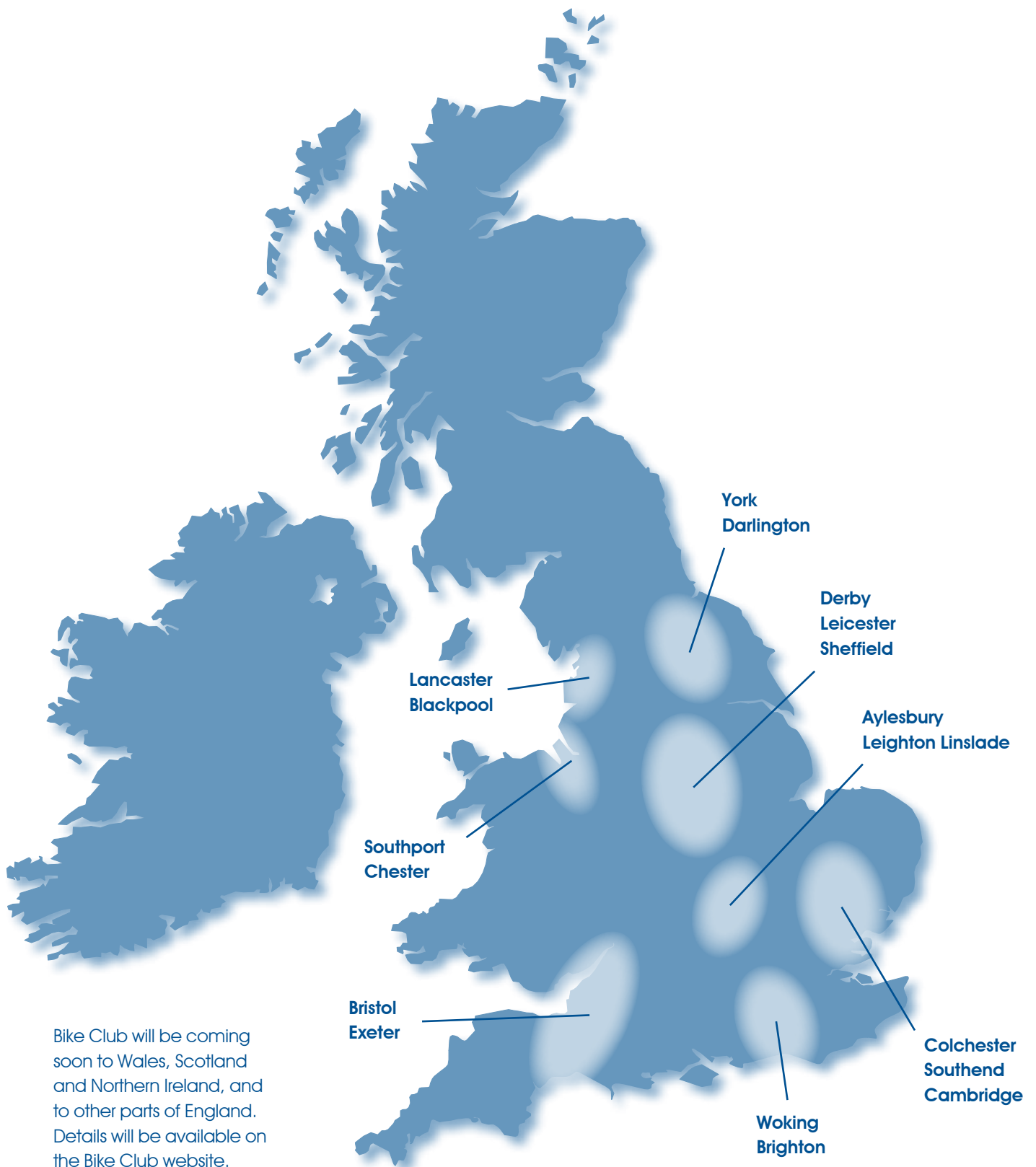


# bike club

Start-up guide



# Bike Club pathfinder areas



Bike Club will be coming soon to Wales, Scotland and Northern Ireland, and to other parts of England. Details will be available on the Bike Club website.

# What is Bike Club?

Bike Club is an inspirational programme that aims to build cycling into the daily lives of children, young people and their families. The programme is centred on young people, basing everything it does on their needs and interests. Bike Clubs can give young people freedom, independence, a way of travelling from A to B, improved health and well-being, adventure and lots of fun. The programme is designed to be safe and sustainable. It can be a means of engaging young people and opening up new opportunities.

Bike Club aims to include and involve a wide range of people, reaching out to families and all members of the community. Bike Clubs will help parents to feel more confident about letting their children use their cycles for getting to school, and for extended services and leisure activities.

Anyone can get involved. You can start a club from scratch – you don't need to be running a bike club already, or to be part of any other kind of group.

Working in partnership is central to the success of Bike Club. We intend to complement and work with the excellent existing cycling initiatives, such as Bikeability, Bike It, Cycling Champions, Go-Ride and other projects that aim to increase cycling among young people and their families.

The Bike Club programme is managed by the Bike Club consortium. This consists of CTC Charitable Trust, ContinYou and UK Youth. These three organisations know how to reach children and young people, how to find out what they want, and how to provide activities that are inclusive, attractive and fun.

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## About the consortium partners

### CTC

CTC is the national cyclists' organisation in the UK. It provides a comprehensive range of services, advice, events and protection for its members and for cyclists all over the UK. CTC Charitable Trust, the organisation's charity arm, works to promote cycling by raising public and political awareness about its social, health and environmental benefits, and by working with all communities to help realise those benefits.

