

# Pothole

The newsletter of the **Greater Manchester Cycling Campaign**  
Winter 2003

**GMCC meets on second Monday of the month at 7 30pm**  
**Friends Meeting House, Manchester followed by Real Ale at the City Arms, Kennedy Street**

c/o 68-70 Dickenson Road,  
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## ON YOUR BIKE, BRADLEY! Loop MP backs compulsory helmets

Manchester Withington MP Keith Bradley stunned his cycling constituents by signing Early Day Motion (EDM) 1783 "commending the excellent campaign of the **Bicycle Helmet Initiative Trust (BHIT)** to get Parliament to introduce legislation to enforce (children) wearing helmets." Mr Bradley was one of 85 MPs who signed the EDM – a means of introducing Private Members Bills into the Parliamentary Agenda. Friends of the Fallowfield Loop will recall a Constituency photograph of him astride a tandem with Chorlton Councillor Val Stevens – both without helmets. CTC wrote to all the signatories pointing out two factual errors in the Motion. 28,000 serious head injuries to children is the figure for **all** Road Traffic Accidents - cycling accounts for only 1,200. 85% of such injuries would **not** have been prevented by a helmet – the Transport Research Laboratory has revised their original figure downwards to 16%.

Since October all cycling postal workers have been required by Royal Mail to wear helmets at work. Compliance in Greater Manchester appears to be haphazard – one reason may be that workers must only wear a helmet *between the sorting office and the start of their round*. In a spirit of solidarity GMCC approached the 1000 cycling posties via the Communication Workers Union inviting them to join us. "As trade unionists you know unity is strength.

Similarly, the more members GMCC has, the more effective we will be in improving cycling conditions for all." Our advance was rebuffed. CWU Branch President John Simpson replied, "We feel unable to support cycling organisations at this time. The main reason being the vigorous campaign launched by a number of cycling organisations who... sought to undermine both the CWU and Royal Mail's policies of improving the safety of their members/employees by introducing compulsory helmets."

In the summer CTC Director Kevin Mayne urged members to write to their MPs complaining about the Department for Transport teenage cycle safety campaign featuring a macabre series of skull X-Rays and helmets ([www.cyclesense.net](http://www.cyclesense.net)). The images did huge damage to the perception of cycling as a safe, enjoyable healthy activity, instead portraying it as dangerous and life threatening.

The BHIT appears heartened by their EDM success and looks forward to sponsoring a Private Members Bill to compel under-16s to wear a helmet. The organisation equates cycle helmets with horse riding where under-14s must wear a helmet. But how many of the nation's children have access to a horse on a regular basis? "If helmet wearing is compulsory it will remove the uncool element of current voluntary use. It

would be enforced in the same way as lights on bikes and not riding on pavements. We have too many hills, poor weather and no political will to implement proper cycle facilities in this country," moaned Press Officer Amanda Clegg. Cycle parking is not available at the Reading office of BHIT. "I drive here after dropping my children at school" admitted Amanda. BHIT has received funding from the Departments of Health and Transport and National Lottery. An unnamed helmet manufacturer donates BHIT helmets to children in deprived areas. BHIT rejects the notion that the number of people cycling has a greater impact on safety than any other factor - the countries with the best safety records have the highest cycle use and the lowest helmet use. Is your mortgage with the Nationwide Building Society? Are you a member of the Royal College of Nursing? If so you may wish to write and complain of their support for the BHIT. ([www.bhit.org/home.html](http://www.bhit.org/home.html))

### STOP PRESS

*The latest (Winter 2003) edition of CYCLE DIGEST, the campaigning newsletter of CTC, features a major article by GMCC member Alix Otten on COPECAT (also see Pothole p6). Other members featured are Derek Kelly and Rod Whitworth. For your free copy phone Cherry Allan on 0870 8730060 or email [righttoride@ctc.org.uk](mailto:righttoride@ctc.org.uk) for the electronic version.*

## A Funny Thing Happened on the Way to the (Cycling) Forum....

**Manchester Cycling Forum** was the first to get underway in the conurbation. It has enjoyed a good attendance, with its *open door* policy - supplemented by an excellent buffet on arrival. However, has it become a victim of its own success? Is the current attendance the most optimal? Should it be more tightly targeted to include representation from Health, University, Police and Travel Co-ordinating bodies? Does its existing terms of reference need revamping now that it has four years of experience under its belt? In that time the **National Cycling Strategy** and **Local Transport Planning** have impacted on officers and activists. The December meeting of the Manchester Forum was devoted to reviewing the current situation. *Meanwhile to the east.....*

