

£10,000 Community Network cycling project report emerges from council black hole

Shamed by the front page expose in Pothole, Manchester City Council has finally issued a report on their Maintenance of Cycle Ways project financed by the Neighbourhood Renewal Fund (NRF). Council monitoring officer Paul Greenwood surveyed a number of routes for general ride quality, lane markings and colouration, signage, gullies drainage covers and surface repairs. The elements were scored on a five-point scale from 1 (*very poor, unacceptable, possibly dangerous*) to 5 (*very good, exemplary*).

Subsequently several sections were rectified, mostly by renewal of cycle lane markings with some work to gully covers. These routes included Wilmslow Road in the Didsbury/Fallowfield area and Plymouth Grove.

Following our criticism of the lack of transparency of the whole process, we have been assured that future projects will be more closely scrutinised and monitored by the Transport Thematic Partnership which includes representatives from the voluntary and community sectors.

We are pleased to reveal that Manchester Friends of the Earth have secured a sum of £20,000 to promote cycling through a major poster campaign in the spring. FoE will be consulting us on the details of the project.

A tragedy that affects us all

GMCC offers its condolences to the families and friends of those members of the Rhyl Cycle Club killed in Abergele on their Sunday ride. Our deepest sympathies go to the family of the 14 year old whose father was next to him at the time he died. We also wish a speedy recovery to those injured. Our thoughts are with them all.

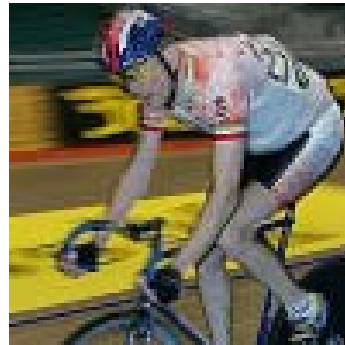
This was a horrific tragedy that reminds us of our vulnerability on the roads if something goes wrong.

We hope that there is a proper examination into the circumstances of this tragic accident and that lessons are learnt from it. Arguably it should not have happened if the roads had indeed been properly gritted the evening before, if it was properly maintained, if the driver was not going too fast, concentrating on the road ahead and the car was in proper working order. If it was a million to one chance accident then all those reconsidering cycling, or letting their children cycle, need to see that this has been proved beyond a reasonable doubt.

Many of us were out on the

roads on bicycles that very morning and will be out on many more mornings to come. I know my club will be wearing black armbands this Sunday, not only to remember the tragic loss but also to remind passing drivers of it too.

Perhaps before some of you put your bikes back in the shed forever, remind yourself that tragedies like this are extremely rare and as the CTC website says, cycling, including group cycling, remains a safe and healthy activity. Perhaps motorists will drive with more care after seeing those images of those fragile strands of metal spread across the road.



Maurice Broadbent, one of those killed, at a recent track event at the Velodrome

Hospital Chief buys £2m Italian Car Park

Stockport has seen an early benefit of Stepping Hill Hospital becoming a trail blazing NHS Foundation Trust – the first such in Greater Manchester. The boost to public health comes in the shape of a £2m state-of-the-art double decker Milanese metal-framed car park. Chris Burke, Chief Executive of the Trust displayed Clarkson-like enthusiasm for his new baby,

“It’s about first impressions – if you are going to get the local community on your side, you have got to give them somewhere to park.” The impressions of cycling visitors seeking a £75 Sheffield cycle stand are not known. Does the Hospital have a Travel Plan offering patients and staff more sustainable ways of arriving at Stepping Hill?

Manchester gets its first (designated) Cycling Officer – or does it?

Lisa Houghton, brings 15 years of varied experience to her new position as Principal Transport Policy Officer for Manchester City Council. Her role covers sustainable transport particularly cycling and walking. Lisa describes herself as a keen cyclist – with the scars to prove it. She has five areas of responsibility:

Traffic Management – Strategic Route Network Signing and diverting HGV’s away from local routes

Accident Analysis – locating and identifying accident clusters; designing and implementing the resulting safety schemes

Road Safety – teaching skills and knowledge on accident prevention to school children, probation services and learning disability groups

Travel Planning – encouraging schools and business to reduce car travel, implementing safer highway schemes to support cyclists and pedestrians

Transportation – identifying and securing funding to increase sustainable travel and reduce car use. Lisa looks forward to the dual challenges of raising the level of cycling in Manchester and increasing membership of the Council Cycle Forum.

