

QUICK RELEASES

***This month:** epic ride record attempts; funding for cycling; Space for Cycling; and cases being supported by the Cyclists' Defence Fund*

STAY IN TOUCH

CYCLECLIPS: CTC's free weekly email newsletter – email your membership number to membership@ctc.org.uk

CYCLE CAMPAIGN NEWS: CTC's monthly campaigns bulletin. Sign up at ctc.org.uk/subscribe-to-cycle-campaign-news



● Steve Abraham is riding at a steady pace. Mark Beaumont plans to ride faster than before



Right: by Phil Whitehurst. Far right: by Mark Beaumont

RECORD CHASING

Two CTC members are attempting record-breaking rides in 2015: 80,000 miles in 365 days and Cairo to Cape Town in 50

AUDAX CYCLIST Steve Abraham is aiming to better Tommy Godwin's 'unbeatable' record of 75,065 miles cycled in one year, which was set in 1939. Meanwhile, round-the-world cyclist and TV presenter Mark Beaumont will take on the Cairo to Cape Town record, a 6,900-mile journey, during April and May.

Steve set off on 1 January, and at the

time of writing had averaged around 183 miles per day, putting him more than 200 miles ahead of Godwin's 1939 schedule. 'I was about 15 when I heard about Tommy Godwin's record, and always wondered if I could do it,' Steve said. 'Then, two years ago, I decided to start planning. I thought: "I could spend another year working in a warehouse all day or I could be out on my bike." I have

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given up my job and saved up some money. I intend to ride at an easy pace that I know from my test rides I can keep up for days and nights at a time.'

Steve would like as many CTC members to be involved as possible, and is inviting people to join him en route or meet him at a café-stop to encourage him on his journey. He is also asking if cyclists would help with the record-breaking attempt by offering him a bed for the night. For more details, or to follow Steve's progress, visit the website oneyeartrial.org.uk.

Mark Beaumont has form for long-distance cycling, having broken the round-the-world record in 2008. He then cycled from Alaska to the tip of Argentina in 2009-2010. 'Cairo to Cape Town is one of the worlds most iconic routes,' he said, 'and after the circumnavigation and Alaska to Tierra del Fuego, it would complete the ultimate hat-trick of endurance rides for me.'

'It has shot to fame in the cycling world thanks to the passionate leadership of Henry Gold and his Tour D'Afrique. Over the last 13 years, hundreds of people have been given the chance to pedal south past the pyramids, through the Sahara, into the great grasslands of East Africa, along the shores of Lake Malawi, and then to Cape Town via Botswana and Namibia.'

The current record is 70 days, set by Robert Knol of the Netherlands in 2011. 'I'll need to ride a lot faster than I have ever done before,' said Mark. 'So I'll be using an ultra-light racing set-up, as opposed to the trekking set-up that I used on previous trips. I will be riding a Koga Solacio road bike with 28mm tyres, fitted with frame bags. The bike also has a SON front hub dynamo linked to a USB port in the headset to power the GPS, lights, phone and cameras.' Mark will be filming his trip. For updates, visit markbeamontonline.com.

Cycle will be publishing articles about both Steve's and Mark's journeys later in the year.

● Initially, £10 per person per year is what's needed to boost cycling nationally, according to the Get Britain Cycling report



CYCLING IS BEST INVESTMENT

Extra funding to Get Britain Cycling would pay back handsomely. **Roger Geffen** explains why

ALMOST A quarter of a trillion pounds would be saved if the parliamentary Get Britain Cycling report's proposed targets for increased cycle use were met in England, according to new research from Leeds University that was unveiled by CTC.

The Get Britain Cycling report called on Government to set targets to boost cycle use from less than 2% of trips today to 10% by 2025, and to 25% by 2050. It also urged spending to meet these targets of £10 per person annually, increasing to £20 as cycle use rises.

The research by Leeds University's Fiona Crawford and Robin Lovelace shows that meeting the 10% target in 2025 would deliver benefits worth £6.3bn in today's money in that year alone, while the benefits from reaching the 25% target in 2050 would be worth £42.6bn that year. Even after allowing for 'discounting' (the Treasury's way of reflecting the fact that long-term future benefits are worth less to today's spenders than more immediate benefits), the total benefits of the growth of cycling between now and 2050 would be worth £248bn.

These findings were revealed as MPs prepared to debate an amendment to the Infrastructure Bill, which calls for a Cycling and Walking Investment Strategy (CWIS). This amendment seeks to counterbalance the

Infrastructure Bill's proposed Roads Investment Strategy (RIS), which aims to give funding certainty for future road-building at a time when the Government is preparing to turn the Highways Agency into a Government-owned Network Rail-style private company. CTC and its allies argue that cycling and walking are far more deserving of long-term investment, as they have far greater benefits.