## TAMESIDE FORUM GEARS UP

**Mike Goodall of Audenshaw Cycle Users' Group reports on the first meeting of Tameside Cycle Forum**

Upon my weather-beaten arrival at the Forum venue in Tameside Council Offices, I was struck by the welcoming attitude of a slightly elderly, scholarly-looking gentleman who invited me to help myself to sandwiches and drinks. What a generous council official, I thought. I soon discovered during the introductions that this was no council official but Pothole's very own Cos Hamasz, clearly an outstanding scoffer himself. Did scoffing of refreshments turn into scoffing at the Council? No, it was a more positive opening meeting than I had expected.

The Forum was chaired by a Councillor. This is essential as it is the elected representatives that make the final decisions. Three Council Officers were present from Engineering and Transportation. This is an advantage because a single officer with a solitary perspective might be isolated within the Council. The other members were the stalwart club cyclists and Tameside resident Paul Bruffell, who works as a cycling officer for Oldham. The meeting considered the Forum's draft *Terms of Reference*, then received a presentation on the Draft Tameside Cycling Strategy followed by a discussion. I will deal with these in turn.

I was keen to introduce the fundamental policy area of sustainability into the aims and objectives section of the Terms of Reference along with a statement for the Forum to be

representative of all cyclists in Tameside. *Audenshaw Cycle Users' Group* promotes a joined-up approach promoting sustainability. For instance, the Group has been working with Tameside Council on a roadside planting project to try to improve air quality. It's a small step but one in line with the key-phrase of sustainability - *'think global, act local'*. The Group is also outward-looking. Beyond the membership, opinions are sought from light-user/leisure-user cyclists who would be less likely to commit to a cycle group or club. Hence an overlap with the social inclusion element of sustainability.

The presentation of the Draft Cycling Strategy was conveniently concise since members were straining at their toe-clips to air their views. The Strategy was accompanied by a timetabled action plan which demonstrated focus. There were two maps at the back of the document illustrating cycle flows, cycle accident locations and the proposed cycle network, offering a beneficial overview.

So, to the discussion. It was soon pointed out by one member that there seemed to be an over-reliance on an off-road network and that commuting cyclists travelled on roads by the shortest route. This is valid. There need to be on-road improvements for such commuters. Yet returning to social inclusion, off-road routes have their place especially for

leisure activity. Does social inclusion encompass off-road motorbiking? I'll leave that question with you.

Another member remarked about the relatively tight time-frame (two more meetings scheduled at ninety minutes each) before bids are made for funding under the Greater Manchester Local Transport Plan. This is valid as well. Perhaps the Council will come to appreciate the superior company provided by cyclists and will fit in an extra meeting. Either that or we will need to be ultra-disciplined. Other issues raised included infrastructure and the importance of members' encounters with specific problems such as motorcycles occupying cycle stands.

Finally, what's the verdict on Tameside Cycle Forum? As the festive season approaches, there's nothing truer than the "proof of the pudding is in the eating". Seconds anyone?

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## LOOP LATEST

Sustrans is submitting proposals to the City Council for a route (Regional No 85) from Manchester Airport to the city centre as part of a strategic Cycle Network. The Fallowfield Loop will be incorporated as part of NCN Route 55. A Grand Opening of Manchester Cycle Way from Chorlton to Debdale Park is due for National Bike Week 2004.

## Cycle use is going up – says Sustrans

Sustrans claim the National Cycle Network is a real catalyst for increasing the amount of cycling. Figures released by their Research and Monitoring Unit suggest the use of the NCN in 2002 was 10% higher than in 2001. Cycle traffic increased by 6% (on-road sections) and 18% (off-road).

Sustrans believe this shows how critical the off-highway sections of path are to increasing cycle use. The NCN is encouraging new cyclists, bringing about modal shift and helping to increase levels of physical activity.

Sustrans base its results on observations at 71 count sites on their traffic-free paths and information from local authorities who operate permanent automatic cycle counters - some on the NCN and some not. This enables them to compare traffic free paths, on road sections of the NCN, other roads and to compare all these with the official figures produced by the Department for Transport. The DfT growth for 2002 is 4.6%, the local authority road figure is slightly higher at 5%, but still lower than the NCN on-road figure of 6%.