Email any suggestions on these Herculean tasks to l.houghton1@manchester.gov.uk

the real reason the Deputy PM prefers Jags to Bikes?

John Prescott’s brother passed the 11 Plus. John failed it. His brother got a new bike from their father for passing the exam. John didn’t pass. So John didn’t get a bike. Hence his lack of interest in sustainable transport and love affair with big fast gas-guzzling motors.

on another note... They call themselves libertarians; I think they’re antisocial bastards George Monbiot’s description of motorists in *The Guardian* 20 December 2005.

Tax Free Bikes

Thanks to new rules introduced in the last two years, it is now possible for employers to buy bikes and lease them to their employees free of vat, income tax and national insurance.

Up to now this has only been possible via certain organisations comprising men in suits who have managed to interpolate themselves into the retail chain between the bike dealer and the customer.

Dealers have been unaccountably unwilling to cede what they see as a large amount of their (rather small) profits to people who have no interest in bikes apart from making money from them.

Now, thanks to an enterprising customer, it is possible to sort out tax free bike deals directly via Bicycle Doctor in Rusholme, thus giving employees a somewhat more exciting choice than that offered by chains and multiples. The deal includes accessories and clothing, everything needed to set a person up for commuting to work on a bike.

The paperwork is relatively simple and the tax office only say that the bike must be used regularly for commuting. They also say that they do not have the resources to check on this, and that furthermore the bicycle may be used for any other purposes as well.

Interested?

Contact rob@bicycledoctor.co.uk or Rob at 224 1303, or even just call into the shop :- Bicycle Doctor, 68-70 Dickenson Rd, Rusholme, M14 5HF

How powerful are pedals in improving public health?

Paul Thomson reports from Warrington that 2 Wheels Good, 5 a Day Better

At the *Streets Ahead* CTC/CCN Conference hosted by the enterprising and ambitious Warrington Cycle Campaign, Robin Ireland from the *Heart of Mersey* delivered a challenging paper on the limited contribution cycling can make to tackling heart disease and promoting public health. He illustrated how diseases of civilization are taking their toll not only on its affluent beneficiaries but on those whose labour it ruthlessly exploits and whose natural and indigenous resources it expropriates.

Factors that contribute to individual health include genes, age, gender, education, environment, culture and life-style. Of these, diet is more significant than exercise. Commercial sponsors of sport give the impression that exercise can be a prophylactic against obesity and even an antidote to ageing. The multi-billion pound pharmaceutical industry promotes genetically modified products and drugs to remedy the ravages of nature, environment and culture. Its official – hospitals are bad for you. Iatrogenesis is the Greek

name for this phenomenon. A recent manifestation is the devastation caused by the superbug MRSA.

Health is a function of inequality – material, cultural, spiritual and political. The impact on health of differentials in income and social status is well documented. More serious effects stem from differential access to power. Whilst the enjoyment and exercise of power may be invigorating, its denial or deprivation can undoubtedly damage people's lives. Lack of control over our lives is not only stressful it also diminishes our capacity to look after ourselves causing long-term damage to the immune system.

We cannot change our genetic inheritance nor much alter our environment. However we can exercise and eat better. Cycling, whilst good for the cardio-vascular system cannot inoculate us against the toxicity of processed foods, over eating and the effects of alcohol and smoking - both active and passive.

Despite these caveats the speaker concluded that cycling can empower individuals to improve their physical well-being and facilitate a healthier environment.

numbercrunching#2

Working out how safe an activity is can be complicated.

For instance, in the USA, cycling appears to be the third safest form of transport, only beaten by riding in a school bus or on an airliner. That is if you measure the number of fatalities per million hours of doing the activity.