### UK Youth

UK Youth is a national charity developing and promoting high-quality youth work and educational opportunities for and with young people. It is the largest non-uniformed young people's organisation, supporting a network of over 7,000 youth groups, clubs and projects across the UK, with over 750,000 young people engaged through these networks. UK Youth exists to develop and promote innovative, non-formal education programmes for and with young people – working with them to develop their potential.

### ContinYou

ContinYou is a national learning charity that aims to open up opportunities for learning through:

- working directly with individuals, schools, families and communities
- developing innovative provision that demonstrates effective practice
- sharing knowledge about 'what works' with others
- acting as advocates for learning that is accessible to everyone.

ContinYou's vision is of a world where everyone has the chance to transform their lives through learning, so that they can be confident, achieve and help build supportive families and strong communities.

ContinYou offers a wide range of innovative programmes, resources, training and consultancy in the fields of: community-based learning; health improvement; regeneration; lifelong learning; extended services in schools; and family learning and parental support.



## Who funds Bike Club?

Bike Club is initially funded over a two-year period by the Department for Transport (DfT), through Cycling England's School Champions and Active Recreation initiative. The aim is to build in sustainability and obtain further funding after the initial pathfinder period of the programme.

The funding has been given to support eight pathfinder clusters, based in places involved in the Cycling Towns and Cities initiative. The programme has been developed to meet the needs of the participating towns and cities, to fulfil the aims of all relevant government policies, and to achieve the outcomes of the School Champions and Active Recreation programme set up by the DfT and Cycling England.

Clubs may be expected to get match funding by raising funds locally. If the people running the club donate their time, this can be counted as part of match funding.

Bike Club aims to build on the work being done in these pathfinder areas during the initial funding period, so that this becomes a nationally recognised programme, with a toolkit of resources and case studies that any group can use to increase the number of cycling initiatives.

Through Asda's 'Pedal Power' project, we have already secured further funding that will enable Bike Club to extend into Wales, Northern Ireland and Scotland.

## Where are Bike Clubs being set up?

The pathfinder Bike Club programme will be based around the following eight areas:

- York/Darlington
- Southport/Chester
- Lancaster/Blackpool
- Derby/Leicester/Sheffield
- Aylesbury/Leighton Linlade
- Colchester/Southend/Cambridge
- Woking/Brighton
- Bristol/Exeter.

However, we aim to ensure that all young people and their families will have access to Bike Clubs after the initial funded two-year project. We will do this by working in partnership with other agencies and local authorities in order to attract further sponsorship.

**Bike Clubs can be anywhere and everywhere.**





## The aims of Bike Club

The main aims of Bike Club are to:

- encourage young people to use cycling as a means of transport, so that they can take part in more activities beyond the school day
- use cycling as a tool to engage young people in learning
- make cycling an important part of young people's lives – as recreation, sport, exercise, a 'green' form of transport, and just for fun!

Bike Club uses an inclusive, holistic approach. It works to carry out its aims through:

- offering a wide range of cycling activities for children and young people, as well as for parents, through a system of local grants and support
- reaching and including children and young people from all backgrounds, including those from black and minority ethnic groups and from low-income families, young disabled people and those with additional needs
- linking extended school services, out-of-school-hours clubs and leisure cycling activities with existing cycling programmes such as Bikeability and Bike It
- tackling parents' concerns about letting their children cycle – for example, by providing cycle training and by running educational campaigns about the health benefits of cycling, showing that the benefits outweigh the risks

- empowering young people, parents, teachers, youth workers, volunteers and others to become leaders in promoting and implementing cycling activities
- giving young people the opportunity to have their activities and involvement accredited and recognised through Youth Achievement Awards
- supporting local authorities in the delivery of their existing cycling programmes by integrating Bike Club with these programmes
- bringing together proven expertise and best practice in cycling, in formal and non-formal education, and in community and youth development, as a result of the combination of skills, expertise, knowledge and experience provided by the members of the consortium
- developing a toolkit for Bike Clubs that offers resources and advice, using a flexible model based on local needs
- introducing Bike Club as a recognised cycling programme, available throughout the country for other towns and cities to adopt.

Bike Club resources can help schools to develop the varied menu of activities that is part of the 'core offer' of extended services for 21st century schools. Bike Club can also help with achieving the desired outcomes of Every Child Matters and Youth Matters.

# Why encourage young people to cycle?

As hosts of the 2012 Olympics, we want not only to be able to compete in the sporting arena, but also to demonstrate that we are a nation that empowers its young people through offering them accessible opportunities for learning in all its forms.

Cycling can easily be linked to the a whole range of educational priorities and initiatives: the national curriculum, healthy schools, environmental sustainability, the desired outcomes of Every Child Matters and Youth Matters, and the core offer for extended services.

Improving the nation's health and fitness is a key priority for the UK government. If people undertake more exercise and physical activity, this will make a big contribution to achieving this goal.

One of the most important things we can do for young people is to encourage them to work towards being fit and healthy in mind and body. Cycling is one of the best ways for children and young people to be physically active every day.

Cycling has lots of benefits, both for health and in other areas:

- Cycling increases young people's independence and self-confidence.
- Studies show that children who exercise before coming to school perform better in lessons.
- There are environmental benefits if people cycle instead of using forms of transport that use fossil fuels and cause pollution.
- Cycling a free way of getting from A to B.
- When young people cycle with others, this improves their self-esteem and social interaction.
- Research shows that young people who cycle to school have a better attendance record and engage more actively in learning.

- Cycling does not put pressure on the joints, as some other forms of exercise do.
- When someone cycles at a pace that makes them feel a little out of breath, their body releases endorphins, hormones that lift the mood and alleviate pain.

Children and young people should be doing at least an hour of activity of moderate intensity every day. Cycling to and from school or work, and cycling for recreation, can contribute to this with little extra effort.