Sustrans study also shows that on the off-highway routes there are approximately equal numbers of walkers as cyclists. Most trips (66%) are for recreation, 12% are commuting, 12% to schools, shops or are on personal business. More importantly some are re(entering) the wonderful world of cycling: 2.5% as newcomers, 8.3% as returnees.

## APR review

Every year local authorities have to produce an Annual Progress Report (APR) which sets out how they are spending their Local Transport Plan (LTP) funds. All the Greater Manchester authorities plus the Passenger Transport Executive and the South East Manchester Multi Modal Study share one APR. GMPTA is the biggest player but

spends little on cycling. The biggest cycling spender is Manchester City Council: £186,000 - and the smallest is Tameside who are reported as spending nothing. The council with the largest *proportion* spent on cycling was Rochdale with 2.7% although Bury and Trafford report 2.5%. Salford achieves much with maintenance money rather than APR capital funds.

The table below reveals all – and could be a guide to where GMCC should be targeting its campaigning:

Rochdale	2.70%
Bury	2.50%
Trafford	2.50%
Stockport	2.00%
Manchester	1.60%
Oldham	1.20%
Wigan	0.85%
Salford	0.09%
Bolton	0.08%
Tameside	0.00%

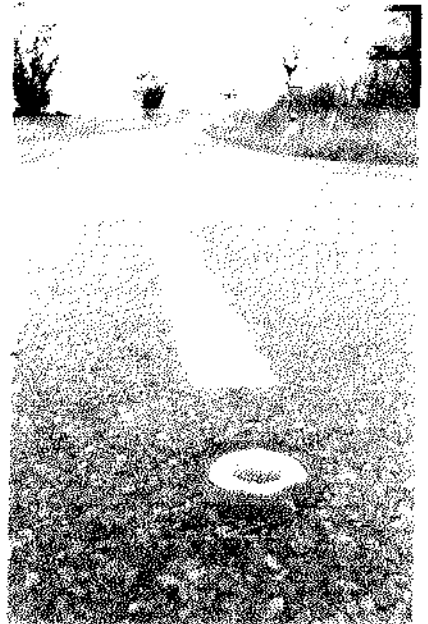
What does all this buy? In Greater Manchester a grand total of £1,028,000 (2002/3) was spent on 16 cycle tracks (38km), 70 cycle lanes (63km), 133 Advanced Stop Lines, 41 cycle parking places and 18 other schemes. Sounds great, but Greater Manchester is a big county and there is still a decline in the amount of cycling. Last year levels of cycling on A roads were 75% of the 1996 figure and on B roads 82% of the 1996 figure. The only increase recorded since last year is a small 2% rise on B roads in Manchester. All a different picture than the one provided by Sustrans.

## Mobile Phones

The use of a hand held mobile phones whilst driving became a criminal offence from 1<sup>st</sup> December attracting a £30 fine and three penalty points on your licence. Presumably this applies to cyclists too, but there are additional risks for us. If you drop your phone when grabbing the brakes to avoid that “%&\$£” motorist who’s talking on his, then your phone is bound to go under the wheels of a bus.

## Cats Eyes

CTC members in Derbyshire have spotted a new type of Cats Eye – the Armourstud 360. In appearance they are a round glass disc approximately 90mm in diameter set flush with the road surface. On the disc is a glass dome approximately 55mm in diameter and 20mm high. The reflector is in the base of the stud and reflects light from any direction. Unlike the traditional cats eye they don't depress when you ride over them. The CTC claim that hitting one of these glass pimples is dangerous and would lead to an accident – but to date there has been no hard (forgive the pun) evidence.



## Sale going Green

Trafford Council is using the opportunity provided by the relocation of staff from Stretford to Sale to adopt Greener transport policies. Staff will no longer be automatically entitled to free car parking and will instead be encouraged to get on their bikes. While visiting bikers will have to lock up to Bridgewater Canal-side works of art or wheel-grabbing butterfly racks, TMBC officers can access secure bike parking, lockers and even showers inside the new Sale Town Hall extension.

## Think locally, Act regionally.....the view from (Steve) Essex

Since I came to the GMCC meeting in April and indeed since the **English Regions Cycling Development Team (ERC DT)** started work a year ago it might seem that nothing much has been happening. Conditions for cycles are no better and the amount of cycling continues to decline. The ERC DT grew out of the National Cycling Strategy when the anticipated doubling of cycle use between 1996 and 2002 failed to materialise. The NCS Board wanted to find out why – and established the ERC DT, in which I am responsible for the North West (Greater Manchester, Merseyside, Cheshire and Lancashire).

