

'No case to answer': Cyclist wins appeal against inconsiderate riding.

Bikes on Film

Would you like to feature in an exhibition about bikes in Manchester? It just involves taking a picture of you and your bike and possibly filming you talking about cycling in the city. Would you like to display something in the exhibition, play music at the opening night or facilitate a bicycle related workshop? Read on...

Manchester Bicycle Exhibition

Opening Friday 30th March 8pm
(until Friday 20th April)

The Basement,
24 Lever Street, Manchester M1
Featuring portraits of Manchester's cyclists, Research about cycling in Manchester, Bicycle sculptures, crazy bike designs, Films about bikes and Critical Mass, Premiering a new documentary made specially for the exhibition about cycling in Manchester. For more information email nes@riseup.net

"The bicycle is just as good company as most husbands and, when it gets old and shabby, a woman can get a new one without shocking the entire community."

*Ann Strong, Minneapolis Tribune,
1895*

The Great Manchester Cycling Campaign meets on the second Monday of each month, 7.30pm at the Friends Meeting House, Mount Street, Manchester. Followed by appropriate beverages at Wetherspoons (smoke-free) pub on Princess Street opposite Town Hall/Tourist Information Centre. Clean air and real ale at £1.38 a pint.

Daniel Cadden, the Telford cyclist who was convicted in 2006 of inconsiderate cycling, had his conviction quashed at an appeal on 26th January 2007.

Daniel approached CTC in September 2005 because he was facing prosecution for inconsiderate cycling. This was because he had chosen to ride his bicycle on the road rather than a nearby cycle path. He was referred to the Cyclists' Defence Fund, (CDF), the charity founded by CTC for just such circumstances. The CDF supported Daniel's case because a prosecution would be likely to set a precedent which might force cyclists off the road wherever a cycle-path existed, whatever its condition.

No-one expected the perverse judgment from the first case. In August 2006 Daniel was convicted and fined £100 plus £200 costs. A decision was made to go to appeal. Cyclists all over the country donated in excess of £25,000 to the CDF to help support the appeal. This is a testament to the solidarity shown by the cycling community on this issue. The CDF are building up

the fund to a level where it can take on the most challenging of cases. Cyclists all over the country breathed a collective sigh of relief when the result of the appeal was released in January. The judge at Shrewsbury Crown Court told Daniel that he was as entitled to be on the road as anyone else and there was no obligation on him to use the cycle path. In response to the police suggestion that Daniel should have ridden in a 0.9m area of the carriageway between the kerb and the outside lane marking, so that traffic could pass more easily, the judge was clear that this part of the road was not intended to be used by any vehicle and that included cycles. It would be unwise to expect cyclists to ride in this area and there could be dangers involved in doing so. There was no question therefore that the right place for cyclists to ride is in the general traffic lane.

With regard to the cycle track, the court took the view that Daniel's speed of 20 mph would have been excessive and possibly unsafe for a track shared with

pedestrians. Someone riding at that speed should be expected to use the road.

However, the court's verdict cannot be taken as a precedent for all circumstances and cyclists must be aware of their responsibilities to others and not expect to be 'in the right' just because they may legally use a road. The judgment was highly sensitive to fact and degree. Someone riding much slower might be wiser to use the cycle track and their actions in delaying traffic on the road might under some circumstances be inconsiderate. It comes down to the reasonableness of a cyclist's behaviour in the particular circumstances.

Karen Sutton

As Daniel said outside court: "The recognition in this case must go to the real heroes, all those people who have supported it either financially by giving to the Cyclists' Defence Fund, by joining CTC or by sending messages of support to myself and my family. Without the support of these people this fight would not have been possible. The overwhelming sum donated to the Cyclists' Defence Fund has been testament to the solidarity shown by the cycling community on this issue."

but: another death on the roads



from cycling plus:

Death of Mel Vasey prompts calls for safer roads and plans for a memorial ride

Mel Vasey, a stalwart of the Birkenhead North End cycling club (www.bnec.co.uk) and co-owner of the Quinn Brothers cycle shop, was killed on the 14th January on his way to a Sunday morning club run. His death near the popular cyclists' meeting point, the Eureka Cafe, on the A540 Chester High Road, has

prompted new calls from cyclists for something to be done to make Britain's roads safer for those on two wheels.

The 53 year-old Vasey was out on a ride with other members of the club when he and two other riders were hit by a car. He died at the scene, while of the two other cyclists, Dave Parry suffered minor injuries and Danny McDonagh suffered a number of broken bones.

