

GMCC News

Newsletter of the Greater Manchester Cycling Campaign - Spring 2013



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Hello and welcome to the Spring 2013 GMCC Newsletter.

The last edition of the GMCC newsletter, formerly known as "pothole" came out in Spring 2012, a hole which I felt needed filling. So, when at the December GMCC meeting the request was made for someone to take over the newsletter from Rob I jumped at the task. I first got involved in the production of Bristol Cycling Campaign's newsletter 20 years ago and looked after it from 1995 to 1999. I wanted to bring the open, free-flowing style we had at Bristol to Manchester and Rob & I both agreed we wanted to drop the old title "pothole." The new title "GMCC News" was suggested by Alex.

At the January GMCC meeting it was agreed we would get a newsletter out before the Oxford Road Bus Scheme consultation started. As a result it has been a bit of a rush to get all the items together. So a big thank you to everyone who contributed at such short notice and and sorry we had to leave some contributions out.

After a short report on the Go Dutch conference on this page, Pete brings us up to date with the plans for Oxford Road on page 3, Alex writes about a Dutch view of cycling in Manchester on page 4 and Vincent examines the progress Manchester has made on 20's Plenty on page 5. Then on pages 6 & 7 Dipak and Zym report on their ventures and recent collaborations.

So, I hope you enjoy this newsletter. Please send text and pictures for the summer edition to nl@gmcc.org.uk and get involved.

Mike Armstrong

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Views expressed in this newsletter are not necessarily those of the GMCC.....

Love Cycling, Go Dutch - Manchester

The last of four "Love Cycling, Go Dutch" conferences was held in Manchester on 19th and 20th November 2012. The event, which was primarily aimed at council officers and other professionals, was hosted by the Dutch Embassy with GMCC helping arrange the programme and UK speakers. On Monday two Dutch experts led a workshop day at TfGM's offices where two campaigners joined a small group of local highways engineers and transport consultants, with site visits in the afternoon to assess some current and potential cycle facilities.

Tuesday's event was the main conference held at Manchester Town Hall, chaired by Philip Darnton, President of Cyclenation. Over 100 delegates attended, including cycling campaigners, cycling officers, urban planners, politicians and representatives from all of the major cycling advocacy groups. The Dutch and UK speakers set out the massive benefits of cycling to their economy and their people, and explained how it has been achieved. It wasn't all about Dutch cycle infrastructure, it was about the complete package which has taken many years to get right. Yet they are continuously making improvements and still aim to increase the already high levels of cycling in the Netherlands.

The conference began with a welcome from the deputy Dutch Ambassador before diving straight into a session on the costs and benefits of cycling. Nick Cavill then followed on with a stunning presentation on the massive cost benefits of cycling in the area of health. His presentation contains some really impressive reference to research showing how much more effective cycling is as a treatment for health conditions than drugs like statins.

The second session was a review of the previous day's workshops presented by Marjolein de Lange. The first part reviewed the cycle tracks at the A56/A57 roundabout near Deansgate station. The second example was far more exciting, the team had looked at the opportunities for improving the situation on a section of Wilmslow Road in Rusholme known locally as "the curry mile". Here the Dutch team came up with a stunning solution separating buses from cycles completely and moving all the on-street parking. During the break for coffee, I found the councillor for that area talking enthusiastically about how good this plan would be and how it would fit in well with the wishes of the local traders. With the planned improvements for cycling in the Bus Priority scheme on Oxford Road to the north there is a possibility that something very significant is achievable here.

Next up was Wim Bot of the Dutch Cycling Union, a cycle campaigner like us, who talked about how cycling fits with the ethics and culture of the Netherlands. Partnering him was Prof John Whitelegg who's message was that there is no reason why Manchester cannot achieve a 20% modal share for cycling by 2020. This was a stunning challenge to the local politicians and council officers who were sitting in the audience. Prof Whitelegg said this change would require a great deal of restraint on the car, the enforcement of speed limits and the removal of parking. His talk was followed by a panel Q&A session which just served to highlight how far Manchester is from providing adequate facilities for cycling.