My main work has been assessing how local authorities are promoting cycling and suggesting improvements. The ERC DT measured each authority on ten criteria, scored them and produced a

report based on the findings. Currently the report is confidential between the Department for Transport and the individual councils. Therefore I cannot reveal which Greater Manchester authority is the best or the worst, although as local cycle campaigners you can make an intelligent guess. The reports – but probably not the detailed scores – will be made public later in the year. It is more important to establish a base line for each authority and the steps it plans to improve matters.

Each authority's report contains a list of specific recommendations. Those authorities that have a budget need to ensure they actually spend it on cycling. Some recommendations apply to all:

- Talk to cyclists – preferably via a Cycle Forum
- Design a clear strategy
- Implement a detailed action plan

- Introduce/continue a cycle parking programme
- Monitor permanent automatic counters
- Promote and publicise cycling

For the winter my task is to persuade councils to either adopt my recommendations or to devise their own alternative strategies. I steer them towards best practice and away from less effective measures. The biggest error I have noted around the North West is the common belief that taking cyclists off the carriageway and putting them on the footway is automatically safer.

*I must thank GMCC members for their vital input to my work. The North West is a big patch and local feedback is always useful.*

## North West leads the way in Regional Benchmarking

*Julian Ashworth, Greater Manchester Joint Transport Team writes*

In 2000 the CTC launched its Cycle Benchmarking project which enabled participating Local Authorities to compare their cycle policies and practice, to help them understand the key factors that contribute to success. The underlying principle recognises most authorities have strong and weak areas regarding cycling and by learning from others' experience, weak areas can be tackled. The project involves an assessment of an authority's strengths and weaknesses, a series of visits to each Council, and a consolidation exercise resulting in an action plan for each participant. A close supportive network of authorities will also be a lasting legacy of the project.

Twenty seven Authorities from England, Scotland and Wales have been involved in the national

project so far. However the resources required to participate in this are significant preventing many authorities from taking part. After exploring the idea of a more local benchmarking project with CTC, Greater Manchester authorities are pleased that the Regional Benchmarking initiative is being piloted here in the North West. This is much easier for Local Authorities to participate, as the project has funding from the Department for Transport. The close proximity of participants minimises traveling time and overnight stays. The project will take about a year to complete.

On 8 December the first Regional Benchmarking project got underway at Manchester Town Hall. Facilitated by CTC and English Regional Cycle Development Team (ERC DT), the scheme includes Bolton, Bury, Manchester, Salford, Stockport, Wigan, Liverpool, Sefton, Wirral, Halton and Warrington

Councils, as well as GMPTC, GMTU and the Greater Manchester Joint Transport Team. Those authorities in Greater Manchester unable to participate will be able to benefit from the experience of those who are involved through regular internal officer meetings.

At the benchmarking meeting the delegates were introduced to each other and the concept and techniques of benchmarking, including carrying out a brief audit of the section of cycle route outside the Town Hall. They also discussed what they wanted to get out of the project, and suggested possible topics for visits. The day was well organised by CTC, although some lessons on how to condense the more extensive national version will continue to be learnt throughout the Regional Benchmarking process.

**For more details:**

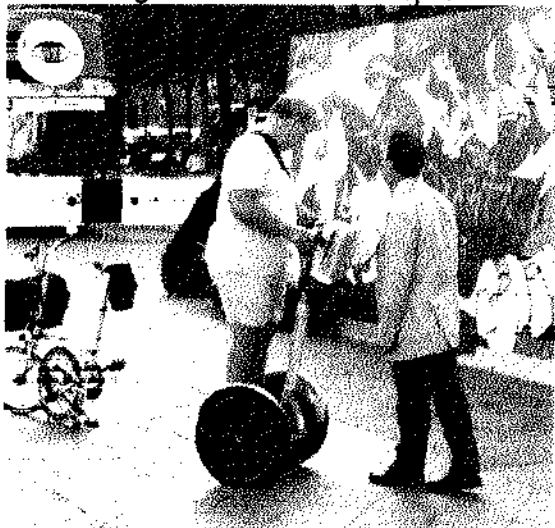
<http://www.ctc.org.uk/working/benchmarking.aspx>

# A la Bicyclette avec Monsieur Vraisang

March - Nottingham, August - Philadelphia, this month our World Affairs

Correspondent Chris Trueblood reports from Paris

Velo-City 2003 was one of the largest European Bike Conferences with 782 delegates from 44 countries. The Deputy Mayor of Paris Demy Baupin has taken a pro-bike stance and is actively supporting many new car-free programmes to relieve congestion in the French capital.