The driver has since been

charged with causing death by dangerous driving.

News of Mr Vasey's death was greeted with shock by the cycling community and has led to debate about what can and should be done to make the roads safer for cyclists.

more on the campaign for the A540 can be found at www.bnec.co.uk/campaign.htm

A good piece appeared in the Indie: <http://news.independent.co.uk/uk/transport/article2169255.ece>

a funny thing happened to me on the way to the bbc

In June this year, I received a phone call out of the blue inviting me to appear on a BBC Radio Manchester show to talk about GMCC's activities. I duly turned up for the interview and went to the car park entrance on Charles Street to park my bike in their reputedly high quality facility. However, I was refused entrance by the jobsworth on the security barrier because my name was not on the list of interviewees. I ended up locking my bike to the railings on the opposite side of Oxford Road. Afterwards, I tried to contact the facilities manager for the building to suggest they put, or allow the Council to install, some Sheffield stands, at the front of the building, where there seems to be plenty of space (see photo). However, they did not reply to my call.

Potential site for Sheffield stands outside the BBC - the sign in the window reads (appropriately): 'You talk. I'll listen. Probably.'

My interview was one of a series going on throughout the day, in the week before Bike Week - a great opportunity for some positive messages on cycling. The interview went well, with the two presenters Allan and Heather friendly, well informed about the issues and sympathetic to our views. I don't normally listen to GMR, but I thought I would give it a try when I got home. However, I was appalled to hear the presenter of the next show slagging off cyclists to the cycling person he was 'interviewing' - if I had been in the studio I think I would have stuck one on the guy and walked out! If that is the BBC's idea of balance in what is a distinctly political issue, then I'm David Cameron. However, this is not unusual from the BBC - their petrol head Radio 2 presenters like Terry Wogan and Johnny Walker frequently complain about car tax, petrol prices, congestion etc but the cycling/green lobby doesn't get a look in. GMR also has some previous form - last year the breakfast show presenter negated the positive cycling message on Bike to Work day with comments about hard saddles and a helmet spoiling her hairdo!

Dick Venes

Cycling Route Link Go-ahead

Work to provide a safe corridor between two popular cycling routes is set to begin next spring at a cost of £100,000. The Heaton Cycle Link will join the Manchester Cycleway's Fallowfield Loop to the Trans-Pennine Trail at Heaton Mersey, via traffic-free or lightly used routes to become part of the National Cycle Network. Stockport Council consultation revealed 70 per cent of the public were in favour of the plans to provide new signs and road markings. Other proposed works include:

- Widening the footpath alongside Nelstrop Road allotments, including barriers to stop bikers using the path.
- Cycle parking facilities at Kingsleigh Road shops, Heaton Moor Park and Heaton Chapel station.
- Barriers to stop motorcyclists using Mersey Road paths, along with possible resurfacing.

The council has accepted the cycle link report.



cycle lane of the month

Following in the footsteps of the Warrington Cycle campaign's series of features on amusing cycle lane design, how about this example from the roundabout at the north end of Kingsway, Manchester. The roundabout and surrounding area were refurbished last year, but one piece of poor design slipped through the net - a 5 metre section of cycle lane stopping at a pavement!



Just how (relatively) dangerous are pavement cyclists?

Given all the media fuss about cyclists going through red lights and riding on pavements, what danger do cyclists pose to pedestrians, compared to the danger posed to pedestrians (on pavements) by motorists? (Eventually) I got some answers from the Department for Transport (DfT).

Table 1 shows clearly that the overwhelming danger for pedestrians - regardless of whether they are on the pavement, pedestrian crossings or the carriageway - comes from *cars and car drivers*, not from cyclists.

The DfT record specific deaths resulting from red-light-jumping by cars and cyclists (Table 2). "In 2005 there were no pedestrians killed when hit by either a pedal cyclist or a motorcyclist that had disobeyed an automatic traffic signal (red light). There were five pedestrians killed who were hit by a motor vehicle which had disobeyed an automatic traffic signal (red light). Three of these fatalities were hit by a car and two by a light goods vehicle."