The afternoon was divided up into workshop sessions, with the morning's topics covered in more detail and supplemented with workshops on residential street design, integrating cycling with public transport, and bicycle parking.

The conference exposed the huge gulf between the Dutch system and what we experience on the streets of Manchester. TfGM and the Greater Manchester councils are going to have to up their game massively to have the kind of impact that is needed. Thankfully the message seems to be starting to get through and schemes like TfGM's Bus Priority routes are paying an interest in the requirements for increasing cycling. The big challenge in the coming year is the plan for Oxford Road. If done well it could make a massive difference to the way cycling is catered for in this city.

Mike Armstrong

Oxford Road – Time to Go Dutch

Manchester City Council has publicly stated that it aims to become a “world class cycling city” by 2017. To achieve this goal, Greater Manchester Cycling Campaign (GMCC) believes that Manchester needs to develop high quality cycle networks that are coherent, direct, attractive, safe and comfortable – or in other words Go Dutch.

The Oxford Road corridor is already the busiest cycling route in Greater Manchester – but is also reported to be the busiest bus route in Europe with up to 100 buses an hour during peak times. Combine this with car traffic and poor cycle infrastructure then it not surprising that many people choose not to cycle to/from work, study or for leisure

The good news. Proposals Transport for Greater Manchester (TfGM) and Manchester City Council (MCC) will see most of the car traffic removed from Oxford Road between Whitworth Park (by Edinburgh Bicycle Co-operative) all the way up to the Cornerhouse (Whitworth Street). The route will be for buses, taxis, emergency vehicles, bicycles and pedestrians.

This proposal is one element of the £54.5 million Cross City Bus package which will see the development of bus priority measures along four separate corridors:

- the A580 East Lancashire Road in Salford;
- the A664 Rochdale Road in Manchester and Rochdale;
- the Oxford Road Corridor in Manchester; and
- the Regional Centre, in Manchester.

The bad news. Currently, the proposed cycle route infrastructure leaves a lot to be desired. The TfGM preferred option was to install on-carriageway cycle lanes that buses would cross over whenever they needed to pull into a bus bay / bus stop. This makes it likely that people cycling will end up as a sandwich between a stationary 10 tonne bus and moving buses. A situation that is unlikely to encourage people new to cycling to get on their bike and cycle along Oxford Road.

Consultations, consultations but were TfGM listening?

GMCC was one of the nearly 2,000 respondents to the first round of Oxford Road consultation in 2009. (Consultation 2009 leaflet.). Together with other cycling advocacy groups GMCC recommended that “GM Integrated Transport Authority [now TfGM] and Manchester City Council pursue option 3: a fully segregated, dedicated high-quality cycle route. This would give Greater Manchester the opportunity to lead the rest of the UK in provision of world-class cycling infrastructure; would recognise the high levels of current and potential cycle use along the Oxford Road / Wilmslow Road corridor; and would demonstrate Greater Manchester’s commitment to promoting cycling as a serious and attractive method of transport.”

GMCC's suggestions did not appear in the Consultation summary and do not seem to have been heeded as the Oxford Road plans – highlighted during separate consultations on Upper Brook Street and Lloyd Street in October 2012 – showed that TfGM still wanted to install on-road cycle lanes with buses driving over the cycle lane to get into the bus stop areas.

Why Go Dutch? Many European countries (Denmark, Germany and the Netherlands) have over 40% of all journeys being made by bicycle. The current 'modal share' in Greater Manchester is around 2%. Research from cities worldwide has shown that large numbers of people want to cycle but are put off by concerns about traffic and safety issues. Such “interested, but concerned” people often represent the majority of local communities but they want safe cycle routes before they will cycle for everyday purposes.