Velo-City opened with a long plenary including fine speeches – one from our own Steven Norris. Arriving on Car Free Day I discovered the Segway experience and callously abandoned my Brompton to test run this backward twist grip gizmo. At 12mph they appear to be the next hot vehicle to hit British cities. Apart from the many detailed workshops the high points included 8,000 cyclists on a (tres Critical Mass) ride along the Champs-Elysees, and a party at the Warehouse sponsored by the Parisian Mass Transport System, RATP.

The main messages from Velo-City are the need for cities to look at health, efficiency and more cycling in order to create sustainable communities. The conference shows that cyclists have given leadership to these ideas. The future is about embracing local initiatives to meet these challenges. The next Velo-City is in Dublin in June 2005 – book the date in your diary now.

**Check the following websites for good summaries and pictures:**

[www.limoncello.co.uk/~limon/velocity/](http://www.limoncello.co.uk/~limon/velocity/)

[www.pedalpushers.org.uk/velocity2003/report.html](http://www.pedalpushers.org.uk/velocity2003/report.html)

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## Down to Earth in Doncaster at the Autumn CCN Conference

Vincent Walsh returns to his South Yorkshire roots....

Sheffield's Pedal Pushers hosted the latest **Cycle Campaign Network** conference in October. The message of the day was two-fold: encourage local authorities to keep cycling at the forefront of their Local Transport Policies and foster links between national and local campaign groups. The highlights:

**Dr Alison Hill, Director of the Public Health Resource Board and member of the NCS Board** outlined the health benefits of cycling. In 2000 there were 46,000 deaths related to inactivity, 3,409 due to (non-cycling) road use and 125 from cycling related incidents. More cycling improves public health with better air quality, reduced noise and air pollution and an increase in exercise opportunities for children. Cyclists need to widely publicise these benefits, address the perception of risk associated with cycling and stress the benefits to local authorities, Primary Care Trusts and employers.

**Robin Field and John Parkin described the Lancashire experience:** The bicycle is a vehicle and its competitive advantages should be maximised, providing appropriate remedial cycling facilities and linking main route networks. On a gradient of just 3% a cyclist easily travels at 15+ mph. Many cycle lanes have a tight profile which is unsafe for the cyclist except at traffic speeds of less

than 20 mph. Traffic planning must provide space and reduce speed.

**Graham Allsop, Chief Cartographer at Sheffield University** presented the new Sheffield Cycle Map. The pitfalls of copyright were discussed plus technical considerations. The result is a more attractive and useful tool than the Greater Manchester equivalent. Surely it must be time to renew/relaunch our Cycling Map?

**Pam Ashton, former Trans Pennine Trail Project Officer** celebrated the TPT. Its 300 miles cost £30 million providing early lessons on funding and involving local government.

**Roger Geffen, CTC Campaigns and Policy Manager** gave updates on the summer workshops *Looking Bike, Looking Forwards* (one held in Salford and) a discussion on strategy development.

**Hugh McClintock and Dave Morris from Nottingham University** discussed integrating cycling with Light Rapid Transport (trams). It is rumoured Manchester's Metrolink is on the verge of a decision concerning bike carriage!!

*The next CCN conference is in May 2004 in Dublin – a rehearsal for Velo-City in 2005.*

**Notes on all presentations are available at:**  
[http://www.cyclenetwork.org.uk/index\\_js.html](http://www.cyclenetwork.org.uk/index_js.html)

# In the Pink – or is it Magenta?

## Salford Launches its Local Cycling Strategy

**W**ary of living in the shadow of its younger – but bigger – brother across the Irwell, Salford has dropped City from its title and adopted a vision that includes “strong, safe healthy and sustainable communities”. On 9 December Salford’s great and good gathered in Swinton Civic Centre to mark a new cycling era. Salford councillor, Langworthy vicar (voice crying in the wilderness?) GMCC member Andy Salmon was our Master of Ceremonies.