If someone cycles regularly, the benefits to their health will include:

- a reduced risk of heart disease
- the prevention and reduction of obesity
- an increased metabolic rate
- the reduction of blood pressure levels
- an increase in glucose tolerance, if they are diabetic
- improvement in their mental health
- reduced levels of stress.

If someone cycles regularly, the benefits to their fitness will include:

- improved oxygen delivery to their heart and lungs
- improved blood supply to their muscles
- help with clearing lactic acid from their muscles (this causes the painful burning feeling after a heavy exercise session)
- an increase in their body's ability to use fat as a fuel
- the strengthening of their muscles, tendons and ligaments
- an apparent lessening in the amount of effort needed when exercising.



# Setting up a Bike Club

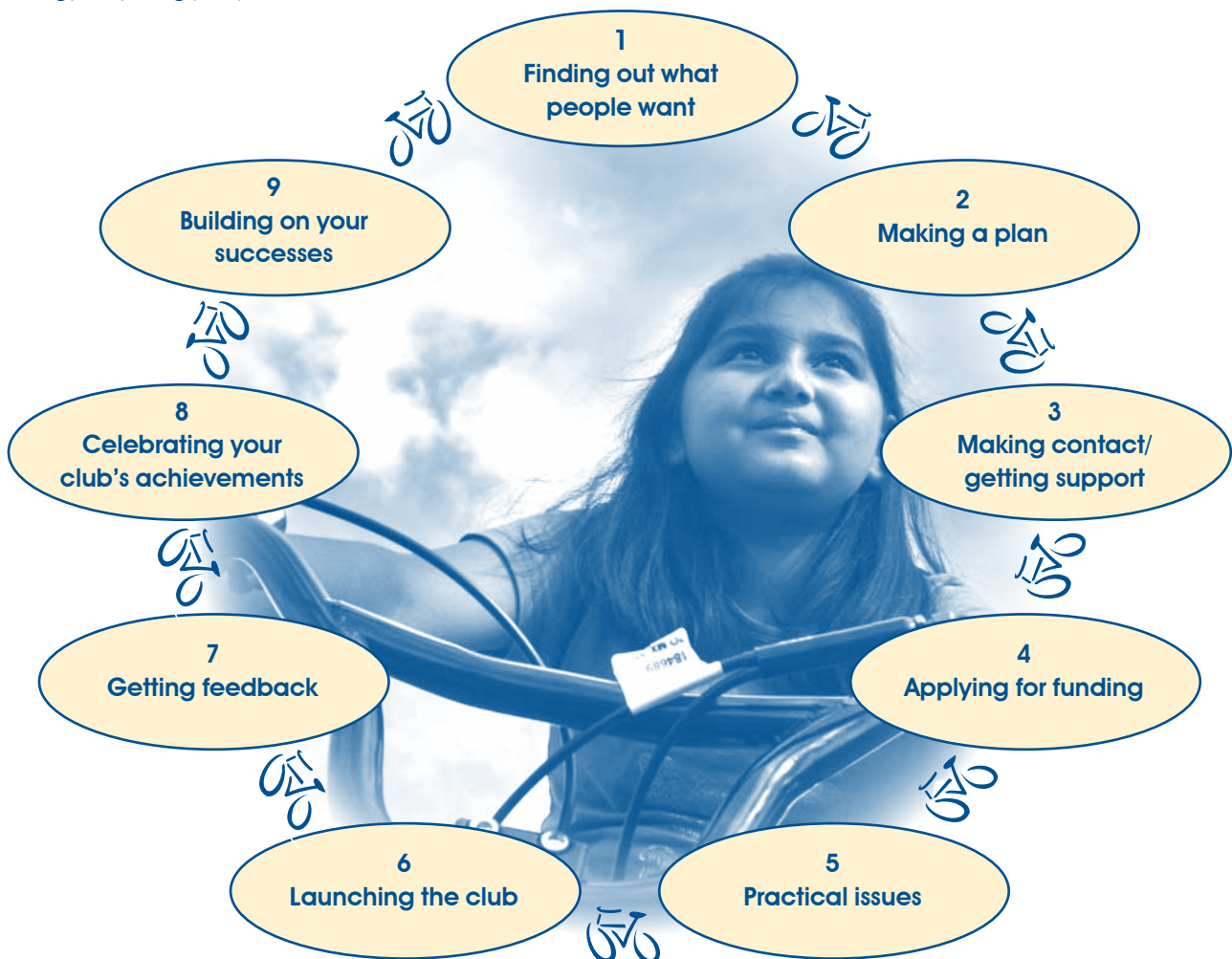
Anyone in one of the Bike Club pathfinder areas who wants to set up a club can get support from a Bike Club officer. These officers do not work alone – they work in partnership with local Sustrans Bike It officers, CTC Community Champions, ContinYou’s regional development managers and UK Youth’s regional officers. The project managers of the Bike Club consortium will ensure that support is readily available for anyone involved with Bike Clubs.

Bike Club is not designed to be in competition with current initiatives such as Bike It, Bikeability and Go-Ride – indeed, Bike Club complements local and national initiatives such as Change4Life, Bikeability, Bike It, healthy schools, extended services, active and sustainable travel schemes, the government’s ‘Healthy weight, healthy lives’ strategy, and its PE and sport strategy for young people.

Being in a group setting gives young people the chance to enjoy spending time with others, to get and give support, and to take a lead in shaping their own learning, through devising activities in the group.

When you’re setting up a club, there are lots of different stages you need to go through, and lots of different questions you need to ask yourself and other people. Imagine, for example, that you help at a local youth club, and you want to set up a club that targets girls aged 13 to 17 who don’t cycle at present. How will you start the process, who do you need to involve, and what order do you need to do things in?

Here’s a flow chart to give you a quick idea of what the different stages will be. On pages 9 and 10 there’s a more detailed explanation of what each of the stages will entail.





