



60km of cycle lanes were built across Paris in the last two years to link the Olympic event spaces



Active travel enjoys widespread support

Left: Gareth Buddo, Furrnoto. Right: Getty Images



Membership

UNI CYCLING MADE EASIER

Know someone heading off to university? Our concessionary membership covers anyone in full-time education with £10m third-party liability insurance for peace of mind, and helps them to stay on budget with our great discounts and savings. For just £2.84 a month they'll be supported for 12 months of cycling. Surprise them with a gift membership or share this link so that they can join: cyclinguk.org/membership.

Survey

7-IN-10 WANT BETTER CYCLING FACILITIES

A survey by Cycling UK that ran exclusively in the Guardian this summer found that 70% of respondents wanted to see more segregated cycle routes. While 92% of UK adults can ride a bike, fewer than half do so, with 48% of people citing road safety as the reason why they do not cycle. Even though cycling has become safer in recent years, the perception of danger remains a major barrier. For more about the survey, visit cyclinguk.org/infrastructure-survey.

Transport

POLITICAL CYCLES

Cycling UK has been building the case for active travel funding with 2024's new Parliament. **Sarah Whitebread** reports

Since the general election in July, the Cycling UK Policy and Public Affairs team have been following up with the new MPs who pledged to back our 'Freedom to move' manifesto or who expressed support for cycling throughout the campaign.

With so many new MPs to engage, many of whom cycle or have active cycling campaign groups in their constituencies, it's been a busy few months. The many Cycling UK members who took part in our general election campaign have given us a fantastic springboard for this work.

It's been a promising start for the new government in Westminster, with Secretary of State for Transport Louise Haigh committing in an interview with the Streets Ahead podcast to "unprecedented levels of funding" for active travel. We've been clear this needs to ramp up to at least 10% of the total transport budget, or roughly £50 per head, over the next five years. Given the cuts by the previous government, we are starting from an incredibly low base in England but there is appetite across the country for increased investment.

We've had disappointing news in Scotland this autumn, with the Scottish Government cutting active and sustainable travel budgets

by £23.7m. With pressure on spending across the UK nations, our advocacy work to keep up the pressure for investment in cycling has never been more important.

Autumn is always a busy time for political engagement as it's party conference season. By the time you read this, Cycling UK will have attended the SNP, Green, Liberal Democrats, Labour and Conservative conferences. At the SNP and Labour conferences in Edinburgh and Liverpool, we are taking the opportunity to get politicians out on bikes.

With improving healthcare and public health such a pressing issue across the UK, and a central mission of the Labour government, we are particularly focused on making the case to politicians that investing in active travel is one of the cheapest and most impactful health interventions they can make.

At the Labour Party conference, our panel with Asthma and Lung UK will address these issues head on. With further ministerial engagement planned for the autumn, the Cycling UK team will continue to argue that making cycling an accessible and easy choice for more people would mean a healthier, happier and greener society – a legacy for politicians across the UK to be proud of.