These figures are interesting in light of the **Stop at Red** campaign run by Cycle Heaven in York. They indicate the real dan-

Table 1 Pedestrian fatalities by pedestrian location involving motor vehicles (DfT)

| | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|------------------------------|------|------|------|------|------|------|------|------|
| crossing on ped crossing | 68 | 68 | 61 | 60 | 70 | 76 | 56 | 71 |
| crossing on zig zag app | 8 | 5 | 4 | 3 | 2 | 6 | 5 | 2 |
| crossing on zig zag exit | 4 | 7 | 2 | 2 | 3 | 4 | 1 | 2 |
| crossing <50m of cross | 77 | 65 | 65 | 59 | 71 | 71 | 55 | 48 |
| crossing elsewhere | 480 | 466 | 419 | 414 | 367 | 345 | 305 | 304 |
| on footway or verge | 51 | 40 | 55 | 55 | 48 | 41 | 42 | 50 |
| on refuge/c. island/reservtn | 4 | 6 | 4 | 4 | 3 | 3 | 6 | 7 |
| in c/way - not on refuge | 51 | 44 | 56 | 56 | 37 | 55 | 47 | 39 |
| in c/way - not crossing | 132 | 111 | 131 | 123 | 121 | 128 | 104 | 93 |
| unknown | 29 | 51 | 51 | 49 | 48 | 38 | 48 | 50 |
| TOTAL | 904 | 863 | 848 | 825 | 770 | 767 | 669 | 666 |

Table 2 Pedestrian fatalities by pedestrian location involving pedal cyclists (DfT)

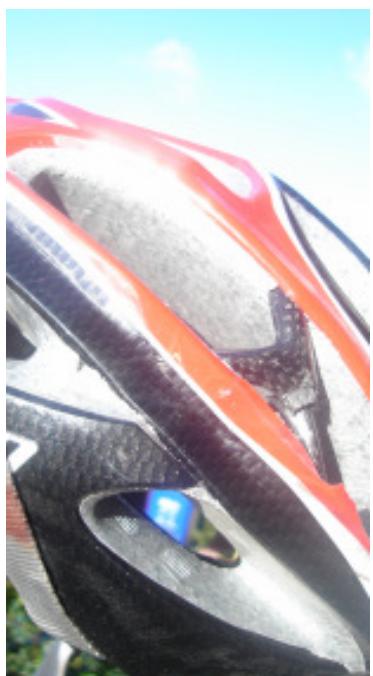
| | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 |
|------------------------------|------|------|------|------|------|------|------|------|
| crossing on ped crossing | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| crossing on zig zag app | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| crossing on zig zag exit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| crossing <50m of cross | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| crossing elsewhere | 1 | 3 | 1 | 0 | 3 | 4 | 0 | 1 |
| on footway or verge | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| on refuge/c. island/reservtn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| in c/way - not on refuge | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| in c/way - not crossing | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL | 2 | 5 | 3 | 0 | 4 | 4 | 1 | 3 |

ger for pedestrians is from car drivers and other drivers who jump red lights - not from cyclists. Stop at Red is being used by the petrol-head press to detract attention away from the real problem - too many vehicles and an increas-

ingly aggressive, anti-cycling motoring lobby.

I do not condone riding on pavements or the jumping of red lights. I understand that people don't want pedestrians injured or

killed. But I must ask why the Stop at Redders don't apply their time and energy to where it would most benefit pedestrians - campaigning for a reduction in traffic volume, traffic speed and more driver awareness training.
Doug Briggs



Wearing a cycle helmet is considered by many to be an important aspect of cycling safety and it is true that in some incidences a helmet can reduce the risk of severe head injury. However the CTC note that cycle helmets are only designed to withstand *very low impact* speeds and not collisions with moving traffic. 93% of the serious and fatal injuries which cyclists suffer on our roads are due to collisions with motor vehicles.

New research from Dr Ian Walker, a Traffic Psychologist from the University of Bath strongly indicates that wearing a cycle helmet does not make you safer and could actually increase the chances of a collision.

In the study he fitted his bike with a distance sensor to record around 2,300 vehicles which overtook his bike on a range of urban and suburban roads in Salisbury and Bristol. The data found that drivers came over 8.5 cm closer to his bike when he was wearing a cycle helmet. Walker concluded that drivers believe cyclists with helmets are more serious, experienced and predictable than those without, which explains why they are given less space.

'By leaving the cyclist less room, drivers reduce the safety margin that cyclists need to deal with obstacles in the road, such as drain covers and potholes, as well as the margin for error in their own judgement.' Therefore wearing a

helmet might make a collision *more* likely.

To test another theory, Dr Walker donned a longhaired wig to see whether there was any difference in passing distance when drivers thought they were overtaking a female cyclist. Whilst wearing the wig, drivers gave him an average of 14 cm *more* space when passing.