The final version of the Government's Cycling Delivery Plan is likely to be published at around the same time as the Infrastructure Bill. Far from providing long-term funding commitments, the draft was widely criticised for setting out only 'an aspiration to work with local government and businesses to explore how we can achieve a minimum funding packet equivalent to £10 per person each year by 2020-21 – and sooner if possible.'

Deputy Prime Minister Nick Clegg did announce an additional £214m for cycling last November: £114m for eight cycling cities and the rest for better cycle access across and along major roads. However, the draft Cycling Delivery Plan promises a partnership arrangement whereby local authorities who commit to ambitious plans to boost cycling will receive priority access to further funding. CTC believes the final plan needs to commit to significant long-term funding if this proposed partnership is to prove meaningful. ●

Above: Alamy.com

“The research shows that if cycling meets the 10%-of-trips target in 2025, it would deliver benefits worth £6.3billion in that year alone”

YOUR CAMPAIGNING COUNTS

17,000

Over 17,000 emails have been sent to councillors in support of Space for Cycling



3,300

In only a week, 3,300 wrote to the Treasury calling for Funding4Cycling

703

703 councillors have signed up to Space for Cycling



242

242 attended regional campaigns training sessions

£214m

A month after Funding4Cycling, £214m was announced for cycling





● Long-term cycle campaigning in Newcastle, including civic rides like this, have led to widespread support for Space for Cycling

SUPPORT FOR CYCLING

More than 700 councillors have pledged support for Space for Cycling. **Sam Jones** reports

‘WILL YOU support Space for Cycling in your area and seek the funding needed to make it happen? This question has been asked more than 17,000 times since CTC began coordinating the national Space for Cycling campaign last April. Funded by the Bicycle Association’s Bike Hub levy, the campaign – originally an initiative of London Cycling Campaign – has seen over 700 councillors pledge their support.

In November, we ranked the eight largest English cities (in economic terms), according to the level of councillor sign-up. Newcastle was top with 67% of councillors signed up, followed by: Manchester 41%; Nottingham 31%; Bristol 26%; Birmingham 16%; Leeds 16%; Liverpool 12%; and Sheffield 11%.

Councillor sign-up rate reflects the political willingness of local authorities to commit to cycling, as well how much communication about the campaign they have received from local cyclists. The greater uptake in urban areas is probably because cycling is more visible, due to the

concentrated number of cyclists. However, the end of 2014 began to show an upsurge in support from rural highway authorities.

Somerset Cycling Campaign managed to sign up over 30% of Somerset councillors. Herefordshire County Council soon passed this mark, with 47% of councillors signed up. This was due to outstanding campaigning from Cycle Hereford. In Scotland, campaigners in Aberdeenshire have signed up over 30% of the area’s councillors.

Seeing this interest coming from shire counties is a massive step forward for Space for Cycling and demonstrates that the campaign is gaining traction outside of our cities. We have great plans for capitalising on the hard work of 2014. Together with the local campaign groups, which are instrumental in the campaign’s success, we will make 2015 the year councils across the country took notice of cycling and the cyclist.

GET INVOLVED

CTC is holding training events for current and would-be campaigners in London (for campaigners in the South East) on Saturday 7 February, and in Edinburgh (for campaigners in Scotland) on Saturday 21 February. This is a chance to find out how you can get involved locally in CTC’s Space for Cycling and Road Justice campaigns.

For more information, see the website ctc.org.uk/local-cycle-campaigning

“In Newcastle, 67% of councillors have pledged support for Space for Cycling, thanks to excellent local campaigning”

Photo: Shannon Riaballino

CYCLE SHORTS

● SAFER LORRIES... BUT NOT UNTIL AFTER 2020

The EU has agreed to introduce new lorry designs that are both greener and safer for pedestrians and cyclists. Future lorries will have the kind of rounded front now common in coaches. As well as being more aerodynamic (and hence more fuel-efficient), it also prevents pedestrians crossing the road beneath the driver’s field of vision. However, lobbying by the French and Swedish governments means these improvements will not be permitted until sometime between 2020 and 2022. **For more on lorry safety, see page 46.**

● CYCLE-RAIL AWARDS

East Midlands Trains won Station of the Year at the 2014 National Cycle Rail Awards for its new 400 space cycle hub at Sheffield station. National Rail Enquiries won the Innovation award for its mobile app, which gives train-specific cycle-carriage information. And Northern Rail won the Customer Service award for transporting spectators to and from the Tour de France Grand Départ. See railbusinesssevents.co.uk.