What happens next and what can I do? In the last few weeks there have been some encouraging developments. Following lobbying from cycling advocates the second consultation on Oxford Road has been postponed for a month to give TfGM time to develop a Dutch-style consultation proposal (or so we believe).

The consultation, whenever it starts, will run for 4 weeks and gives us a great opportunity to lobby for Oxford Road to become the starting point for developing a high-quality cycling network in Greater Manchester. This is a once-in-a-generation opportunity – we need to get it right.



A Dutch view of Manchester

In the third of GMCC's series offering an outside eye on Manchester's cycling culture, Alex Bailey speaks to Angelique Meyer, the business attaché to The Netherlands government.

Ask most people what's needed to get more people cycling for day to day journeys and they will probably tell you 'cycle lanes'. Those who are really into cycling infrastructure might qualify their demand, saying, "but we don't want more of the crap cycle lanes we've got; we want the kind of infrastructure they have in Holland."

'Going Dutch' has been the rallying cry of London Cycling Campaign since 2011 and was the theme of a conference organised by Greater Manchester Cycling Campaign in November. So what would 'going Dutch' really mean?

Everyone a cyclist

It is not just Dutch adults who view cycling as a means of transport, Angelique tells me. Children cycle long distances without parental supervision. "Cycling is part of our culture," she says. "First you learn to walk and then you learn to ride a bicycle. I think every kid in The Netherlands that turns three gets a small bicycle and when you're four or five, you go to school on your bicycle, you mum or dad takes you there. And when you're six you go there on your own."

As she recalls her route, I picture a junior Angelique pedalling to school: crossing roads, cycling on a path beside "a road like Deansgate" and sharing smaller streets with motorists. "You don't have to be worried about cars. Car drivers ride a bicycle themselves as well and have kids that ride a bicycle, so people are very careful with cyclists... or at least they know they need to keep some distance and not drive too fast. It's quite safe to cycle."

Segregation everywhere?

"It's not completely segregated" says Angelique. "When there's not enough space [for cycling on the road], it's segregated." So, when there's no space for cycling on a Dutch road, a separate path is provided, whereas when space is tight on a UK road, planners sacrifice the cycle lane, even though that's when it is most needed. Angelique is thinking the same thing. "In Manchester the cycle lanes stop when it becomes difficult, or when you're at a crossing, whereas in The Netherlands you still know where you need to go."

Which is better: segregated or integrated cycling? "There's not really a 'better' option," Angelique replies. "It's easier to cycle in a suburban area, [but] I think everyone in The Netherlands is so used to cycling together with the rest of the traffic, it feels quite natural to mix. In Amsterdam you can't make it all segregated." We've established that, in the Dutch model, 'cycling planned for' rather than there being 'a cycle lane on every road' and cyclists mix with motorists at times.

Cycling in Manchester

Since she's used to mixing it, is Angelique okay cycling in the UK? "It took me one year before I actually dared to use my bicycle in Manchester," she says. "I was quite scared of cycling here [and] I only have to [travel] within Manchester centre. Traffic is so fast here, with the cars, the buses, the taxis. People don't understand how scary it is if they drive really fast in a car just next to you. Also with the potholes on the road.

"I don't think a lot of cars drive 30mph. Sometimes it seems Deansgate is being used as a Formula One track, just to show how fast the car is. I'm like, 'you're in a Ferrari, I do know your car is fast, but please don't demonstrate it just when I'm cycling here and people are crossing the street.' It's scary. I'm always afraid people will lose control of their car – and I'm just there. I mean, I'm not going to survive if they hit me."



"So what changed?" I ask. "I had this bike so I thought 'at some point I have to use it'," says Angelique, referring to the Dutch that her employer sent to the UK for her. In the photoshoot I had asked if this was the company car. "Yes," she'd laughed. "My Dutch friend convinced me to start cycling [here]. They said, 'We'll show you around.' As soon as I started cycling I thought, 'Well, I'm not gonna walk any more because it's way faster to go everywhere on my bicycle.' And you know, as soon as you're back on your bike, then it was [a case of] getting to know the traffic, but the cycling itself was still the same.