So maybe the answer is not to wear a helmet but invest in a wig instead. Ultimately all road users would benefit by learning to understand and respect each other.

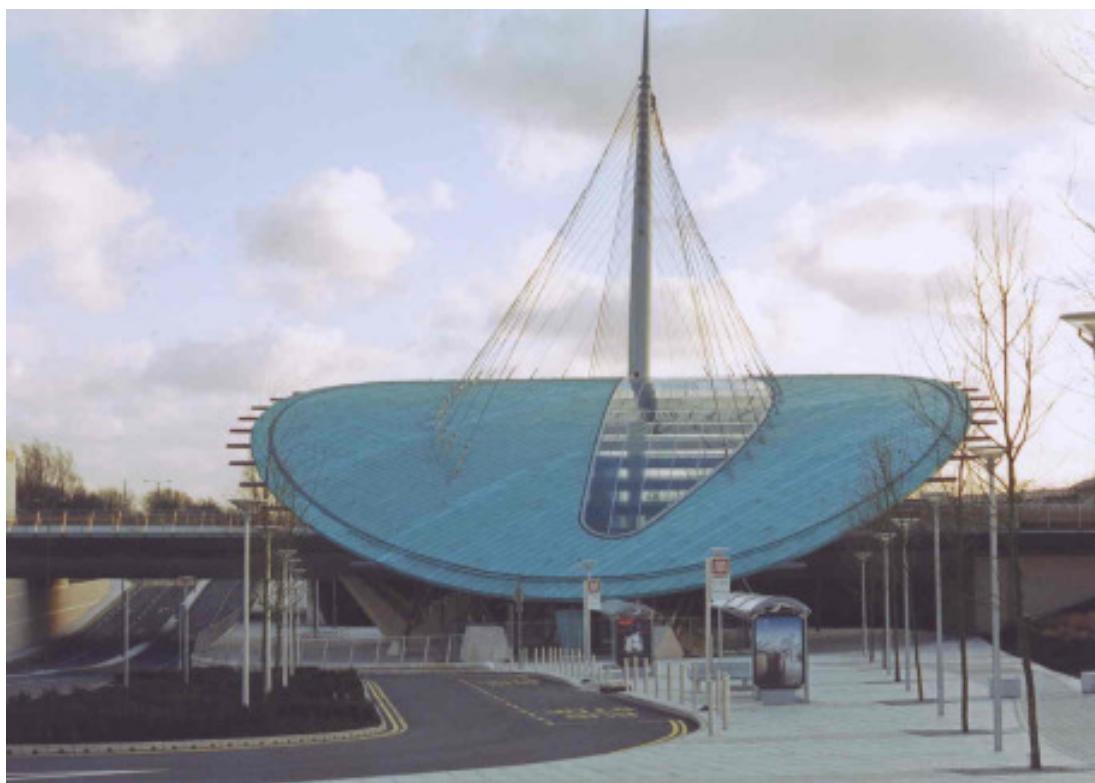
More information on the research is available at <http://www.bath.ac.uk/news/articles/archive/overtaking110906.html>
Liz Martin

Train Travel, UK style

Having been disappointed with a lift to Grinton Youth Hostel at New Year I tried at the last minute to book a train to Kendal hoping to cycle from there. Virgin trains automated telephone booking service works very efficiently until you want to reserve your bike when you are finally put in contact with a human being.

Sadly on this occasion I had nothing but frustration. The first person tried but, after an unconscionable wait [and presumably cost to my 'phone bill], told me that the lines were busy and so I would have to try again later - no offer to ring me back, note! I tried Knutsford station where the clerk duly processed the purchase of my ticket then had to void the transaction as his machine could not register whether a cycle reservation was possible. I then returned home and tried Virgin again who this time told me that the trains I had asked for were fully booked. I decided on a very early start in the hope that few cyclists could be bothered to get up in time. This time I was put through to Warrington Bank Quay station where I was told I could only make the reservation in person - i.e. a 24 mile round trip!

One solution is to take the fold-up - a Brompton in my case. However, Brompton's are good for modest commuting distances but are difficult on long rides - they don't climb easily even with gears and they are unstable on the descents. On a sustained tour they are also limited in luggage capacity - though that is no bad thing; it imposes a welcome economy on weight.



metrolink news

Metrolink good

GMCC were pleased to hear that the Metrolink Phase 3 extensions are back on. GMCC was heavily involved in lobbying both national and local government bodies and representatives for Phase 3 of Metrolink to include provision for cycle carriage, so that it will match best practice for integrated transport on other similar systems in Europe and the USA. Partly as a result of our campaign, in October 2002 GMPTA agreed that, in principle, there was no objection to cycles being transported on Phase 3 trams in non-peak hours.

