



Right: Ryan Buchanan. Far right: Alamy

Environment

PEDAL FOR THE PLANET

Cyclists demonstrated at COP26 to send a message to politicians about an overlooked transport solution: the bicycle. Keir Gallagher was there

COP26 was a hugely significant event for the future of the earth. At the time of writing, the conference's outcome is still unknown. But while I wait to see the promises from diplomats and delegates, I don't need to wait any longer to know just how inspiring it's been to see cyclists raising up their voices together and sending out a unified message: cycling fights climate change.

Before the conference began, we knew this was a vital yet simple message that we had to share with the world. That's why we put it somewhere it couldn't be ignored: projected on a huge scale across Glasgow. The response, especially on social media, was incredible. The message spread across the world from Canada to Australia, India to Chile, Uganda to Germany, and of course, throughout the UK.

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Investment in cycling is part of the solution to climate change
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Then, on 6 November, thousands of cyclists took to the saddle to join the Global Day of Action and demand investment in cycling as part of the solution to climate change. If there's one thing most environmental marches have in common, it's samba bands, megaphones, and booming sound systems.

But for me, it was a new sound that resonated in Glasgow: the sound of a thousand bike bells ringing at once. The tinkling tones reminded me of waves breaking gently on a beach: wave after wave, subtly powerful. I left the demo feeling optimistic that the tide of cycling is rising. However COP26 plays out, one thing's for sure: if we maintain this momentum, we can secure the change we need to make cycling part of the solution to so many problems, including the climate change crisis.

With local elections on the horizon in much of the country you can be part of that, by adding your voice – and your bell – to thousands of others. Whether you want to join a local campaign group or become a cycle champion, check out our Cycle Advocacy Network and find out how you can help maintain this amazing momentum in your community. cyclinguk.org/can

Transport

ENGLAND SPURNS ACTIVE TRAVEL

Ringfenced funding for cycling and walking in England (outside London) is a third of current levels in Scotland and Wales, and less than a sixth of that committed to in Scotland. The Treasury had a chance in October's spending review to pump up active travel investment in England. Alas: no more cash was allocated. The Government's Gear Change plan therefore remains stuck in first gear...



Governance

ELECTIONS & AGM

Cycling UK is pleased to announce the results of the 2021 Trustee Elections. Details of the successful candidates will be published online shortly at: cyclinguk.org/about/cycling-uk-board/how-to-become-a-trustee. We would like to thank all those involved in the election process. Thanks also to those who took part in the 2021 Cycling UK AGM. For results, a full meeting report, and a recording of the event, visit: cyclinguk.org/agm-2021. ▶

Campaigns

ROAD JUSTICE

It's seven years since Chris Grayling, then Secretary of State for Justice, promised a full review of road traffic offences. It still hasn't happened. We've kept up the pressure, however – as has former Cycling UK vice-president Lord Berkeley. He's tabled amendments to the Police, Crime and Sentencing Bill in the House of Lords to improve road traffic laws, as suggested within our report: bit.ly/cyclinguk-fiveflaws.



The legal system often fails cyclists

Groups

OXFORD UNITY

Cycling UK Oxfordshire and CTC Midweek Oxfordshire are considering a merger. Special General Meetings will be held via Zoom on 12 and 13 January respectively. Full details are online at: cyclingukoxfordshire.org/merger-of-oxfordshire-and-midweek-groups/. Cycling UK Oxfordshire is one of over a hundred member groups. As a part of your Cycling UK membership, you can ride with any of them. Find your local group at: cyclinguk.org/groups-listing.

600
years

How long it'd take to reduce UK transport emissions to zero, at the current rate of reduction



The scheme covers free repairs worth up to £50 per person

Left: Peter Devlin. Below: Robert Sparring

Scotland

BIKE REPAIR BOOST

Thousands of people across Scotland are set to get pedalling following the relaunch of a scheme offering free bike repairs. The Scotland Cycle Repair Scheme will encourage people to get old bikes out of storage and back in use, as well as keeping well-used bikes pedalling smoothly and safely.

The free repairs of up to £50 per person will be of particular help to people who would not otherwise be able to afford to get their bikes fixed up. Cycling UK is working with bike shops across Scotland to provide 20,000 free repairs and maintenance, funded by the Scottish Government. Almost 200 bike shops are already signed up to the scheme.