"I still find it scary sometimes because you have the feeling that you're just a hassle [or] you're just in the way [when] people simply want to be fast somewhere else and I'm like, 'Well, I just want to be at my job as well'. The attitude towards cycling here is different than in The Netherlands.

What's the difference?

Brits who admire Dutch cycling may assume it's all about the cycle paths. However, Angelique describes a culture that has put the car in its place, in fundamental ways: one that does not view cars as status symbols, that doesn't fetishise speed, whose teenagers hang onto their bicycles when they pass their driving tests. It is a culture that has retained the bicycle as a tool for mobility, to the extent that the prime minister would be thought profligate if he used a car instead.

In the Netherlands, cycling for transport is child's play. Those six year olds who cycle for transport are copying the behaviour of their parents and they don't need supervising.

What's needed to get more people cycling for their day to day journeys in the UK? Maybe there's not a single solution, but a number of them. However, it's worth remembering that you get what you plan for and, 60 years ago, while we Brits were planning a motorway network, the Dutch government scaled down its investment in motor traffic and spent the money on cycling instead. Three generations on, our culture sees cycling as a sport, theirs sees it as a transport option.

Alex Bailey is a writer and teacher based in Bury. He writes about mobility, sustainability and education.

20's Plenty for Manchester.....but when?

Twelve months ago Mancunians believed they would soon join the eight million people who enjoy the benefits of slower speeds. At a full council meeting on 1 February 2012 Lib Dem Cllr Victor Chamberlain proposed the following, "This Council believes: that the implementation of a city-wide speed limit of 20mph on all non-major residential roads, combined with a public information campaign and innovative inexpensive traffic calming, would have an immediate beneficial impact on accidents and fatalities in the City." The motion was passed unanimously. Having agreed the principle, the meeting directed officers to produce a report for the Executive on the feasibility of implementing a city-wide 20mph limit on all residential roads, excluding major routes as appropriate. This report was presented on 14 March 2012. It noted: "A city-wide scheme would have greater impact and be better value than a series of local schemes." Local Transport Plan 3 supports the introduction of 20mph limits in residential areas as a way of encouraging more cycling, walking and community interaction across the conurbation (so far only two GM boroughs, Rochdale and Wigan have done so).

In Manchester residential roads comprise 90% of the total network but only 18% of those roads are currently subject to 20mph limits. These are proven to be safer roads – responsible for only 2.4% of KSI (Killed & Seriously Injured) casualties. The cost of implementing these schemes since 2003 was £8.3m. The figure is high because the projects involved complex physical calming, no longer necessary under the new (June 2011) DfT guidelines. Engineers argue that such measures are essential where average speeds are above 24mph inflating their estimated costs for area-wide implementation in Manchester (see below). Campaigners argue boundary and repeater signs are enough if underpinned by community engagement, political will and public education. The success of Portsmouth which has had comprehensive 20mph limits since 2008 was noted by officers. It is recognised slower traffic speeds increase walking and cycling by 20% and reduce cycling casualties by 40%.

In the report the cost of implementing the policy varies widely from £2.8m to £41m depending on whether signage only or traffic calming measures are installed on residential roads – defined as c and unclassified roads. Apparently frightened by this expense the MCC Executive accepted the officers' recommendation to investigate potential funding mechanisms to implement the proposed changes. Cllr Victor Chamberlain disputed the figures and estimated £1.5m would suffice to implement the policy, "It is deeply disappointing the council is not taking the lead on this issue and just waiting for a government handout". 12 months later we are still waiting. Meanwhile opportunities continue to be missed. The TfGM Bus Priority Scheme will create bus corridors through south central Manchester. Under the plans Yew Tree Lane and Moss Lane East will remain a bewildering mix of 30 and 20mph limits rather than a uniform 20mph - despite objections raised during the consultation.