Ken Kifer has calculated the ratio of fatalities to the number of people involved in the activity and concluded that bikes are 10 times safer than motor vehicles. Significantly, he weighed all bicycle-related fatalities against all motor vehicle-related deaths, which gives a more all-round view of the danger and takes account of the effect of your chosen means of transport on others.

The above figures are for the USA and I haven't anything comparable for Britain.

However, in a period in which cycling in London grew by 50%, the number of cyclists killed and seriously injured fell by 40%. More cycling, fewer casualties.

This is an example of the well-established relationship: The likelihood that a given person walking or bicycling will be struck by a motorist varies inversely with the amount of walking or bicycling. This pattern is consistent across communities of varying size, from specific intersections to cities and countries, and across time periods.

The more of us that ride, the safer it becomes.

PS I was once told that, statistically, cycling is safer than DIY. What better excuse could you need to get on your bike?

Sources for this include <http://www.magma.ca/~ocbc/comparat.html> <http://www.kenkifer.com/bikepages/health/risks.htm> <http://ip.bmjournals.com> then search on author Jacobsen



Doctors Become Wanderers

For the last ten years, on the second Sunday morning of each month, bicycle users of all ages and abilities have gathered at Chorlton Water Park, whatever the weather, for a gentle ride out into the Cheshire countryside, and back again, with a pub lunch in between. These were the Dawdling Doctors, expertly led by Rob Raikes (second from the right in the picture above) of the Bicycle Doctor bike shop. Rob retired as leader at

the end of last year to "spend more time with his family" but the rides are continuing much as before, under a different name though - The Chorlton Wanderers. The next one is on February 12, meeting at 10am. Anyone can come, and will be made most welcome. Details will be posted on the GMCC Web site - www.gmcc.org.uk. Meanwhile many, many thanks to Rob for taking us to parts of Cheshire that other rides could not reach.

Women Cyclists of the World Unite

Mary Searle-Chatterjee urges her sisters, Don't cast off your chains, get them covered."

What is it that keeps women's feet on the ground and off a pedal? Is it a rational instinct for self-preservation, social conformity or just simple vanity?

Let's face it. Only women of talent manage to look good in trainers, lycra and reflective nylon jackets. In Britain any alternative form of dress is threatened with oily chains and spokes.

But it doesn't have to be like this. Just look abroad - and not just at Dutch women back-peddalling in their clogs. What about Italian women whizzing along on pink and yellow mounts, wearing the latest fashions? Or Indian women cycling in saris? Why do they have access to bikes with full chain and spoke covers and we don't? Retailers have told me there is no market here for bikes with chain and spoke covers. I don't believe them.....

Is there an entrepreneur out there willing to prove the doubters wrong? Potential customers and importers check out www.pashley.co.uk Bring a few over in the back of the van the next time you go to Italy. Manchester with its huge captive student population ought to be a good place to start.

Bike Week boycott is over.....get ready for 2006

Readers may recall that GMCC boycotted Manchester Bike Fair in a dispute with the Council over the public liability insurance implications of sitting at a table under a tent in St Ann's Square. At the Warrington CCN conference National Bike Week co-ordinator Nick Harvey clarified the position. Any events - including two wheeled pub crawls - registered with the national Bike Week organisation are covered by their public liability insurance. In 2006 we will register all GMCC's activities to ensure we fully participate in Bike Week.

Bike Week 2006 is 17 - 25 June

To obtain a free Event Organiser's Guide email: HQ@bikeweek.org.uk,
www.bikeweek.org.uk
www.bike2work.info



Oy, Get on your (hire) bike.....

Street-based bike rental, providing the opportunity to hire bicycles 24 hours a day via your mobile phone, came (briefly) to Manchester this autumn. Ten hire bikes were available for In Town Without My Car Day (22 September) and throughout the following European Mobility

Week at four locations in the city centre: Victoria Street, St. Anne's Square, St. Peter's Square and Deansgate. The distinctive yellow bikes with baskets could be hired for as little as 15 minutes from any of the four bases stations and returned to any base.