## 1 Finding out what people want

Start by speaking to your group and asking them whether they would be interested in joining a Bike Club. Point out that Bike Clubs are not just about cycling – they give people the chance to be more active and get fitter, and to socialise and have fun while learning many social and physical skills. Find out whether the young people already have bikes, and what prevents them from cycling now.

Other things to consider are:

- whether you would need to set up specialist training such as Bikeability
- where the club would meet
- what day of the week and what time of day would suit people best
- whether you would use an existing meeting space and time, or would start something completely new.

Once you've got an enthusiastic group who want to start their own Bike Club, you can move on to the next stage.



## 2 Making a plan

To get access to Bike Club resources and support, you need to make a plan for your club. The most sustainable clubs are those that are planned and run by the young people themselves.

Your plan should cover things such as:

- who the club is aimed at
- how many members you hope to get
- what activities you'll put on
- how much money you think you'll need and what you'll spend it on
- how you'll publicise the club
- how you'll measure how successful the club is.

At this stage you don't need to go into too much detail. Your local area officer will be able to help you develop your plan.



## 3 Making contact/getting support

You need to contact the Bike Club officer from your local area. Details of the officers for each area are given on the Bike Club's website: [www.bikeclub.org.uk](http://www.bikeclub.org.uk).

You can also contact the consortium project managers:

- Abby Oatway – Bike Club Project Manager, UK Youth: [abby@ukyouth.org](mailto:abby@ukyouth.org)

- Gaye Warwick – Bike Club Project Manager, ContinYou: [gaye.warwick@continyou.org.uk](mailto:gaye.warwick@continyou.org.uk)
- Sarah Troke – Bike Club Project Manager, CTC: [sarah.troke@ctc.org.uk](mailto:sarah.troke@ctc.org.uk)
- Clive Andrews – Bike Club Marketing and Communications Officer, CTC: [clive.andrews@ctc.org.uk](mailto:clive.andrews@ctc.org.uk)

You might also want to speak to other people or organisations to let them know what you are planning, and see whether there is any way in which they can support you. For instance, you might contact:

- your local authority
- extended services managers
- young people's services
- transport and planning officers
- the county sports partnership officer
- the school travel adviser
- the local primary care trust
- the sports development officer.



## 4 Applying for funding

Next you need to think about funding. Bike Club will support over 300 Bike Clubs as part of the project, through a grant approval scheme, which will run for a period of 2½ years. You will need to submit a tender for funding from Bike Club. Your Bike Club officer can advise you about this and can help you to work out what resources and equipment you may need, and how much these will cost.

You also need to think about how you will obtain further funding for your club, after the initial Bike Club funding has come to an end. You will be able to find advice on sustainability and future funding for your project in the Bike Club toolkit that will be produced as part of the project. There will also be information about this on the Bike Club's website and on those of the consortium partners.



## 5 Practical issues

Now you need to think about how things are going to be organised. You've got a group of interested people ready to start the Bike Club. Who needs to help you? Do you know what your local policy is on safeguarding children and young people? Have volunteers and leaders been given training in this? Have they had CRB (Criminal Records Bureau) checks?

You need to ensure that:

- you have undertaken risk assessments



- you have written health and safety protocols and policies, and these have been approved
- the days and times of meetings are agreed and the venue is booked
- you can gain access to additional bikes and resources if you need them.



## 6 Launching the club

Think about how you will launch your club. Will it evolve from existing work that you are doing with young people? Have you thought about linking your new venture with other clubs, such as breakfast clubs in extended schools? How will you invite the young people? What works in your area?

Have you thought about local partnerships? Can you offer additional incentives for people to join the club, such as money-off vouchers at local facilities? Are there local businesses that would support your Bike Club?



## 7 Getting feedback

Once you've started your club, and young people are coming along regularly and beginning to play a part in shaping what it does, how can you demonstrate to outsiders that the members are enjoying the club and really getting involved? How will you evaluate what's happening? There are lots of different ways of doing this – you could keep attendance registers, take photos, have a 'graffiti wall' where the young people can write their comments, or write down their comments yourself.

In order to gain access to grant funding, you need to make sure that you have robust systems in place for monitoring and evaluation. You can find support with this on the Bike Club's website: [www.bikeclub.org.uk](http://www.bikeclub.org.uk).

Some of the questions you could ask club members are:

- Are they happy with the club?
- Are they feeling more confident?
- Have their levels of physical fitness increased?

- How often are they cycling in their everyday lives?
- What other benefits have they noticed?



## 8 Celebrating your club's achievements

If your Bike Club is successful, why not tell other people about it, not just through formal evaluation and monitoring, but by writing about what you have done? We shall need examples of good practice to showcase in the Bike Club toolkit. By celebrating what the young people in your club have achieved, you can help to encourage other young people and their families to get out on their bikes.

There's also the chance to celebrate what young people have achieved individually. Bike Clubs can open doors for them by giving them the option to gain accreditation in the form of Youth Achievement Awards. All Bike Clubs can offer this opportunity, which can be a powerful way of engaging young people and enabling them to make positive changes in their lives.

Bike Club officers and consortium partners can tell you how to go about enabling the young people in your club to gain Youth Achievement Awards. Just ask the Bike Club officer in your region.



## 9 Building on your successes

It's important not to stand still! Even if the club is successful, there are bound to be ways you can make it even better. Ask yourself (and others):

- What else do members want from the club?
- What other activities can complement the club?
- What about the families of club members – how can you get them involved?

**There are many ways of becoming a successful Bike Club. We want to work in partnership with you and give you all the help we can, to make sure that your club is as good as it possibly can be.**

## Examples of activities

Bike Club offers a wide range of activities to suit various groups of children and young people. One of Bike Club's partner organisations, CTC, has experience of arranging such initiatives.

