain has one of Europe's best records for overall road safety, we are towards the lower end of the league table when it comes to the safety of children, pedestrians and cyclists. Redressing this imbalance must be the top priority for the new Road Safety Strategy if cycling is to play its full part in tackling the twin crises of climate change and obesity. 74% of people say that the idea of cycling on a busy road scares them. If we are to get them cycling, we must reverse the perception that cycling is 'dangerous' (cycling itself is a perfectly safe activity), and instead focus on tackling the sources of road danger.

To do this we must tackle the laissez-faire attitude towards speeding by enforcing existing speed limits and lowering speed limits on most urban streets to 20mph. The police and courts must give far higher priority to traffic law and its enforcement, showing that they take bad driving as seriously as everyone else does. And we need to tackle the particular threats from HGVs and other vehicle types, which disproportionately endanger or intimidate cyclists.

So what is CTC doing about all this? Well, road safety is set to be a major focus of our campaigning in the coming years. The new 10-year Road Safety Strategy will be shaped not only by the Select Committee inquiry, but also by consultations on speeding penalty points and the training of novice drivers (see next page). We are planning to launch a major campaigning initiative on road safety later this year.

Meanwhile, a big 'thank you' to everyone who responded to our online survey of incidents of dangerous driving – this will provide really useful data for us as our campaign develops.

Roger Geffen

**FROM THE PRESIDENT
JON SNOW**



I have walked the long drive Stormont, stood around there, waiting in the rain and wind for politicians to pronounce,

for more times than I can count. So I was doubly sorry to miss the bash celebrating Northern Ireland CTC's 80th birthday. Alas, my Swingometer cousin Peter Snow had a party celebrating ten year's less life on earth – his 70th birthday on the same day. Familial ties prevailed and my ambition to hurtle down that drive on two wheels will have to wait. But the endurance and success of CTC in NI is well worthy of many congratulations.

In the meantime, as I write, I'm preparing to go to the Islington branch of the London Cycling Campaign to give a talk tonight. We in London are waiting somewhat anxiously to see what the new London Mayor, Boris, is going to do about cycling given his own exploits on two wheels. There's £600 million out there somewhere for cycling and we in the inner city would like to get a slice of the action. I have often overtaken Boris, head down, blonde mop flying. He's not exactly a collegiate cyclist, but he is persistent. This summer is seeing an even bigger surge of cycling in the capital. I have never seen numbers like it, and we need provision now!

NEWSINBRIEF

MEMBERSHIP SUBSCRIPTIONS
CTC subscriptions will rise by a below-inflation 2.9% on 1st October 2008, following approval by members voting at the AGM (in person and by proxy). The rates will be £36.00 for Adults, £22.50 for Senior, Unwaged and Household members, and £58.50 for Family membership. Members under 18 will continue to pay £12.00. The new rates will be applied automatically.

DRIVING TEST OVERHAUL
The Government is planning to make changes to the driving test, following concerns that the numbers of young people involved in road collisions has remained unchanged against a general decline in road collisions amongst the rest of the population. CTC will urge that the way drivers treat cyclists be given more priority in the test process.

Climate Bill: too wet



Right: John Grimshaw/Sustrans

The Climate Bill is proceeding through Parliament, but CTC is concerned that it still has some gaping holes in it. Despite advice from top climate scientists that the Bill needs to include international aviation and shipping, the Government is still determined to ignore CO2 emissions from these critical areas – a bit like a drink-driving law that excluded whisky!

The Stop Climate Chaos coalition (of which CTC is a member) wants people to write to their MPs, asking them to support amendments that would include international aviation and shipping in the Bill, and increase the CO2 reductions to 80%, in line with the latest science. You can contact your MP at www.writetothem.com, and get more information about the Bill at www.icount.org.uk.

Over the last few issues, Cycle has looked at a number of ways in which cyclists can reduce their carbon footprint – from taking the train for touring holidays, to getting involved in the wider movement against climate change. We still want your feedback on our proposed climate change policy. Do you think we should take action on climate change, promote cycling as a real solution to tackle rising greenhouse gases, or try to reduce our own CO2 emissions? Let us know at www.ctc.org.uk/survey. The deadline for submissions is the 1st of July.

DANGEROUS DRIVING DOWN?

The Ministry of Justice released figures in May showing that the number of drivers prosecuted through the courts for 'dangerous' driving fell by over a third between 2003 and 2006, while the number of penalty notices for mere 'careless' driving offences increased over the same period.