The Oybikes were borrowed from London. The Council is considering the feasibility of a wider and longer project in Manchester - the first such permanent rental scheme outside the capital. The officer responsible for the scheme, Lisa Houghton is interested in hearing your views. Email: l.houghton1@manchester.gov.uk



Moving Cycling into the Mainstream

Rod King's address to the Streets Ahead CTC/CCN Conference in Warrington

I would like you to meet Jane, Fred, Peter, Mary and Nigel. None of them cycle. Jane has just started at University and is home for the weekend, Fred works in a call centre, Peter runs his own advertising agency, Mary is very active with her grandchildren, especially Nigel whom she takes to the nursery each day.

They all started today variously Christmas shopping, visiting friends, taking the children swimming - without even a thought of doing these activities by bicycle. Is it our job to encourage them to cycle? How can we make it safe and enjoyable for them? If they were to cycle would it reduce congestion on our roads? Would they have a healthier lifestyle and be more independent?

None of them will become cyclists or contribute to modal shift. In statistical terms they are the five people who died on UK roads today. They all met very violent deaths - and none of them were cyclists. Some were drivers, some passengers, others pedestrians

Jane, Fred, Peter, Mary and Nigel are not the only victims. By the

end of today Jill, Frank, Amanda, David and Collette will also have been killed on our roads. A hundred more will be seriously injured and disabled.

Tomorrow there will be a similar number of fatalities - and one will be a cyclist. Between now and the end of the month 180 will die and 1,800 be seriously injured on our roads. This total for 18 *days* exceeds the number of rail deaths in the last ten *years*. Only 4 per cent will be cyclists but together with pedestrians they make up over a quarter of road deaths.

As campaigners we believe that cycling is not dangerous and proclaim its many benefits to the community - less congestion, healthier lifestyle, better mobility for children, reduced air pollution. We arm ourselves with a copy of *Cyclecraft*, display our cycle maps highlighting the quieter routes. We take advantage of cycle lanes and specially treated junctions. We devise Safe Routes to Schools and Travel Plans, we encourage employers to install showers, we work with councils to produce cycle friendly Local Transport Plans (LTPs), we organise cycle rides for novices, we implement training schemes. Yet despite all our good work cycling declined from 4.5 billion

kilometres in 2003 to 3.9 in 2004. And car use rose inexorably.

Why has there been no modal shift to cycling? The answer is that the British public is too frightened to cycle on our roads. We can argue that such fear is perceived rather than real but we must not make the mistake of denying its impact. We compound this error by our contradictory actions. It is illogical to deny the dangers of cycling while at the same time campaigning to reduce them.

Over the last 10 years much has been achieved campaigning for better highway engineering and establishing cycling within LTPs. However, to make a real and lasting difference we must address the fears of non-cyclists rather than the needs of current cyclists.

Much that we do in life involves risk and danger but is balanced by expected gain. As parents we celebrate the day when our child takes their first steps, we cheer when they ride a bike. For our children the pain of occasionally falling off is offset by the gain of independent travel.

We adults then curtail our children's rights and freedoms to ride, walk, play, run and jump in

their streets. Enthusiasm wanes and anxiety increases as we (over) stress the risks. "Watch you don't get killed," "Wear a helmet," "Wear bright clothing", "Pull over, stop, dismount", and "Walk across when turning right." These dire warnings inculcate a terror of roads in our children, deflecting responsibility from the source of the danger - the motorist - onto pedestrians and cyclists.

Safe Routes to Schools seek to encourage walking and cycling by identifying preferred routes. This initiative ignores the right of pedestrians and cyclists to expect respect from drivers - wherever they are. Instead we marshal children along routes providing the minimal inconvenience to motorists. All routes are safe routes to school - it is only motorists that take away the safety. We should be asking not "What can children do to avoid motorists?" but "What can motorists do to avoid children?"

Millions of pounds are spent on cycle lanes and tracks. Yet this very visible public expenditure has not resulted in more cycling. Segregation is only useful if continuous and without intersection conflict which quickly discourages new cyclists. High urban speeds in the UK make it particularly expensive to engineer the same degree of safety for pedestrians and cyclists compared to countries with lower speeds. It costs 25 times more to make a junction safe for cyclists where a 30 mph limit operates compared to 20 mph. Why bother with £50,000 of highway engineering when £50 spent on a few 20 mph repeater signs achieves the same result, that is - more and safer cycling?