The first phase of the scheme ran between August 2020 to May 2021, when 31,562 repairs were carried out by 332 cycle repair providers across Scotland. More than three quarters

of participants used their repaired cycles for journeys previously done by car, showing that with support more people would use a bike for short everyday trips.

Suzanne Forup, Cycling UK's head of development for Scotland, said: "This scheme will once more fix the nation's flat tyres and loose brakes to get people pedalling again. Finances are tight for many people at the moment, so the scheme is targeted at those who can't easily afford to get their bikes repaired."

"Whether it's popping to the shops or commuting to work, cycling boosts people's physical health and wellbeing and saves them cash. It's also a low-carbon form of transport, tackling climate change and helping Scotland meet our net-zero ambitions."

cyclinguk.org/ScotCycleRepair

Volunteering

ENCOURAGING CYCLING

This year's volunteer celebration took place in October with the theme of 'Enabling the Movement'. We debuted our new video showing what it's like on a ride with Cycling UK community cycle club the Cobblestone Café Easy Riders in the West Midlands, as part of a session on how to welcome new riders to cycling groups. We also met a range of awesome Cycling



The Cobblestone Café Easy Riders

UK volunteers in various roles, and found out about Cycling UK's Cycle Advocacy Network. Recordings of all the sessions, including the video, are at: cyclinguk.org/volunteer-celebration-2021.

Member benefits

CHRISTMAS SHOPPING

Looking for a gift for a fellow cyclist (or yourself)? Don't forget to visit cyclinguk.org/member-benefits to view our latest discounts. Recent offers added include 20% off Strider Bikes – lightweight balance bikes for kids, and even babies! Our new range of cycling kit and accessories in collaboration with Stolen Goat is now in stock and ready to order. cyclinguk.org/shop

The 14x Sport can have pedals fitted



Raffle

PRIZE WINNERS

Congratulations to the Cycling UK raffle winners: 1st prize, Islabikes eJanis – Mrs E White; 2nd, £1,000 cash – Mrs M Cassidy; 3rd, Restrap bar and frame bags – Mrs S Burton; 4th, Cycling UK merino jersey and Orca jersey – Mr K Evans, Mr J Loosley, Mr D Burton, Mr R Scott, Mr G Geeson; 5th, £100 Pannier Tours Expeditions voucher – Mr FJ Goater; 6th, Lezyne Femto drive lights – Mrs S Price, Mr J Paterson, Mr M Packer, Mr B Hawkins, Mrs N Hayward.



Left: Jordan Gibbons/Pannier.cc

Off-road access

LOCATING LOST WAYS

Lost ways, as readers of Cycling UK's West Kernow Way guidebook will be aware, are rights of way in England and Wales that have been obscured or omitted by modern maps. If you've ever ridden along a bridleway that suddenly stops or, as it crosses an invisible boundary, becomes a footpath for a stretch before reverting to a bridleway, then it's likely you've stumbled onto a lost way.

These changes are nothing to do with suitability of use; you'd be hard pressed to tell in a photo line-up the difference between a bridleway and a footpath. Those long and short dashes we see on our OS maps are the results of councils recording rights of way in the 1950s, when they were tasked to compile their official maps.

Mistakes happen. Some bridleways ended up recorded as footpaths while

some rights of way that exist on the ground ceased to exist on the map.

These are the lost ways, but they don't have to stay lost forever. Where there is evidence of historic use, there's an opportunity to reclaim them through Definitive Map Modification Orders. This is what Cycling UK has done with the West Kernow Way.

The process to correct these errors is complex and time-consuming, not just from the user perspective but also due to the huge backlog councils have. Yet their recovery is an important part of Cycling UK's off-road campaigning, as we seek to make our fragmented rights of way network more accessible for everyone.

Close to 80% of the rights of way network in England and Wales is denied to cyclists. These lost ways could form the crucial links to open up the countryside. While our right to ride on these lost ways still currently exists – a mis-recording does not erase that right – time is running out to reclaim our lost ways: no new applications will be accepted after 2026.

Watch our video and find out what you can do: cyclinguk.org/lost-ways.

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Some bridleways ended up recorded as footpaths in the 1950s”