● CTC COUNCIL CHANGES



There are two new Councillors for Yorkshire and the Humber for the three years starting 2015: Lizzie Reather, who is also Chair of Leeds Cycling Campaign; and Martyn Bolt,

previously one of CTC’s Cycle Champions and until recently Mayor of Kirklees. London has one new Councillor: Kristian Gregory, who has done a lot of work campaigning for Space for Cycling. Leaving Council are: Yorkshire and the Humber’s Arthur Spurr (pictured), a long-standing member of Cycle’s editorial committee – and others; and Roger Crosskey and Colin Brown (both London), whose departure we reported in Oct-Nov 2014.

● NOTICE OF E.G.M.

CTC West Member Group is to host an Extraordinary General Meeting at 11am on 8 March at Horton Village Hall, Horton Hill, Horton, BS37 6QW, to vote on a motion to dissolve CTC West as a Member Group. Proposed by Nick Horne, seconded by Dave Woodward. CTC members showing a valid membership card are welcome to attend.

● CORRECTION

Page 14 of the Oct/Nov issue said that the CTC Birthday Rides began in 1978. In fact, they began in 1970 in Godalming, as a build up to the 1978 centenary. Apologies for the error. >>>

JUSTICE FOR CYCLISTS

The justice system is still discriminating against cyclists but the Cyclists' Defence Fund is fighting back.

Sam Jones describes current cases



Justice isn't done when a cyclist is fined for riding over a white line but a driver who killed a cyclist isn't charged

DECEMBER AND January had stark reminders of the need for CTC's Road Justice campaign, which has existed in one form or another since the 1930s. Six cyclists were killed in eight days in early January, while one week in December saw two widely different stories of injustice for cyclists.

The tragic case of Michael Mason, first reported in London's Evening Standard, came to light months after the initial incident. Mason (70) was cycling on Regent Street, London, when he was hit from behind by a Nissan

car on 25 February 2014. He died as a result of his injuries on 14 March 2014. The driver escaped prosecution. The Metropolitan Police had not referred the case to the Crown Prosecution Service (CPS), in an apparent breach of CPS guidelines.

In contrast to Michael Mason's case, new CTC Councillor Kristian Gregory received a Fixed Penalty Notice (FPN) from the Met in July 2014 after he strayed over the white line marking a sub-standard cycle track on New Kent Road in London. Gregory appealed

against this alleged offence, and at the time of writing faces a court appearance on 5 February.

There is something clearly wrong with a system where a cyclist's death is not pursued while an alleged infringement that endangered no one sees the full force of the law. In both cases, the Cyclists' Defence Fund (CDF), a linked charity established by CTC with the remit to deal with issues related to cycling and the law, has stepped in to provide support.

DRIVERS TO BE PROSECUTED

In the case of Michael Mason, following discussion with his family and CTC ambassador Martin Porter QC (who represented the family at the inquest), CDF has confirmed that it will provide funding for Porter to engage on the family's behalf with the Metropolitan Police and the CPS's Director of Public Prosecutions. The aim is to reverse the decision not to prosecute. If that fails, Porter will advise on alternative options, including the possibility of a private prosecution.

CTC, Sustrans, the London Cycling Campaign and RoadPeace have now joined CDF in writing to the Crown Prosecution Service (CPS), urging them to drop Gregory's case. This has been done on the basis of the case not being in the public interest, given the triviality of the alleged offence and lack of legal clarity about where cycling is permitted at the location, due to poor signing.

'The Metropolitan Police and the CPS need to take a serious look at their priorities,' said Gregory. Such sentiments have resonated with the wider public, which has rallied to CDF's call for funding to support both cases. Current estimates of the funding needed for Mr Mason's case is placed at £30k.

The CDF is also supporting the family of road rage victim John Radford in their civil case against Michael Gledhill, the driver responsible. Following John's death on 5 November last year, Gledhill is to face a new criminal prosecution for causing death by dangerous driving. (Gledhill was previously found guilty of causing serious injury by dangerous driving.)

With a busy first half of 2015 ahead for CTC and CDF, donations to support our ongoing activities would be very welcome. You can send a cheque to Cyclists' Defence Fund, c/o CTC, Parklands, Railton Rd, Guildford GU2 9JX, or donate online at cyclistsdefencefund.org.uk or at justgiving.com/justiceformichael.



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