Focussing on the engineering of roads, rather than the behaviour of motorists, aids and abets the marginalisation of cycling. It supports the idea that the problem is the cyclist on our roads rather than the inequitable sharing of road space. At junctions and roundabouts cyclists and pedestrians are diverted via a circuitous route so as not to delay the motor traffic. Too often the fast, hard car gets priority over the slow and vulnerable highway user.



Motor manufacturers emphasise the safety aspects of their products. This marketing is directed at the car's occupants rather than any other highway users the car may encounter -reinforcing the view that it is dangerous to be without a protective steel shell. Every advert that extols the safety of a motor vehicle subconsciously highlights the dangers for cyclists and pedestrians.

This neurosis is nurtured by thousands of road safety campaigners, teachers, and millions of pounds of vehicle manufacturer advertising. Cycle campaigners are also guilty. Instead of striving in vain to reduce the risks of cycling we should boldly declare, "Walking and Cycling are safe – *Driving* is dangerous."

Speed cameras save lives yet people still complain when they are caught breaking the law. Lack of speed enforcement continues to favour the seat belt-protected motorist against the comatosed cyclist or pedestrian.

Fear of traffic has created a society where young people are denied independent mobility, the opportunity to expand their geographical boundaries in preparation for adulthood. Levels of independent youth travel in the UK are 20 per cent those in Europe. Our youth are frightened of riding on our roads, so have little empathy for cyclists when, as adults they acquire their own motorised transport.

Warrington is twinned with Hilden, a German city midway between Düsseldorf and Köln where car ownership is higher than the national average. Over the last 15 years the council has implemented a systematic programme of traffic calming with the co-operation of residents. Now 75 per cent of the urban area has a speed limit of 30 kph (20 mph) and in Home Zones it is as low as 5 mph. In 1989 cycling accounted for 9 per cent of all journeys and 14 per cent of town centre traffic, in 2004 the figures rose to 14 and 23 per cent respectively. Lutz Groll, a Hilden planner concludes, "Traffic calming is a fundamental element in successful bicycle promotion."

There are similar success stories throughout northern Europe. In Britain only Kingston upon Hull has pioneered a comprehensive 20 mph speed limit. This bold experiment has reduced crashes causing deaths or serious injuries by 90 per cent and child pedestrian casualties by 74 per cent.

We must follow the example of Hilden and Hull and avoid the car-dependent culture of America. We should strive to emulate our European neighbours where citizens use the streets to play, gossip, shop, walk, run, cycle, gather and linger without fear of being killed.

Maximum vehicle speeds must be reduced in all our urban and residential areas to 20 mph. The viability, convenience, safety, directness and simple right to walk or cycle on our roads cannot be compromised in order to maintain high traffic speeds in our towns, cities and villages. We must champion the rights of all to choose their mode of transport without fear. We must stop giving disproportionate mobility rights to car owners and motorists when one quarter of all households has no access to a car.

A default speed limit of 20 mph will have only a marginal impact on journey time, on average adding one minute to a 15 minute journey - but will significantly increase safety and reduce fear for pedestrians and cyclists. It will benefit all: streets will become more peaceful, traffic will flow more smoothly, air pollution will decrease as will road maintenance costs. There will be fewer deaths and injuries for pedestrian, cyclists - and motorists. Children will reclaim the right to walk and cycle independently to school, parents will be freed from the slavery of the school run - and all at minimal cost to cash-strapped councils.

There will be several desirable side effects to a rise in cycling: more exercise, slimmer children, social inclusion, community cohesion, better air quality, less congestion. Elsewhere cycling is not perceived in such complex terms. In Europe bicycles are not expected to deliver key government policies but just get you



from A to B.

In Britain those that cycle tend to be fit, brave and very assertive. Such clearly independent creatures seldom evoke sympathy. To achieve slower speeds it is vital to collaborate with a larger force, walkers. After all, we are all pedestrians – even a motorist when he steps out of his car. As pedestrians we represent the majority rather than the minority. It is better to campaign for every child in a school, everyone who walks rather than the 5 per cent who cycle. We can better promote safe cycling not as cyclists but as pedestrians who also cycle.