**T**he (Deputy) Mayor welcomed us, declined the offer of Wheels for All and later drove off in the corporate limo to the Bridgewater Hall. Steve Lee, Council Traffic and Transport Manager noted the decline in local cycling mirrors the national picture. “This is the beginning of a long road. The Salford Cycle Route Network will be complete by 2012. Immediate priorities are secure cycle parking facilities, training in schools and resisting motorbikes in bike/bus lanes. There is capital money but no identified maintenance revenue budget for cycling.”

**S**alford has signed up for the CTC Regional Benchmarking project. “I am looking forward to us being reviewed by our peers in September 2004. Two years later this strategy will be reviewed, revised and

renewed,” promised Steve. His sentiments were echoed by Cllr Derek Antrobus, Lead Member for Development Services, “I will monitor this Strategy. I would expect a programme for implementation and want to receive the Cycle Forum minutes.” Check out the Cycling Strategy on [www.salford.gov.uk](http://www.salford.gov.uk)

**P**aul Evans promotes road racing for **British Cycling** in the North West. Contact him at the Velodrome if your secondary school or community wants to run a club – free training is available to potential coaches. Salford is the home of **Cycling Projects**. The innovative organisation has stayed faithful to its roots despite break-ins at its Pendlebury base. Herminne Briffa gave a heartening portrayal of their machines that make cycling accessible to all regardless of physical or mental disability. Related schemes are **Bike Links** and **Cycling for Health**.

**T**he December meeting of the Cycle Forum followed, chaired by Andy Salmon. Rob Brock lambasted the Council for their failure to maintain cycle tracks in Irlam and Cadishead providing damning photographic evidence. Steve Lee assured the Forum that a dynamic new Highways Inspector will improve matters. The next Forum meeting is 9 March at 7 pm.

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## Derek Kelly reports on the arrival of COPECAT

**T**he Concise Pedestrian and Cycle Audit was unveiled at Manchester Town Hall on the 8 October. Mike Hayward, Transport Team Leader of the Government Office for the North West declared, “COPECAT is important in promoting the interests of pedestrians and cyclists in Greater Manchester - and throughout the North West Region.”

**T**he Audit was discussed in detail by over thirty officers and engineers representing the ten Authorities within Greater Manchester. Mark Edwards of Manchester City Council welcomed COPECAT, “It will be of great help to officers like myself who have worked on a variety of traffic schemes and facilities for 17 years.”

**T**here is general agreement that existing National Audit Guidelines are too complex and difficult to interpret. The new Audit is simpler, more user-friendly, quicker in processing and better meets the needs of pedestrians and cyclists. Its flexibility suits the variety of schemes that come up for design and deliberation. It is hoped COPECAT will create better understanding both within Council departments as well as with focus and user Groups that are consulted by council

departments. It should also speed up the time in producing schemes, saving money and time. Redrafting would be reduced and many of the mistakes of the past eliminated at an earlier stage.

**A**t the October meeting the principles of COPECAT were put to the test when the audience carried out an exercise with five schemes recently designed by Manchester City Council. The new Audit was found appropriate and simple to use.

**J**ulian Ashworth, Greater Manchester Joint Transportation Policy Team commented, “COPECAT has been approved by the Association of Greater Manchester Authorities (AGMA). Implementation is the responsibility of each district council who will be encouraged to offer training sessions, including a PowerPoint presentation, to pedestrian and cycling groups.”

[d.kelly437@nthworld.com](mailto:d.kelly437@nthworld.com)

Further information on COPECAT can be obtained from Julian on 0161 242 6084

([julian.ashworth@gmltp.co.uk](mailto:julian.ashworth@gmltp.co.uk)) He can provide a pdf copy of the document. In the New Year it will be available on their website [www.gmltp.co.uk](http://www.gmltp.co.uk)

# Pankhurst Points

There are one or two things in Pothole which I find rather worrying. Both are in the Campaigning Corner. Whilst I and many others dislike the use of **Cyclist Dismount** signs and agree that in many cases they may be inappropriate, I would not support any action to deface them. Of greater concern is the incendiary suggestion that Cycle Forums should be boycotted due to dissatisfaction with them. This seems a peculiarly extreme and negative response to something, which however imperfect, has been established in order to improve dialogue between councils and cycle users. I am not suggesting that cyclists should not continue to campaign for better facilities, simply that a more mature approach to this is far more likely to yield results.