Far from reflecting any improvement in driving standards, CTC suspects the figures show that police and prosecutors are to increasingly rely on 'careless driving' charges simply because they

are less onerous, both legally and administratively. CTC responded in a letter to *The Times* saying that 'as far back as 2003, the House of Commons Transport Select Committee reported that the Crown Prosecution Service was charging dangerous drivers with "careless driving", simply because it was easier to prove.' The knock-on effect of a rise in dangerous drivers getting tickets for merely 'careless' driving is that driving dangerously is seen as a less serious crime. As driving



standards deteriorate it is vulnerable road users, such as cyclists, who suffer the consequences in risk of injury and death on the roads and are discouraged from using them.

Cross Country halves bike space

CTC members raised the alarm when Arriva, the new Cross Country (XC) franchise operators, began enforcing a two-bike limit on their 'Voyager' trains – built with four (poorly designed) hanging brackets in the driving coach.

The Department for Transport (DfT) agreed rigid contract conditions for Arriva to squeeze in more seats and luggage space on the four- and five-coach trains that run the length of the country between Aberdeen and Penzance and Manchester and Bournemouth.

An announcement that extra Summer Saturday HST trains from Newcastle and

Manchester to Cornwall would carry surfboards (normally banned) but not cycles raised a further outcry. From December these HSTs will provide more than twice as many seats (but only two bike spaces) on some XC services.

Cross Country routes are vital to touring and leisure cyclists. CTC needs you to tell Arriva how their services can work for you and get your MP to ask why this DfT contract is about to deliver a service that undermines assurances given in last year's Rail White Paper!

Conversion work starts in September, so there is time to get the plans reconsidered. Visit www.ctc.org.uk/cyclerrail for details.

Volunteers of the year 2007

FOR MORE DETAILS
& PICTURES, SEE
THE WEBSITE
WWW.CTC.ORG.UK

CTC's local heroes were honoured at the National Dinner at Stormont, Belfast, on 26th April, with eight individuals and two groups picking up awards

CTC's volunteers of the year are the people who represent the best aspects of CTC at a grassroots level. They're nominated for recognition by you, the membership. The awards were presented by the Permanent Secretary for the Department of Regional Development in Northern Ireland Paul Priestly.

NATIONAL AWARDS

Peter Hawkins was named Volunteer of the Year for 2007 and was awarded CTC's prestigious Moss Medallion. Peter has served on the committees of CTC Scotland and the Kirkpatrick Macmillan Cycle Rally for many years, and has long been treasurer of Lothians CTC. He is at his happiest when he is repairing a path, putting up some signs, organising a volunteer work-force, surveying for a cycle map (2007 saw the new edition of the Edinburgh cycle map), or organising an event. Peter is a CTC Right to Ride rep and is also a representative for on-road cycling in Scotland. He represented cyclists in Scotland in some public local inquiries and is now preparing for the Aberdeen Bypass inquiry. He does his bit for off-road by serving on the West Lothian Outdoor Access Forum.

Runner up and regional winner for South East England was Cathy Gaulter Carter. Cathy chaired the Thame Walking and Cycling Campaign, which helped complete the Phoenix Trail cycle path – a Sustrans project – from Princes Risborough to Thame. Cathy has also successfully lobbied the local council for cycle lanes on busy stretches of roads, routes to schools, cycle parking and crossing points.

Second runner up and regional winner for West Midlands was Russell Eden. In January 2007, Russell formed a new cycling club: Stourbug (Stourbridge Bicycle Users Group). Fed up with his sister complaining that she could not lose weight, he formed the idea of challenging ladies to cycle 45 miles from Stourbridge to

Stratford on Avon. After a newspaper article and Saturday morning training sessions, 33 people did so – many of them beginners. The group continues to grow. Find out more at www.stourbug.org.uk.

"Since their creation, these awards have become the most prestigious in CTC"

West Kent CTC were named CTC Volunteer Group of the Year for organising a CTC day during the first stage of last year's Tour de France. They handled publicity, dealt with the Half Way House pub, oversaw the installation of TVs to watch the stage, and decorated the pub.

In Tandem was group runner up. Based in Loughborough, In Tandem uses eight tandems and two electric wheelchair tandems to enable visually impaired and physically handicapped riders to enjoy cycling.

REGIONAL WINNERS

Tom McClland was regional winner for Ireland. He founded the Northern Ireland Cycling Initiative in 1996 and has since helped develop and implement the Northern Ireland Cycling Strategy. Tom is also CTC's Right to Ride representative in NI.