However, GMPTA's decision carried a condition that a number of issues still needed to be explored, including assessing the interior layout of trams for carrying cycles in respect of safety, the potential conflict with disabled passengers and issues of enforcing the permitted times of travel. GMPTE carried out a further consultation in March 2003, in which GMCC members participated, covering some of these issues. Although consultees were never made aware of the results of this consultation, we presume they were favourable and reinforced GMPTA's enlightened decision.

Now that the expansion of

Metrolink is back on, GMCC has written to Councillor Roger Jones, Chair of GMPTA, offering our help and advice to GMPTA and GMPTE to resolve any problems that may still remain with respect to cycle carriage. We are keen to ensure that this is considered from the very beginning of the design of the new rolling stock, so that cycles may be carried with the maximum utility to cyclists whilst minimising interactions with other Metrolink passengers. Watch this space!

Metrolink bad

Over two years ago, GMCC activists Dick Venes and Steve Bowater gave up a day's work to survey cycle parking at stations on the Altrincham-Manchester-Bury Metrolink routes with Alan Lowe from GMPTE. Good intentions by GMPTE to improve cycle parking at Metrolink stations have been converted to mixed results on the ground, which is very disappointing considering the efforts Steve, in particular, has put in to follow up the survey. It also makes something of a nonsense of GMPTE's declared commitment to improve multi-modal transport options. One of the sites we looked at was Bury sta-

tion, where horrible wheel bender parking behind the station has been featured in Pothole before, and remains the only facility on site. The location for new parking has been agreed with Bury Council, who are keen for the scheme to go ahead. However, GMPTE's intransigence is holding the job up. Perhaps if they are short of cash they can use some of the 15 extremely flash cycle parking stands they have installed at the new (currently marooned) Metrolink station at Central Park in north Manchester (see photos).



Levenshulme
Manchester

12/09/06

Dear Sir Gerald Kaufman MP

What on earth is going on? We have a train service struggling to cope with demand, having been split into a totally fragmented mess only fit for earning profits for shareholders; grid locked cities; CO2 levels soaring out of control, (in no small way attributable to the year-on-year increase in car use); a huge number of people getting so fat and lazy that their health is becoming severely damaged and the NHS is spending an ever increasing amount of money on treating people who are ill through overeating, and all your government can do is to debate **whether or not to force cyclists to use bells**. Unbelievable Talk about fiddling whilst Rome burns! Even Franz Kafka couldn't have dreamt it up. Or maybe he's actually running the Department of Transport from beyond the grave? Cyclists colliding with pedestrians is, in the grand scheme of things, just not a problem. Consider the figures from the DoT. Over the past eight years over 200 pedestrians have been killed **whilst on the pavement** through collision with motor vehicles. During that period **not one** pedestrian was killed, whilst on a pavement by a cyclist. During the same time over 2,400 pedestrians have been killed on carriageways by motor vehicles and over 24,000 people killed in car accidents. Please could you tell your colleagues in the Department of Transport that if they want to prevent people being injured and killed then stop building more roads and start working to find ways to halt the inexorable rise in car use in this god forsaken country, instead of coming up with completely bizarre plans to make cyclists to use bells. Surely I don't need to point out that anything which puts people off cycling is, particularly in view of the observations in my first paragraph, a bad thing. Cycling has a small but completely realistic role to play in the overall solution to our transport nightmare. Please can you help to restore some degree of sanity amongst your colleagues in the DoT?

Still completely incredulous of Levenshulme.....

Doug Briggs

P.S. reply still awaited from House of Commons (see next Pothole?)

Levenshulme
Manchester

21/12/06

Dear Mrs Dunwoody

I'm writing to you in your capacity as Chair of the Transport Select Committee on Environment, Transport and Regional Affairs. I regularly use the Virgin West Coast route from Manchester to London and usually book my tickets on-line. I am unable, however, to carry out a bicycle reservation on Virgin's website. This means that I have to make a special journey to go to Manchester station prior to my journey in order to reserve my bicycle. On Virgin's website I am able to make hotel reservations, arrange holidays etc., so I cannot understand why it is so difficult to arrange it so that I can make a cycle reservation on-line. When I visit the Virgin desk at Manchester station to make the cycle reservation it's done by computer anyway, so I don't see why it's so difficult to link this system into their website.