- **Off-road skills sessions** – technique sessions can involve dirt trails, jumps or purpose-built wooden platforms called 'North Shore'. These activities encourage expertise in bike handling, even among riders who don't consider themselves athletic.
- **Bikeability training** – National Standards cycle training focuses on practical, real-world skills, in order to make cycling on roads a safe, enjoyable experience. Young cyclists progress through three levels of awards, learning basic techniques before building their confidence to deal with all kinds of roads and junctions.
- **Cycling festivals** – there are lots of different ways of putting on special events focusing on cycling – for example, family fun days or weekends, or visits to local schools, to give pupils the chance to try out different bikes.
- **Children's multi-activity challenge** – at shows and other events, children can have the chance to take part in competitions, where they will have fun, and be able to try out unusual activities and gain confidence before a public audience.
- **Community Bike Club** – this is a club that welcomes people of all ages, including those with disabilities. This kind of club offers those who attend access to a variety of sports, including cycling, enabling them to choose an activity that suits them.
- **Special school off-road riding** – pupils at special schools can be offered a chance to do something different from their usual PE lessons, including

riding woodland trails on a variety of two-wheeled mountain bikes and specialist cycles that suit disabled riders.

- **Cycle touring and expeditions** – planning a cycle tour involves learning cycling skills in addition to maintenance, navigation and campcraft. An expedition can offer hugely rewarding experiences and can satisfy aspects of schemes such as the Duke of Edinburgh's Award.
- **Family rides with CTC member groups** – carefully planned rides combine local knowledge with a warm welcome. Family-friendly destinations are chosen, using routes on quiet country lanes.
- **BMX** – popular among many young people, BMX provides exciting opportunities for dirt jumping, ramp riding and flatlanding, a kind of riding that involves aspects of dance and even gymnastics.
- **Cycle maintenance** – activities to raise awareness about the importance of maintaining bikes correctly can range from the staging of 'Doctor Bike' cycle safety checks to actual maintenance training for young people and youth leaders.
- **Self-organisation** – rather than simply providing an activity for young people, a valuable approach is often for a cycling organisation to enable community groups to organise their own cycling initiatives. Leaders can be offered training and mentoring.
- **Creative projects** – cycling may inspire young people to undertake projects involving media such as art, music, film or dance. New experiences gained through riding bikes can affect young people's outlook in such a way that they choose to express their ideas creatively.





## Bike Club as part of extended services in schools

For those setting up Bike Clubs in schools, it will be important to consider how these can help to fulfil the desired outcomes of Every Child Matters (ECM), and to meet the 'core offer' for extended services.

Below are some examples of how Bike Club can contribute to achieving the ECM outcomes:

- **Being healthy** – Bike Club encourages healthy lifestyles.
- **Staying safe** – Bike Club aims to build the confidence of participants, helping to keep them safe from crime and anti-social behaviour, in and out of school.
- **Enjoying and achieving** – Bike Club gives members the chance to enjoy recreation and, with opportunities for Youth Achievement Awards and leadership training, it can help with their personal and social development.
- **Making a positive contribution** – attending a Bike Club will enable participants to develop their self-confidence and to deal with challenges successfully.
- **Achieving economic well-being** – Bike Club gives participants the chance to develop transferable skills, and to contribute to protecting the environment by using 'green' transport.

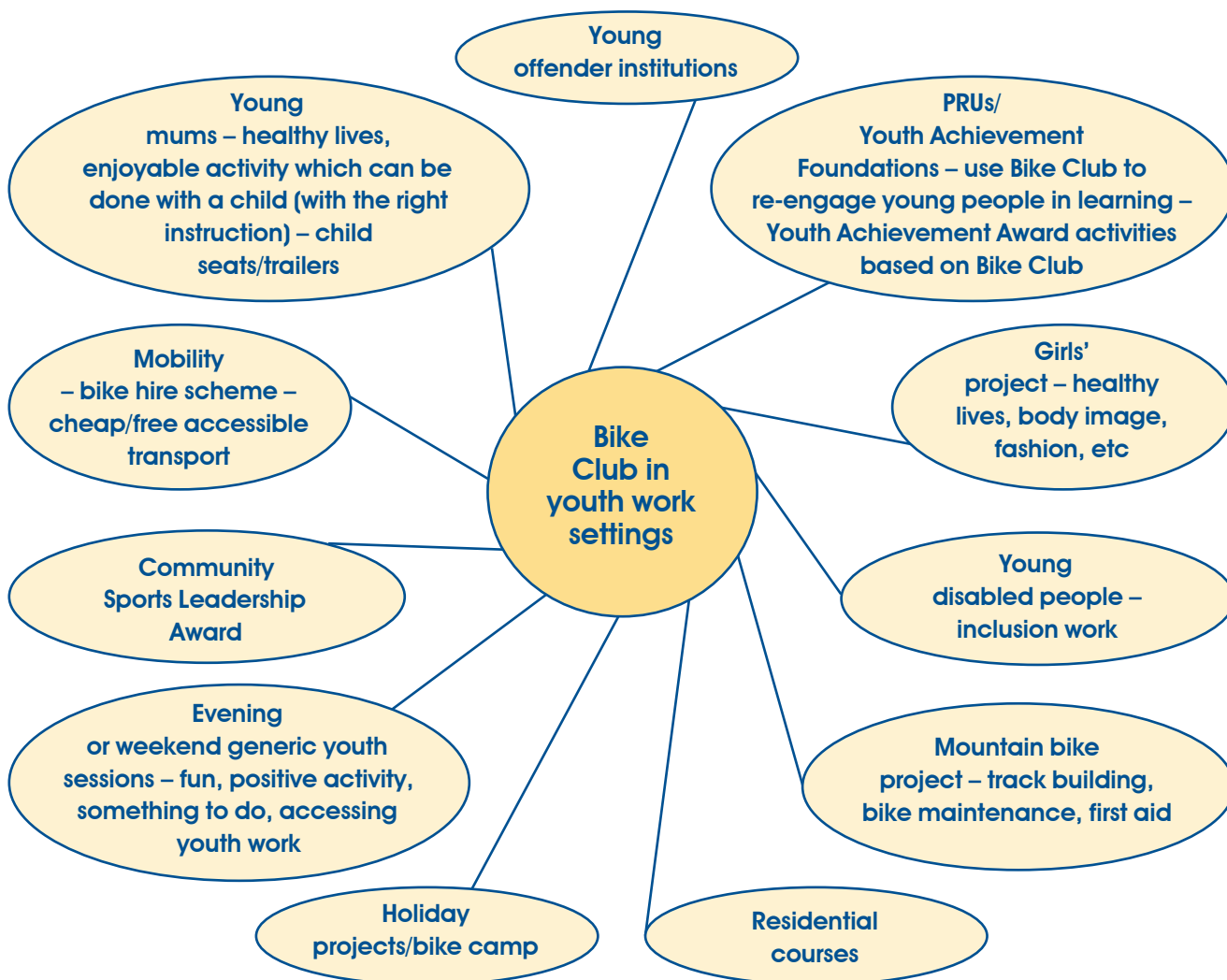
There are lots of ways in which Bike Club can support the core offer for extended services, which consists of a varied menu of activities, swift and easy access, parental support and family learning, childcare and community use. Here are a few examples:

- **A varied menu of activities** – the activities provided by a Bike Club will be suited to local needs and will offer a whole range of skills and activities beyond cycling.
- **Swift and easy access** – Bike Club can work in partnership with other agencies such as youth services, the probation service and pupil referral units (PRUs) to engage young people who may be excluded or disengaged.
- **Parental support and family learning** – Bike Club can be used to encourage families to undertake more activities together.
- **Community use** – in areas of deprivation, people in the community could be offered access to the bikes used by Bike Club, giving them a means of transport for getting to school or to work.

ContinYou, one of the Bike Club partners, can offer expertise in developing the provision of extended services, and also undertakes training and development work in the field of health and well-being.

## Bike Club in youth work settings

There's a huge range of activities relating to cycling that can take place in youth work settings. Lots of them can be tied into or run from breakfast or after-school clubs. Below is a diagram giving an idea of the types of activities you might provide, and the kinds of members you might cater for.



### Youth Achievement Awards

Young people taking part in Bike Club schemes will have the opportunity to have their activities and achievements recognised and accredited through Youth Achievement Awards. This innovative awards programme uses an activity-based approach to peer education. They are designed to bring about greater participation by encouraging young people to take progressive levels of responsibility for choosing, planning and leading activities based on their interests.

The Youth Achievement Awards were introduced in 1997. Initially they were used in the youth work sector as a means of recognising and accrediting young people's achievements. More recently, schools, colleges and training providers have also been finding them a valuable tool for motivating and engaging young people. There are four levels of award, from bronze to platinum. The awards:

- recognise and accredit young people's achievements

- provide opportunities to achieve qualifications through non-formal learning
- encourage progressive responsibility and ownership of learning
- provide a mechanism by which to measure the quality of work with young people
- reinforce good practice
- encourage participation and social inclusion
- use peer education.

They enable young people to:

- enhance their self-awareness and self-esteem
- develop communication skills and resolve differences by negotiation
- get on with, and work well with, others
- explore and manage their feelings
- understand and identify with others
- develop values
- plan ahead.

# Winning people over

When you're planning to set up a Bike Club, you may find that some of the people that you need on your side are reluctant to support you, because they have concerns about the safety of children and young people, or because they have negative views about cycling and cyclists. So here are some examples of the kinds of objections that people may make, along with arguments that you can use to reassure them and convince them about the safety and benefits of cycling.

**I assume that we'll have to make the children wear helmets for safety. I think this would put many of them off.**

## Your answer

Cycle helmets don't prevent injury in all circumstances, and they certainly won't protect you from bad drivers, who present the greatest hazard to cyclists. The focus on wearing helmets detracts from the real issue – bad driving.

Standards for cycle helmets require only that they withstand an impact of 20 kilometres per hour (12½ miles per hour). This is the kind of impact that would occur if you fell off a bike all by yourself – something that children are much more likely to do than adults. Helmets are not designed to protect against the kind of impact that would occur if you were hit by a moving vehicle.

Unfortunately, in the UK, much of the debate about the efficacy of wearing helmets seems to end up focusing on questions about whether the wearing of helmets should be made compulsory. When laws have been brought in, in other countries, to compel people to wear helmets, this has always reduced the number of cyclists, without reducing the number of cyclists who are injured. If people are forced to wear helmets, this leads to fewer people cycling, and more risk for the remaining cyclists.

Bike Clubs will work with local partners and will make their own decisions about the wearing of helmets.

**You'll never get large numbers of people to cycle.**

## Your answer

Yes, we will! There is huge potential for increasing the use of cycles in Britain. There is already a large amount of recreational cycling. Currently cycling is the third most popular form of physical activity for adults (after football and swimming). But the use of bicycles as a form of transport remains very low, with fewer than two per cent of trips being made by bike. Only a small percentage of young people cycle to school, and the majority who do so are male. To understand how much potential there is, look at the rates of cycling in other countries – nine per cent in Switzerland, ten per cent in Germany and Belgium, twelve per cent in Sweden, eighteen per cent in Denmark, and 27 per cent in Holland.

Over two thirds (68 per cent) of all trips, and over half (58 per cent) of car trips, cover less than five miles. This would take about half an hour on a bicycle. It would be so easy to use bikes instead of cars for many of these journeys.