The Department for Transport is making it ever easier for councils to implement 20mph limits. Junior Minister Norman Baker is a supporter of slower speeds. Last September his Lib Dem Party conference approved a motion that, "Speed limits on residential roads are currently too high and, in particular, the normal speed limit on residential roads should be reduced from 30mph to 20mph." Another important ally is the public health community which is fully supportive of 20mph limits. From 1 April 2013 they move out of the NHS into the sphere of local authority. Public Health England's Chief Executive Duncan Selbie has declared, "If cars were restricted to 20mph on residential roads this would reduce child accidents and deaths by an important margin."

Since March 2012 budget cuts have bitten deeper in Manchester with libraries and swimming pools under threat. It is vital to make the economic as well as the health and transport case for slower speeds. Total 20 is a one-off capital spend with ongoing revenue savings. Cities cannot afford not to go 20mph as the smart money and people will flow to places that are progressive at making their streets better places to live, walk and cycle. Anna Semlyn, Campaigns Manager for 20's Plenty (and herself a Labour councillor in York) urges keeping up pressure on the politicians. This year is politically fallow with no council elections in May. However Anna's advice is "Ring all the cabinet members, don't just email or letter write – hound them!" In York Transport Cabinet Member Dave Merrett is spearheading Total 20, rolling the policy out across the city – despite the resistance of officers.



While continuing the local struggle in Greater Manchester we must think continental. 20mph/30kmh speed limits have been accepted as a European Citizens Initiative. Gathering one million petition signatures by November 2013 will mandate the EU Commission to give serious consideration to 20mph/30kmh becoming the norm for all residential roads. 55,000 signatures are required from the UK. Sign up at: www.20mph.eu

Vincent Walsh

Popup Bikes

Manchester's first cycle café with secure indoor parking.

Back in 2011 I was like many other cyclists – riding into Manchester City Centre and having to leave my bike chained up to a stand, open to the elements and with nagging fear that it might not all be there when I got back. What Manchester needed, I felt, was a secure place to park bikes. I was also working out of my brother's garage fixing up old bikes as well as maintaining my own and friends. So, I thought, how about a secure bike park with room for a workshop for servicing and repairs?



This was an idea. An idea whose time had come. First up, I needed premises, something cheap, large and close to the city centre. A quick search found us looking around Arch 5 on Corporation Street, just before Christmas. It was like Santa had come a couple of days early. It was perfect, and the holiday season saw me making little models of bike racks out of straws instead of opening my presents!

It was a bitterly cold day at the end of February when we took possession of the arch – and began two months of round the clock graft by myself, family and friends to convert the gaping space into the bike park I had envisaged so many months before. Along the way we consumed coffee. A lot of coffee. We liked coffee. We had space at the front of the premises. Space we could put some chairs, tables, a bar and a nice shiny coffee machine. The idea evolved: Popup bikes would now be a secure bike park with workshop and café.

Two months of 14 hour days saw my dream coming true – the empty cavernous arch was now a fit-for-purpose bike park with a cosy café at the front. Our doors finally opened on 15th April 2011.

From the outset I wanted to be more than just a business. I cycle not just for health and finance – I cycle because it's the right thing to do, and I wanted my business to reflect that, and encourage others to cycle. That's why the bike part of the business is a social enterprise – offering affordable parking, servicing and maintenance. I knew how important this was – I became a bike mechanic out of necessity, not choice!

Nine months on and we are gaining a steady, loyal following of customers who share our community spirit and we are becoming more active in the cycling community that we ever imagined we would.

Our clients come from a vast range of socio-economic backgrounds and we go that extra bit to accommodate their needs as best we can. There is still a long way to go as we are capable of doing so much more for our community and we have to maintain that healthy balance of running a business as well as giving something back.