**Julian Ashworth**

Greater Manchester Joint Transport Team

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Are there any stickers advertising GMCC? I would like to place one on my bicycle and on the local bicycle stands so other cyclists get to know about the campaign. What about car stickers? I would like one for my car declaring, "I'd rather be cycling". Is there a campaign to scrap VAT on bicycles or parts? The cost of spare parts is astronomical – for some people it is cheaper to throw away their old bicycle than buy a replacement part.

**Iain Hepworth**

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Just writing to say how impressed I was at the October GMCC meeting. Good representation from different boroughs, things coming together. The next step if we are truly representing Greater Manchester is for us Mancunians to stop hogging the venue and hold some of the meetings in other boroughs. What do other members think?

**Alix Otten**

Evidence would suggest that there is a greater number of staff using a bike to come to work now. I have also incorporated new changing room facilities into the underground car park area, so cyclists now have secure lockers to store their gear, together with somewhere to change with shower facilities nearby. As a cyclist myself, I know how much of a benefit these sorts of measures are and have made use of them throughout the summer.

**Graham Ritchie**  
BBC Facilities Manager,  
New Broadcasting House,

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Please can you tell me if there is secure bike parking in Manchester City Centre? If there is, please can you tell me whether they have showers - particularly important in summer. I am looking for work in Manchester City Centre and would like to know whether it would be feasible for me to cycle to work. I have only one bike an urban hybrid Trex 7200FX. I work in an office and am required, and would prefer to dress smart. I think that secured bike parking should be subsidised and would like to campaign for such a thing if I do move to work in Manchester. The Bike Park – with showers - is very well used here in Leicester.

**Graham John**

(Have you moved up here yet?  
Why not apply to the BBC? – Ed)

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If enough people are interested Bike Right could run a basic Bicycle Maintenance Course. Contact Liz Clarke on 0161 861 7181 or email [info@bikeright.net](mailto:info@bikeright.net). Say you are interested in a Bicycle Maintenance Course and that you got her contact details from me. I hope to see you all on the course soon.

**Kenneth Fibburs. HND, Eng Tech, AMIMechE**

**Kirsty Overton issues a (seasonal) invitation to any (female) angels not seeking shepherds**

**Angels on Bikes** is a network of women who want to ride with fellow women - avoiding (competitive) men. Any woman with a bike can join **AoB** - It doesn't matter if you haven't ridden in twenty years or you ride every day. **Angels** receive a monthly newsletter with an updated members list enabling you to arrange rides with each other. Fun is heavy on the agenda. No **Angel** will feel at anytime under pressure or feel put down (I know that feeling only too well and it's not pleasant) There will be guided rides and coaching plus workshops on bike maintenance and riding techniques. A small percentage might want to do competitive cycling. We are in contact with the Women's Cycle Racing Association for help advice, coaching and support. We are not forgetting women who just want a cycle ride with tea stops. My aim is to get women out on bikes, be it for leisure or to race, as long as they are enjoying the wonderful sport of cycling. I look forward to hearing from you. Keep pedalling.

**Kirsty Overton:**

[angelsonbikes@hotmail.com](mailto:angelsonbikes@hotmail.com)

**Cycle Maintenance Courses for Women**  
with **Al** from **Bicycle Doctor**

starting soon...  
**beginners:** Wed 7 January  
**intermediate:** Wed 5 March  
(5 weeks on Weds 7 – 9pm)

Contact **Lisa@Pankhurst**  
Centre Tel 0161 273 5673

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Whilst every effort is made to ensure that the information on this page is accurate, readers are asked to check with the contacts given