I've written to them before pointing all this out on several occasions but they say it's not possible and out of their control. I cannot believe this.

It makes even more sense to be able to do this in the light of the general aim to encourage a sustainable and integrated transport system in this country - I would like to be able to use my bike once I arrive in London to get to meetings.

I would therefore be very grateful if you could help me on this and investigate this matter further. I'm sure you would agree with me that it makes sense to be able to make a cycle reservation on-line at the same time as the ticket purchase is made.

Many thanks for any help you can give me on this

Doug Briggs

On a visit to Milan last year, it was great to see fashionably dressed women cycling across the Duomo Square (without helmets) and the apparently trouble free mixture of cyclists and pedestrians in the same area. Oh, and they also had pedicabs! Cycles are allowed on the sub surface Metro train system, and entrances and

Mrs Gwyneth Dunwoody
House of Commons

8th January 2007

Dear Mr Briggs

Thank you for your letter of 21st December 2006. I am sorry for the delay in responding, although I did not receive your letter until recently.

I can understand your irritation at the difficulties over booking your bicycle on Virgin Trains. It does seem pretty remarkable that this is the one function that they cannot fulfil. I will make some enquiries from them, although I do not hold out much hope of a coherent reply.

Yours sincerely

Hon. Mrs Gwyneth Dunwoody MP

Mrs Gwyneth Dunwoody MP
House Of Commons
London SW1A 0AA

29th January 2007

Dear Mr Briggs

I am sending you the letter that I have received from Virgin Rail's Chief Executive. I am sure you will be pleased to know that a new website allowing bikes to be booked onto trains is in production.

Yours sincerely

Hon. Mrs Gwyneth Dunwoody MP

I certainly admire Mrs Dunwoody's positive attitude. Maybe this is what spin really is - a fantastic positive attitude which really gets up the noses of sad, cynical, twisted and bitter souls such as yours truly. Judge for yourselves if Gwyneth is being over optimistic, for this is the actual reply from Virgin:

exits are designed to minimise the interaction of bikes and foot passengers. The photo shows a typical signing arrangement, with separate routes for cycles, at one exit from the platform at the Cordusio station in central Milan. Metrolink planners eat your hearts out!

Virgin Trains
3rd Floor West,
Meridian,
Birmingham B5 4HA

24th January 2007

Dear Gwyneth

Thank you for your correspondence on behalf of your constituent Mr Doug Briggs. I agree that it is important to encourage green and sustainable integrated transport. Mr Briggs is correct in that our current website does not have the ability to make a cycle reservation although this facility is available via the call centre and booking offices.

We are in the final testing stages of a new website and this facility, although not initially available, should be included in a later stage of the development.

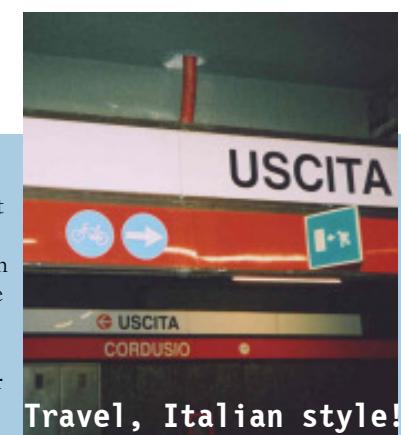
Tony Collins

Chief Executive

I note that Mr Collins says that they're already testing a new website which doesn't have the cycle booking facility - so nobody at Virgin considered this facility to be important enough to have it included from the initial planning stages, despite Mr Collin's agreeing that it's important to encourage integrated transport. Being a sad and bitter cynic I also note that Mr Collins also says that such a facility 'should be included in a later stage'. I know it should be included, but will it?

I will write to Mr Collins directly and let you know his answer.

Doug Briggs



Travel, Italian style!

Fujitsu - Central Park, Manchester

Fujitsu on this site is partly the rump of the ICL operation previously located in West Gorton (conveniently accessible from Ashburys railway station). This new location is close to the futuristic, but unused, Metrolink station just off Oldham Road in Harpurhey, Manchester. GMCC members who are also Fujitsu staff had some input into the move, and one of the results is the impressive cycle parking facilities at the rear of the building (see photos). There are several locations and the area is patrolled by security staff and has some CCTV coverage - in fact, I was allowed to take the photos by a friendly security officer. Given the dearth of decent cycle parking at many new office developments in Greater Manchester, despite GM Councils' professed cycle friendly policies, I think Fujitsu deserve a pat on the back for their commitment to cycling to work. It's just a shame that the facilities do not seem to be particularly well used - yet.

