



£5.6million

**Cost of upgrading
Wainwright's Coast to
Coast trail. Provision
for cyclists and horse
riders? Nil**



Dept for Infrastructure
is reneging on cycling
election promises

Left: Michael Taylor. Below: Sara Lincoln

Ferries

BRITTANY JEERS

Cycling UK has learned that Brittany Ferries is now charging foot passengers looking to travel with their bikes £75 extra when travelling from England to Spain, as opposed to £5-£12 when travelling to France. Brittany Ferries claims it only charges a "small additional fee" to transport bikes, so Cycling UK would love to understand what justifies such a jump in price for travelling to the Iberian Peninsula. Let us know your experiences via email: campaigns@cyclinguk.org

Governance

VOTE NOW FOR YOUR TRUSTEES

Your Cycling UK board of trustee elections voting form is enclosed with this issue of Cycle. Details of all the candidates and instructions on how to vote are included on the form. Thank you to those who cast their vote and attended the 2022 Cycling UK AGM in September. Outcomes from the meeting, along with the details presented, can be found online. cyclinguk.org/agm-2022

Northern Ireland

INACTIVE ON TRAVEL

Cycling UK has criticised the Department for Infrastructure for "neglecting Northern Ireland's future". In the run up to the election in May 2022, we sought pledges from all candidates to support an Active Travel Act in Northern Ireland. We asked candidates if they would pledge to support investment in cycling, walking and wheeling and introduce an Active Travel Act, if they were to be elected – and 53% of now-sitting MLAs committed their support, including Minister John O'Dowd, who now leads the Department for Infrastructure (DfI),

We were disappointed to learn that the minister is now reneging on his pre-election pledge and will not commit to an Active Travel Act, despite repeated correspondence between Cycling UK, the minister and his department. We feel that Minister O'Dowd, who is responsible for roads and the way

they're used, is dithering and locking Northern Ireland into future car dependency. In rejecting his pre-election promise of support for an Active Travel Act he is neglecting Northern Ireland's transport future and committing to needlessly high fossil fuel use.

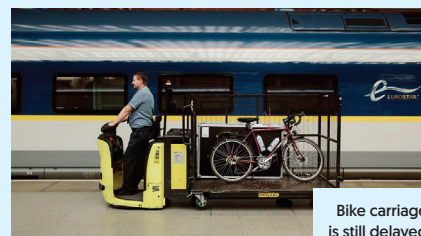
Like the rest of the UK, Northern Ireland is facing a cost of living crisis, and driving is seen as an expensive necessity for many. Making cycling and walking more accessible would give residents an easier choice to make cheaper, healthier and more environmentally-friendly local journeys.

Given that the government in Northern Ireland is not in place currently, we recognise there is only so much a minister can do. However, we argue that active travel is being ignored to the detriment of the residents of Northern Ireland. We have written to Minister O'Dowd, asking him to reconsider his commitment to his pledge.

Rail

EUROSTAR BIKE DELAYS

Eco-conscious travellers wishing to take the train to the Continent will find themselves still frustrated by the ongoing delays with Eurostar's oversized luggage carriage. While we wait for the security and customs services to resolve across the Channel, all is not lost: Eurotunnel, which operates out of Folkestone and takes you to Calais, has now



Bike carriage
is still delayed

reopened and will take a rider plus bike for £35 each way. Unlike Eurostar, Eurotunnel will also take tandems – but they will charge per saddle regardless of the number of riders. Further information is on our website. cyclinguk.org/eurostar