Amy O'Loughlin won in the South West England region. Amy is a National Standards Instructor for Exeter City Council and has also used a cycle rickshaw for taxi services and for fundraising. More at www.lily-peds.co.uk.

Malcolm Margolis was regional winner for Yorkshire and the Humber, having formed the swift growing Wheel Easy! Group – Harrogate's CTC section – a couple of years ago. Malcolm works with the council to improve

cycling provision and gets lots of press coverage for cycling.

Jim Court was regional winner for North West England. Jim is the driving force behind Stockport Community Cycling Club, which caters for 7-16 year old cyclists – and latterly family cyclists too. Over 160 people have ridden with the club.

In the East of England region, the winner was Ben Garner. Ben is deeply involved with protecting and maintaining the rights of fellow cyclists – including the continued use of Milton Keynes Bowl for on and off road cycling and training, and in getting cycle provision for the 5km East Luton Corridor link to Luton Airport.

Two other volunteers were highly commended: Alan Surtees MBE in the South East of England region and Paul Moore in the East of England region.

Peter Hawkins (right) accepts the Moss Medallion from Paul Priestly
Photo: Jim Brown





WE WANT TO KNOW ABOUT YOUR LOCAL NEWS STORIES

We'll publish them here and on the website. Email publicity@ctc.org.uk

DEVON

Dirt bikers

Almost 150 cyclists took part in CTC Devon's 70km 'Devon Dirt' off-road ride on 20th April. The event took riders through wooded valleys and across deep rivers on Dartmoor, and then through lanes deep in squidgy red Devon mud.

This was the fourth year of the Devon Dirt, which was devised after the demise of the local 'rough-stuff' event and was partly inspired by the popular Dorset Dirt in the neighbouring county. The event has its own website, which may have helped to make it so popular – pictures and video of the ride are viewable there at www.devondirt.co.uk.

Two local shops, BigPeaks and Hot Pursuit supported this year's event, and goodie bags were supplied to the riders. BigPeaks provided a mechanic at the deep ford in North Bovey, which was very handy: two riders ripped off a rear mech and there was a broken chain and a broken rim here. But apart from a minor spill in the Houndtor Woods everyone got back to the finish in one piece.



Left: Graham Brodie

SCOTLAND

Tunnel vision

Congratulations to John Taylor, who has managed to persuade Transport Scotland (the body responsible for major transport projects in Scotland) to open up an underpass for use by cyclists as part of a NCN link along the A75 corridor. Without this, cyclists would have had to cross the busy road instead.

'About two years ago I made an objection because, even though there was an existing underpass available, they were proposing an at-grade crossing which would have totally spoiled two miles of otherwise excellent provision,' said John. 'Eighteen months ago I convened an on-site meeting including a Transport Scotland engineer, Council cycling officer, SNH Access Officer and local Community Council Chairman. All the user reps agreed that they could not promote such a crossing. The TS engineer took the idea away and eventually got the underpass designed in.'

NEWSINBRIEF

ECO-TOWNS

The Government has announced the 15 short-listed sites around England from which 10 new 'eco-towns' will be selected for development. Although the design principles appear beneficial for cycling, most of the sites selected are commuter settlements to larger towns and cities. These sites, such as Marston in Bedfordshire and Hanley Grange near Cambridge, are likely to contribute to the sprawling development in these areas and lead to substantial increases in car traffic. Instead of new towns, CTC believes that the redevelopment of inner urban areas into 'eco-quarters' would be more likely to result in traffic minimisation.

CYCLING IN KIRKLEES

Huddersfield CTC has worked with Kirklees Council to produce a booklet of 14 rides in and around the Kirklees countryside. The rides range from an 8-mile family ride around Holmfirth to a 54-mile ride from Dewsbury to Lotherton Hall, and each ride is illustrated with OS mapping. It costs £2.99 and it's available from, amongst other sources, www.sustransshop.co.uk.

TAKE ACTION ON ACTIVE TRAVEL

CTC has joined the Association of the Directors of Public Health, Sustrans and around 70 other transport and health organisations in a new call for strong measures to promote active travel to improve public health. Our demands are that 10% of transport budgets to be committed to walking and cycling; that 20 mph is made the default urban speed limit on all but the busiest strategic routes; that bad driving is tackled and every transport and land use decision should be 'health checked'. See www.adsph.org.uk.