We must stimulate a wide public debate on the moral issues of excessive speed and the rights of individuals to enjoy their streets as pedestrians or cyclists without fear. Our stance must be pro-safer motoring not anti-motorist.

Lower blanket speeds must become the priority for pedestrian, cycle, road safety and civic campaigners. Implementation will be more beneficial than all the cycle schemes, facilities and

routes installed to date. We must think very carefully whether to assist the development of segregated facilities.

We must use the media to pursue our cause through letters, articles and press releases. Remember we are not campaigning for cyclists but mainly for pedestrians who outnumber cyclist deaths by four to one. The Warrington Guardian now refers to me as Rod King, *Speed Campaigner* rather than Rod King, Cycle Campaigner.

We must work locally and nationally to campaign for speed reduction. We should join political parties and influence from the inside. Active support for the Twenty's Plenty campaign will move cycling into the mainstream. TWENTY'S PLENTY must become our rallying cry.

Our responsibility is to lead and influence our society towards a better future in which everyone has the right to ride, the right to walk, the right to life. Let us not forget Jane, Fred, Peter, Mary, Nigel, Jill, Frank, Amanda, David and Collette.

If you are not blocking traffic, you are the traffic

Chris Trueblood becomes part of the Critical Mass of Sri Lankan cyclists

In September I returned to Sri Lanka after two previous visits in 2002 and 2004 to undertake some voluntary work with LEADS (see www.leads.lk), a Non Governmental Organisation (NGO) based in the capital Colombo. On Boxing Day 2004 an earthquake measuring 8.9 on the Richter Scale hit South East Asia. A giant tidal wave or tsunami swept across the Indian Ocean striking the Sri Lankan coast. The devastation that unfolded was horrifying. As with all natural disasters relief aid poured into the affected areas. Disaster Management Schemes and NGO Task Force teams are well prepared for such crises. However nine months on many families in the affected communities are living in temporary shelter waiting for new houses to be built.

At home I am a Community Development Officer in Irlam and Cadishead with Salford City Council. In Sri Lanka I was based at Matara on the southern tip of the island, interviewing families in temporary camps. It was demanding and time consuming, ensuring that all the documentation was complete to guarantee their eligibility for new house building programmes.

A new President Mahinda Rajapakse has recently been elected but widespread government corruption remains a common feature. The volatile long-standing civil war with the LTTE (Tamil Tigers) rumbles on in parts of the island and the peace agreement appears to be abandoned

Travelling in Sri Lanka can be a real challenge as roads are gridlocked at peak times. Downtown Colombo is very congested. Negotiating the main road from Colombo to Galle in the south is a risky and tortuous experience. So blocking traffic means you are the traffic.

Cycling remains one of the most popular and accessible forms of transport.

Many people in urban and rural communities cannot afford motorised vehicles, People and goods are moved in a number of improvised ways - bikes with trailers, modified bullock carts, rickshaws and side cars. Animal power is



also persistent in many areas.

Many NGOs are working on Bicycle Distribution schemes, essential in village and coastal communities. Designing vehicles for the disadvantaged and disabled is also crucial to these projects.

Sri Lanka remains a popular tourist destination and several tour operators offer bike holidays. This is the best way to experience the scenery, local culture and warm hospitality. Two wheeled travel creates a real understanding of the spirituality of the island.



Muddle over Mixing Modes.....Give us some simple Sheffield Stands

Two years ago Bolton and Wigan Councils invested in some nice red bike lockers which were installed at a number of railway stations. Recent visits to these locations reveal that very few appear to be in use. Instructions on the lockers have become faded, frayed or removed completely. We understand that these lockers were intended to be allocated to individual users and not available on a casual basis - for reasons of security. Bolton cyclists prefer to use the Sheffield stands sited on the station platforms. The formation of BLUC, the Bike Locker Users Club in Stockport is a positive move. BLUC members can use any station lockers in the borough.