The power of cooperative endeavour has really shone through from day one, we have managed to promote those who helped us in the early days and get them more work on the basis on what they did for us and today we are able to provide space for other up and coming businesses as well as individuals and organisations. It won't be the huge corporations that help us in these troubled economic times, it will be those bright people with ideas, the energy and hard work it takes to bring a crazy idea to fruition who drive the recovery we so desperately need to get back on our feet.

I feel that the future of our trade relies on independent bike shops providing that personal touch and community spirit we are missing in modern business. On that note, we are now cooperating with Greater Manchester Police to provide free data tagging for all bikes. Why do we do this? Because we bloody well can!

www.popupbikes.co.uk

Dipak





Coffee Cranks Cooperative

A new social venture that aims to create more buzz for cycling in Manchester.



Coffee Cranks Cooperative came about as a result of a really unorthodox approach to business planning which allowed to combine passion for cycling and good coffee and creatively tackle the real barriers to starting up business. Our collective experiences lead us to believe that the economy favours big business and the fact that most industries are dominated by multinational corporations does not benefit our communities. Determined to change this state of affairs we researched to find an inexpensive and ethical way of setting up business. We knew about the beautiful cargo bikes built by the Dutch (www.workcycles.com) but they were beyond our financial reach. We were also too aware of the practical aspects of riding a heavy loaded bike to different locations around Manchester and knew that the single speed Dutch bike would not be up to the job. The only other alternative was to design and build our own. And so we did. The two month long project proved to be a really educational experience for all of us. We may not have become the most skilful of craftsmen and women when it comes to bike building but we are now equipped with all the necessary tools and technical know-how that opens up a big window of opportunity for future bicycle diy projects which we are most certain to take.

realize it. However, the more involved we got with different community groups who did cycling promotion of their own the more we realised that the cycling community is not as cohesive as it could be. This, we thought, poses numerous problems. One of the first ones that springs to mind is that it creates an atmosphere of conflicting interests which ultimately puts people off getting involved in cycling and cycling campaigns. We thought that maybe we could do a little something to improve this situation.



We knew that this wasn't just going to be about selling coffee even though we were definitely on to something as we noticed how popular our coffees and snacks proved to be whenever we were out and about. What is more important is that we saw the potential that our vehicle had for cycling promotion and we wanted to

Among other community projects that we are involved with (Food Cycle, Street Bank), we have now taken part in several Critical Mass events in Manchester and more recently organised Bicycle Film Night at Popup Bikes which was a great success. We want to spark a real conversation around cycling community in Manchester itself, encouraging a more thoughtful approach to what's at stake, where exactly are we and where do we want to go. We believe that this can be achieved by creating opportunities for cycling to become a theme around which people could socialize and see it as an integral part of their lifestyle. We would want to create a genuine community spirit without unnecessarily radicalising the discourse around cycling promotion which we think often harms the cyclists' common cause.

Coffee Cranks Cooperative have now launched a crowdfunding campaign and want to raise the additional funds necessary for equipping their cargo bike with a professional espresso machine, coffee grinder, water containers, etc. To learn more please visit <http://coffeecrankscoop.org.uk>

Zygmunt Wysocki

About GMCC

Greater Manchester Cycling Campaign is a voluntary group working to make cycling in Greater Manchester quicker, safer, easier and more enjoyable. Currently less than 5% of journeys in Greater Manchester are made by bicycle because many people who would like to ride a bike, or cycle more frequently, are intimidated by the volume and speed of motorised traffic. GMCC is campaigning to change this.

Our aim is to increase cycle use in Greater Manchester by ensuring that cycling is promoted as a cheap, healthy and sustainable transport choice within local authority strategies, schemes and programmes, for all types of journeys. We were formerly called Sprocket and have been operating since 1981.

Meetings to organise campaigns are held on the second Monday of every month at the Friends Meeting House, Mount St, Manchester M2 5NS, close to Manchester Town Hall, starting at 7.00pm. There is bicycle parking at the side of the building. At 9pm the group usually heads to The Waterhouse pub, 67-71 Princess Street. Everyone is welcome, members and non-members alike. Come along and get involved or meet us on one of our social rides.