Two styles of bike parking at the Fujitsu site

Health and Education Precinct, Manchester

GMCC members have had some input into the cycling forum set up as part of the Green Travel Plan for the HEP (Manchester Royal Infirmary, Manchester University and MMU), in particular Sophie Evans, who has now moved onto pastures new. However, GMCC and others have pointed out that some of the features imposed from above are not particularly cycle friendly. The 'Cyclists Dismount' signs on the route between the University main site and the former UMIST are a case in point. A truly committed green travel plan would have aimed to allow both cyclists and pedestrians an uninterrupted journey on this route. On cycle parking, MRI now has some good facilities at the main entrance, although they are not signed from Grafton Street and the visitors' facilities are a bit basic. At the Aquatics Centre and Sports Cen-

tre, however, initially 'wheelbender' style cycle parking was installed. It took several years for GMCC and others to persuade the authorities at the Aquatics Centre that this was not appropriate for an urban location. The message has also filtered through

to the Sports Centre management. Our picture shows the result - wheelbender and Sheffield stands side by side. Guess which style is used - and how much money has been wasted installing crap cycle parking. If only the planners had bothered to consult cyclists beforehand!



Two styles of bike parking at the Fujitsu site



The following report appeared in the latest edition of The Teacher, the NUT journal:

Teachers are being urged to ask their local authorities to join the Cyclescheme - an initiative allowing employees to get a tax-free new bike for up to 50% off the recommended price.

Once employers are part of the scheme, employees can choose a bike and safety equipment of any value, which employers will purchase. The teacher would then pay for the bike through the salary sacrifice scheme, where money is taken from wages before national insurance and tax are deducted, adding up to between 43-50%.

Ownership can be transferred to the employee once a fair market share for the bike has been paid.

Further details:
www.cyclescheme.co.uk/.

PAUT: Purchase is one thing, use another! Both need encouraging particularly as teachers are role-models. So much of the good work of Sustrans and the CTC focuses on the children on the Jesuitical premiss: 'Give me a child till she is seven...' .

Issues for teachers include:

1] their status visibility - cars seem so essential to this, sadly! So does distance to work.

2] luggage - marking can be very bulky and heavy! so can books and files.

3] secure storage [as for everyone] and changing facilities including a shower for those who cycle longer distances or simply who sweat a lot.

Another issue for teachers: their pension from the reduced salary after salary sacrifice.

Assuming the teachers pension is based on final salary the reduced salary, as a result of salary sacrifice, would be used to calculate pension for years to come. This would also affect death in service benefits. Also mortgage lending looks at take home salary.

"Stop at red is a campaign to improve the status of cycling in the eyes of the public and policy-makers alike, and to tackle the attitudes of those cyclists whose behaviour perpetuates the image of cyclists as a low-status social 'out-group' on wheels."

It has two general aims:

- To encourage cyclists to show courtesy towards other road users and pedestrians.
- To encourage greater compliance with the laws of the road.

Its specific focus is on the disregard of traffic signals.

Stop at red was created by concerned cyclists, alarmed about how the cause of cycling is being undermined by the reckless actions of an unrepresentative minority."

(excerpt from Stop at Red website)

Maybe the air is so thin at such heady moral heights occupied by the self-flagellating crew at Cycle Heaven Ltd that they cannot think clearly. Why would someone be concerned by cyclists not stopping at red traffic lights or riding on pavements? Presumably because they are concerned that innocent people - pedestrians - could be hit, injured or even killed. If one was so concerned about protecting these innocent pedestrians then one might want to change the situation so that fewer pedestrians are injured or killed. However putting time and energy into running a campaign targeting cyclists to achieve these aims is misguided.

The CTC response (below) to the Share the Road campaign applies equally to Stop at Red:

"Transport for London's (TfL) month-long 'Share the Road' campaign, launched yesterday to encourage road users to show mutual respect, is based on myths rather than facts about the risks about the dangers posed by errant drivers and cyclists respectively, according to CTC, the national cyclists' organisation.