Bike Club aims to help more young people and families get more active on their bikes, more of the time. This increase in future generations of road users will benefit all cyclists.

**Our roads would be safer with no cyclists.**

## Your answer

On average, about 3,000 people die from road traffic accidents in the UK every year. Out of these, about three involve only a cyclist and a pedestrian. The remainder involve motor vehicles. In addition, there is evidence to support the idea that the more people that cycle, the safer it gets for all road users.

CTC's *Safety in Numbers* document explains the contribution that cyclists make to road safety for all road users – you can read it online at [www.bikeclub.org.uk](http://www.bikeclub.org.uk).

**I would never want to be associated with that group of law-breaking nutcases. All they ever do is jump red lights and cycle on the pavement.**

#### **Your answer**

Both jumping red lights and riding on the pavement are illegal activities. Bike Club does not condone illegal activities.

As well as being illegal, jumping red lights can be dangerous. But statistics show that it is much less dangerous to jump a red light on a bike than in a car. In London between 2001 and 2005, three cyclists, seven pedestrians and seven motor vehicle occupants were killed when a motorist jumped a red light. During this same period, two cyclists died when they jumped red lights. More cyclists die from motorists jumping red lights than from cyclists jumping red lights.

Cycling on the pavement can also be dangerous. However, the vast majority of pedestrians are killed by motor vehicles rather than by cyclists.

Often when cyclists jump red lights or ride on the pavement, this is because they are inexperienced and don't feel safe cycling in traffic. Any cyclist who

doesn't feel confident would benefit from cycle training. Bikeability aims to give people of ages (including teenagers and adults) the skills to handle real traffic confidently, safely and legally, so that they can cycle more safely and more often. Cycle tracks on pavements that are also used by pedestrians further confuse cyclists – suddenly a bit of paint transforms previously forbidden pavement into a designated space for cycling! We believe that widespread cycle training and a reduced emphasis on shared-use pavements would be the best ways of combating these common forms of bad behaviour by cyclists.

**Cyclists don't pay road tax, so you have no right to complain about the roads or drivers, or to take up road space, do you?**

#### **Your answer**

Actually, most adult cyclists do pay for the roads. Road tax was abolished in the 1930s. Money to maintain the roads comes out of council tax and income tax. That means that nearly all adult cyclists do in fact pay for the roads. Cyclists do minimal damage to the roads, in comparison with cars and other motorised vehicles.





**Cycling is dangerous. There are too many other cyclists out there who ride like maniacs.**

#### Your answer

Only a small proportion of illegal cycling is actually due to intentional anti-social behaviour. The vast majority of people who cycle illegally do so because they feel as though they have to decide between what's legal and what's safe. The best way to encourage people to cycle lawfully on the road is to make that space inviting to cyclists. Reducing speed limits, enforcing traffic laws for all road users, and making cycle training readily available to people of all ages are the best ways to combat illegal cycling.

It is important to keep in mind that illegal cycling causes very few actual injuries or deaths. From 2000 to 2004, in all of Great Britain, nine people were killed by cyclists on the pavement, while 3,885 people were killed by motorists driving on the pavement.

**Cycling is dangerous. There are so many pot-holes in the road that I think it would be impossible to avoid crashing.**

#### Your answer

The best way to avoid accidents of this kind is to look out for pot-holes. You can learn to keep an eye out for them and to cycle round them. The ability to do this while paying attention to other traffic is something that comes with practice. If you're worried about this, cycle training such as Bikeability can help you develop your cycling skills.

Local councils have a duty to keep the road in a safe condition, and the vast majority of them take this very seriously. It's quick and easy to report any pot-holes you notice – go to [www.fillthatohole.org.uk](http://www.fillthatohole.org.uk).

**Shouldn't all cyclists be made to use cycle lanes?**

#### Your answer

Off-road cycle tracks are not necessarily safer than roads, and cyclists are allowed to use all roads in the UK (except for in a few cases, such as motorways).

The Highway Code states that cyclists do not have to use cycle facilities if they do not want to. Cycle paths, especially those that run alongside a road, are not necessarily safer than the road. Motorists may not be aware that there is additional traffic running alongside them, which may lead to conflicts at junctions. It is essential to educate drivers to be more aware of cyclists, and to give young cyclists the skills they need to cycle safely on and off the road. Bike Club aims to make both cyclists and drivers more aware of road safety, through using a partnership approach.

Cycle lanes (lanes painted on the road) are often not wide enough to help cyclists, and sometimes they are so narrow that they cause more problems than they solve.

**Cycling is dangerous. So many cyclists get knocked over by cars that you'd have to be crazy to risk it.**

#### Your answer

Not cycling is actually more dangerous than cycling. The health benefits of cycling far outweigh the risks. Heart disease and obesity are two of the biggest killers in Britain. One third of people in the UK die from illnesses related to physical inactivity. In comparison, there is one fatality for every 32 million kilometres cycled.

# Next steps

Think about how you can get involved. To help you look at the 'big picture' and to check, as you go along, that you've remembered all the different elements that you need to get right when you're setting up your Bike Club, here's a summary of some of the things that you need to take into account in your planning.

## ● Participants

- Make sure that the marketing and advertising are appropriate.
- Think about what procedures you will use for enrolment, and what kinds of records you will keep.

## ● Paperwork

- Remember that you will need to get parents to sign consent forms for young people to take part in activities. If you plan to take photographs, parents will need to sign consent forms for this as well.
- All adults who will be in contact with children and young people need to have CRB checks.
- Get advice from your area officer about what insurance you need to take out.

## ● Equipment

- Make sure that this is appropriate and cost effective.

## ● Leaders

- Leaders should be responsible people who have received appropriate training.

## ● Champion/ringleader

- You will need someone to be the primary contact for the project.