Local Authority	Contact	Phone	email	Date of Current Forum	Venue
BOLTON	Kevin Toye	01204 336115	kevin.toye@bolton.gov.uk	Jan 21 Wed 5.30pm	Town Hall Bolton
BURY	Chris Wilkinson	0161 253 5269	c.m.wilkinson@bury.gov.uk *	Mar 11 Thurs 7pm	Town Hall, Knowsley St, Bury
MANCHESTER	Mark Edwards	0161 455 2225	m.edwards2@notes.manchester.gov.uk	Mar 10 Wed 5.30pm	Town Hall Manchester
OLDHAM	Paul Bruffell	0161 911 4360	paul.bruffell@oldham.gov.uk	Jan 15 Thu 6pm	Civic Centre, Oldham
ROCHDALE	Dan Griffiths	01706 864374	dan.griffins@rochdale.gov.uk	Jan 15 Thu 6pm	Town Hall Rochdale
SALFORD	Darren Findley	0161 793 3849	traffic.transport@salford.gov.uk	Mar 9 Tue 7pm	Civic Centre Swinton
STOCKPORT	Don Naylor	0161 474 4593	don.naylor@stockport.gov.uk	Jan 22 Thu 6pm	Town Hall Stockport
TAMESIDE	Ian Butterworth	0161 342 3951	ian.butterworth@mail.tameside.gov.uk	Jan 19 Mon 6pm	Town Hall Tameside
TRAFFORD	Paul Barrett	0161 912 4399	paul.barrett@trafford.gov.uk	Staff in transit	
WIGAN	Damian Garner	01942 404061	d.garner@wiganmbc.gov.uk	"In abeyance"	

\*check out excellent cycling stuff at [www.bury.gov.uk/bury/councilservices/transportstreets/cycling/default.asp](http://www.bury.gov.uk/bury/councilservices/transportstreets/cycling/default.asp) – "highly recommended"

**Dawdling Doctors – Leisure Cycling SUNDAY RIDES Flying Doctors – Mountain Biking**  
 These meet Chorlton Water Park car park at 10am These meet outside Bicycle Doctor at 9am

Jan 4 <sup>th</sup>	Phone below for info!  <i>Routes will be planned! More details will follow in the next Pothole. But Pencil in these dates.</i>	Dec 28 <sup>th</sup>	Chinley Churn
Feb 8 <sup>th</sup>		Jan 18 <sup>th</sup>	Hebden Bridge
Mar 7 <sup>th</sup>		Feb 15 <sup>th</sup>	Castleton/Edale
Apr 4 <sup>th</sup>		Mar 21 <sup>st</sup>	Skipton
May 9 <sup>th</sup>		April 18 <sup>th</sup>	Coniston
June 6 <sup>th</sup>		May 16 <sup>th</sup>	High Street
Jul 4 <sup>th</sup>		June 19/20 <sup>th</sup>	Peak District camping
Aug 8 <sup>th</sup>		Jul 18 <sup>th</sup>	Muker/Hawes
Sep 5 <sup>th</sup>		Aug 15 <sup>th</sup>	Garburn/Kentmere
Oct 3 <sup>rd</sup>		Sep 19 <sup>th</sup>	Cut Gate/Derwent
Nov 7 <sup>th</sup>			
Dec 5 <sup>th</sup>			

Any questions? Email [rob@bicycledoctor.co.uk](mailto:rob@bicycledoctor.co.uk) or ring Rob, Al or Mary on 0161 224 1303

**Contacts**

Friends of the Fallowfield Loop 0161 224 3843, 0161 283 7548  
 Cycling Project (Formerly CPNW) 0161 745 9099 [www.cycling.org.uk](http://www.cycling.org.uk)  
 Trans Pennine Trail Office, 01226 772574 [www.transpenninetrail.org.uk](http://www.transpenninetrail.org.uk)  
 CTC 0870 873 0060 [www.ctc.org.uk](http://www.ctc.org.uk)  
 MMU Cycle Users Group Sophie Evans 0161 247 1930 [s.evans@mmu.ac.uk](mailto:s.evans@mmu.ac.uk)

*Bike Shops offering Discounts for GMCC members*

Bardsleys Cycles –  
 482 Manchester Rd Stockport  
 Bicycle Doctor – 0161 224 1303  
 68-70 Dickenson Rd Rusholme Manchester  
 Bikehouse – 0161 443 1235  
 177 School Lane Didsbury Manchester  
 Hirts Cycles – 0161 794 2000  
 60-62 Chorley Rd Swinton Manchester  
 Ken Foster's Cycle Logic – 0161 881 7160  
 374-6 Barlow Moor Rd Chorlton Manchester  
 Lebram – 0161 928 6600  
 197 Manchester Rd Broadheath Altrincham  
 Lebram – 0161 969 1818  
 172-4 Northenden Rd Sale Moor  
 NW Mountain Bike Centre – 0161 428 3311  
 249 Stockport Rd Cheadle  
 Skidmores Cycles – 0161 624 5912  
 37 Union St Oldham  
 Withington Cycles – 0161 445 3492  
 26 Burton Rd Withington Manchester