Join your local cycling campaign for just £8 per year... (and get discounts at cycle shops)

Join GMCC online at:

www.gmcc.org.uk/join

Or download a form and post it back to us!

Diary

March

Sat 2nd 4:30pm Coffee Cranks Film Night at Pop Up Bikes
Mon 11th 7:00pm GMCC Meeting at Friend's Meeting House
Tue 12th 5:00pm Manchester Cycle Forum
Thu 14th all-day UMBUG's Corridor Manchester Cycling Day
Wed 20th 6:00pm Stockport Council Cycle User Group
Thu 21st 6:00pm GMCC Social Ride, meet in Albert Square
Fri 22nd 8:00am Bike Friday
Fri 22nd 7:00pm Velocity 24hr charity cycling event
Fri 29th 10:00am Mobberley 8 Bike Ride
Fri 29th 6:00pm Critical Mass Ride, meet in St Peter's Sq
Sun 31st 10:00am Pendle Witches Vintage Velo

April

Mon 8th 7:00pm GMCC Meeting at Friend's Meeting House
Wed 10th 6:00pm Stockport Council Cycling Technical Group
Thu 18th 6:00pm Salford Cycle Forum
Thu 18th 6:00pm GMCC Social Ride, meet in Albert Square
Wed 24th 6:00pm Bolton Cycle Forum
Fri 26th 8:00am Bike Friday
Fri 26th 6:00pm Critical Mass Ride, meet in St Peter's Sq

May

Mon 13th 7:00pm GMCC Meeting at Friend's Meeting House
Wed 15th 6:00pm Trafford Cycle Forum
Thu 16th 6:00pm Stockport Council Cycle User Group
Thu 23rd 6:00pm GMCC Social Ride, meet in Albert Square
Sat 25th 1:00pm Envirolution Festival, Platt Fields Park
Fri 31st 8:00am Bike Friday
Fri 31st 6:00pm Critical Mass Ride, meet in St Peter's Sq

Info for these events and more is available on our website
Please email details of future events to: contact@gmcc.org.uk

Bike Shop Discounts

All these shops offer discounts to GMCC members on production of a valid membership card

A1 Cycle Spares (0161 998 2882) 414-416 Palatine Rd, Northenden
A6 Cycle Warehouse (0161 248 5400) 752-762 Stockport Rd, Longsight
Altrincham Bike Shak (0161 929 9355) 10 Oakfield Trading Estate, Altrincham
Bennetts (0161 969 1818) 72-174 Northenden Rd, Sale Moor
Bicycle Doctor (0161 224 1303) 68-70 Dickenson Rd, Rusholme
Biking Factory Shop (0161 773 2125) 424 Bury New Rd, Prestwich
Coffee Cranks Co-op (07599 088 816) Central and South Manchester
Devereux Cycles (0161 973 5234) 45 Green Lane, Sale
Eddie McGrath Cycles (0161 748 2733) 31 Station, Urmston
Harry Hall Cycles (0161 236 5699) 67 Whitworth St, Manchester
Keep Pedalling (0161 222 6015) 23 Hilton Street, Manchester M1 1EL
Ken Foster's Cycle Logic (0161 881 7160) 374-376 Barlow Moor Rd, Chorlton
Manchester Cycle Exchange (0161 748 2532) 1 Brook Terrace, Davyhulme
NW Mountainbike Centre (0161 428 3311) 249 Stockport Rd, Cheadle
Popup Bikes (0161 839 0709) Arch 5 Corporation St. M4 4DG
revolveMCR mobile servicing (07939 062 600) Central and South Manchester
Skidmores Cycles (0161 624 5912) 37 Union St, Oldham
Withington Cycles (0161 445 3492) 26 Burton Rd, Withington

Every effort is made to ensure the details here are correct but no responsibility can be accepted for any errors.