## ● Appropriately selected activities

- It's important to be adaptable and flexible in the options you offer young people, but do make some concrete suggestions – don't leave it all up to them!

## ● Timing

- Find out from potential club members what times would suit them best – what time of the year, what day of the week and what time of day.

## ● Venue

- Make sure that this is appropriate and accessible.

## Get involved

The *Bike Club start-up guide* has presented you with lots of information. We encourage you now to contact us and discuss how you can get involved.

There are many, many ways in which you can use Bike Club to help support the learning of children and young people, through using cycling as a means of engaging them and their families. The members of the Bike Club consortium can help and support you with setting up Bike Clubs, even if you are not in one of the pathfinder areas. Please register your interest in Bike Club by ringing 0844 736 8464 or through its website – [www.bikeclub.org.uk](http://www.bikeclub.org.uk).



# Resources

To help you find out more about cycling and about other linked issues, here are some useful websites that you can visit for more information.

## Cycling

Bikeability – [www.bikeability.org.uk](http://www.bikeability.org.uk)  
Bike Club – [www.bikeclub.org.uk](http://www.bikeclub.org.uk)  
Bikeforall – [www.bikeforall.net](http://www.bikeforall.net)  
Bike It – [www.sustrans.org.uk/what-we-do/bike-it](http://www.sustrans.org.uk/what-we-do/bike-it)  
British Cycling – <http://new.britishcycling.org.uk>  
CTC – [www.ctc.org.uk](http://www.ctc.org.uk)  
Cycle Training Standards Board – [www.ctsb.org.uk](http://www.ctsb.org.uk)  
Cycling England – [www.cyclingengland.co.uk](http://www.cyclingengland.co.uk)  
Department for Transport – [www.dft.gov.uk](http://www.dft.gov.uk)  
On Yer Bike – Teachers TV – [www.teachers.tv/video/20010](http://www.teachers.tv/video/20010)  
Wheels for All – [www.cycling.org.uk](http://www.cycling.org.uk)

## The environment

British Waterways – [www.britishwaterways.co.uk](http://www.britishwaterways.co.uk)  
Forestry Commission – [www.forestry.gov.uk](http://www.forestry.gov.uk)  
Natural England – [www.naturalengland.org.uk](http://www.naturalengland.org.uk)

## Health

Change4Life (including Bike4Life) – [www.nhs.uk/change4life](http://www.nhs.uk/change4life)  
Department of Health – [www.dh.gov.uk](http://www.dh.gov.uk)  
Diabetes UK – [www.diabetes.org.uk](http://www.diabetes.org.uk)  
Eatwell – [www.eatwell.gov.uk](http://www.eatwell.gov.uk)  
5 A DAY – [www.5aday.nhs.uk](http://www.5aday.nhs.uk)  
Healthy Start – [www.healthystart.nhs.uk](http://www.healthystart.nhs.uk)  
Live Well – [www.nhs.uk/livewell](http://www.nhs.uk/livewell)  
School Food Trust – [www.schoolfoodtrust.org.uk](http://www.schoolfoodtrust.org.uk)

## Public services

Directgov – [www.direct.gov.uk](http://www.direct.gov.uk)

## Safety/safeguarding children

NSPCC – [www.nspcc.org.uk](http://www.nspcc.org.uk)  
Road Safety GB – [www.larsoa.org.uk](http://www.larsoa.org.uk)  
Royal Society for the Prevention of Accidents – [www.rospa.co.uk](http://www.rospa.co.uk)  
Safe Routes to Schools – [www.saferoutestoschools.org.uk](http://www.saferoutestoschools.org.uk)

## Schools and learning

Breakfast clubs – [www.breakfastclubplus.org.uk](http://www.breakfastclubplus.org.uk)  
ContinuYou – [www.continyou.org.uk](http://www.continyou.org.uk)  
Department for Children, Schools and Families – [www.dcsf.gov.uk](http://www.dcsf.gov.uk)  
Every Child Matters – [www.everychildmatters.gov.uk](http://www.everychildmatters.gov.uk)  
Extended schools – [www.extendedschools.co.uk](http://www.extendedschools.co.uk)  
Standards Site – [www.standards.dfes.gov.uk](http://www.standards.dfes.gov.uk)  
Training and Development Agency for Schools – [www.tda.gov.uk](http://www.tda.gov.uk)

## Volunteering

National Council for Voluntary Organisations – [www.nvco-vol.org.uk](http://www.nvco-vol.org.uk)  
vinspired – [www.vinspired.com](http://www.vinspired.com)

## Youth work

UK Youth – [www.ukyouth.org](http://www.ukyouth.org)  
Youth Achievement Awards – [www.youthachievementawards.org](http://www.youthachievementawards.org)





Department for  
**Transport**

**cycling** *england*

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# bike club

## Start-up guide

This guide has been written to help support the Bike Club initiative, which aims to get more people cycling more often and to promote the benefits of cycling for everyone, particularly for 10 to 20 year olds and their families. We want to show those who don't currently cycle how much they can get out of cycling – as a means of transport, for exercise or just for fun!

We hope that this will be a useful starting point for anyone who wants to get involved in setting up a Bike Club. Please let us know what you've found helpful, and what other information and support you need. We'd really value your feedback – ring us on 0844 736 8464 or contact us through our website: [www.bikeclub.org.uk](http://www.bikeclub.org.uk).

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Distributed by: CTC  
Parklands  
Railton Road  
Guildford GU2 9JX

Tel: 0844 736 8450 (Direct line 01483 238 337)  
Fax: 0844 736 8454 (Direct line 01483 237 051)  
Email: [bikeclub@ctc.org.uk](mailto:bikeclub@ctc.org.uk)

[www.bikeclub.org.uk](http://www.bikeclub.org.uk)

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Changing lives through learning