GMCC welcomes expenditure on good quality cycle lockers with strong mesh ends, lockable with the hirers own lock. An option of causal hire should be retained. There needs to be more discussion with cyclists over what parking facilities suits them best.

The consequence of not consulting cyclists can be seen clearly at Manchester Piccadilly. Our discussion with Station manager Richard Sworowski in November 2002 failed to produce any improvement in parking facilities. At the dark unpopulated end of the Fairfield Street entrance bike stands lie underused. Cyclists prefer the convenience of the railings on the corner of London Road. Our recommendation to relocate these idle stands to the main pedestrian entrance was not heeded. The cluttered result was entirely predictable. Upstairs outside Starbucks cannot cope with demand, often struggling to accommodate three bikes.



Bolton on the (Bike) Map

Bolton Council has published a new cycling map for the borough. Based on the format of the CycleCity Guides the scale is larger than the Manchester version. It is a more user-friendly map, opting not to name every street but to mark schools and local attractions. There are sections publicising the Bolton Cycle Forum, bike shops, local cycling clubs and a guide to relevant road signs including the correct use of advanced stop lines. Unlike Manchester's map, Bolton's is free. Contact Kevin Toye (kevin.toye@bolton.gov.uk) if you cannot find a copy in Bolton bike shops or tourist office.



Cyclists asked to brighten up, drivers to slow down

Cycling is a great way to get around Manchester, especially as it doesn't add anything to the city's growing traffic congestion and air pollution problems. And riding a bicycle is perfect for getting vital daily exercise and staying fit right through the year - without paying hundreds of pounds in gym fees. But at this time of year, gloomy days and dark evenings can be hazardous for bicycle riders unless they take care to make

themselves conspicuous. The Greater Manchester Cycling Campaign (GMCC)[1] is suggesting all bicycle users wear brightly coloured clothing and if they cycle at night they should make sure they have all the proper lights on their bikes. To encourage cyclists to brighten up this winter, the GMCC, in association with a local clothing designer, has created its own high visibility waiscoat, called a 'gilet' (it rhymes with 'relay'). Pro

These can be ordered from the GMCC's Web site at www.gmcc.org.uk. The sizes available at first will be small medium, large and extra large. But cycling safety depends ultimately on drivers being careful. Motor vehicles are the biggest threat to cyclists, especially when they are driven too fast. The GMCC is asking drivers to do their bit to make cycling safer, and more enjoyable, by slowing down when there are bicycles nearby.



This season's photocaption competition

Send your caption entry to caption@gmcc.org.uk

Bike Shops offering discounts to GMCC members

- A1 Cycle Spares -**
0161 998 2882
414-416 Palatine Road, Northenden
- A6 Cycle Warehouse,**
0161 248 5400
752-762 Stockport Road, Longsight
- Altrincham Bike Shak**
0161 929 9355
10 Oakfield Trading Estate, Oakfield Rd
- Bardsleys Cycles**
0161 432 4936
482 Manchester Road, Stockport
- Bicycle Doctor**
0161 224 1303
68-70 Dickenson Road, Rusholme
- Eddie McGrath Cycles,**
0161 748 2733
31 Station Road, Urmston, Trafford
- Hirts Cycles**
0161 794 2000
60-62 Chorley Road, Swinton, Salford
- Ken Foster's Cycle Logic**
0161 881 7160
374-6 Barlow Moor Road, Chorlton
www.kenfosterscyclelogic.co.uk
- Lebram**
0161 928 6600
197 Manchester Road, Broadheath
- Lebram**
0161 969 1818
172-4 Northenden Road, Sale Moor
- NW Mountain Bike Centre**
0161 428 3311
249 Stockport Road, Cheadle
- Skidmores Cycles**
0161 624 5912
37 Union Street, Oldham
- Withington Cycles**
0161 445 3492
26 Burton Road, Withington

Pothole is the newsletter of the Greater Manchester Cycling Campaign.

The Campaign meets on the second Monday of each month, 7.30pm at the Friends Meeting House, Mount Street, Manchester, followed by appropriate beverages at the City Arms, Kennedy Street.

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