Figures covering the years 2001-05, provided to CTC by TfL show that a pedestrian in London is over 100 times more likely to be injured in collision with a motor vehicle than a cycle. During that period there has been no

upward trend in the number of London pedestrians being injured in collision with cycles, despite a 72% increase in cycle use on London's main roads. The figures show that, in London during the period 2001-05:

- There were 101 times as many reported pedestrian injuries due to collisions with motor vehicles than with pedal cycles (there were 34,791 pedestrian injuries involving motor vehicles, compared with 331 involving cycles).
- Motor vehicles were involved in 126 times as many fatal and serious pedestrian injuries as cycles (there were 7,447 fatal and serious injuries involving motor vehicles compared with 59 involving cycles).
- 534 pedestrians were killed in collisions with motor vehicles, compared with just one killed in collision with a cycle. That one fatal collision with a cycle occurred neither on a pavement nor a pedestrian crossing point.
- Even on the pavement, there were 2,197 reported pedestrian injuries arising from collisions with motor vehicles, including 17 fatalities. These injuries outnumbered those involving cycles by a factor of 42 to 1.
- The total number of reported pedestrian injuries in London due to collisions with cyclists on pavements was just 65 in the year 2001, and 69 in 2005. In the meantime, the figure went down, up and back down again, showing no clear overall trend. This was despite a 72% increase in cycle use over the period.
- On average just under 18% of cyclists ran red lights, whereas over a third of motorists encroached into cyclists' "Advance Stop Lines" (cycle boxes at traffic lights) - strictly speaking breaking the law.

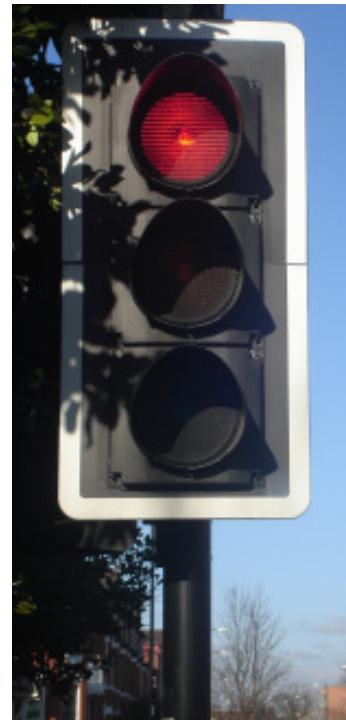
CTC supports the principle of sharing the road and agrees that all road users, drivers and cyclists alike, have a duty to show respect for the rules of the road and one another's safety. Moreover, CTC would wholeheartedly welcome a substantial increase in resources for road traffic policing, since cyclists (together with pedestrians) are far more likely to be the victims rather than perpetrators of dangerous behaviour on the roads.

However, CTC is concerned that TfL's media campaign has focused on red light jumping and drivers' violation of advance stop lines (ASLs). CTC in no way endorses endorsing law-breaking by cyclists, however the reasons for their actions (e.g. the much greater dangers they themselves experience at the hands of lawless drivers) need to be recognised

were killed in collisions between two motor vehicles (excluding motor-bikes).

Jumping a red light on a bike is irresponsible and can be dangerous. Jumping a red light on any other kind of vehicle is a lot more irresponsible and dangerous. Far more motorbikers than cyclists get killed jumping red lights. Drivers endanger other people's lives - especially pedestrians and cyclists – whereas cyclists very rarely endanger anyone else's lives but their own.

This message now needs to be built into TfL's "Share the Road", to ensure that the resulting media coverage is suitably balanced. We are also calling for more resources to be allocated to road traffic policing, and that this should be focused primarily on those activities which most endanger life and limb, such as speeding, drink and drug driving, and using a mobile phone while driving."



and acted upon if "Share the Road" is to achieve its stated objectives. A campaign which merely generates "tyrannical" headlines is unlikely to be heeded; instead it merely reinforces entrenched attitudes, not only among the minority of law-breaking cyclists, but also the thoroughly anti-social minority of drivers who think that any cyclist (law-abiding or otherwise) is fair game for a bit of aggression. Both these factors are likely to undermine (rather than support) Ken Livingstone's commendable efforts to increase cycle use in London.

Transport for London has also released some data about fatalities in London arising from red light jumping in the last 5 years (2001-2005). These show that, during that period, 2 cyclists were killed in London while jumping red lights. However, during the same time-period:

- 7 motorbikers died jumping red lights (one of these collisions also killed a car driver);
- 3 cyclists were killed by drivers jumping red lights;
- 7 pedestrians were killed by drivers jumping red lights;
- 7 people (drivers or passengers)

It is cars that kill, not cyclists. Over the past eight years 200 pedestrians have been killed on UK pavements by cars and none killed by cyclists. In the same period 2,400 pedestrians have been killed by cars whilst on the carriageway and a total of 24,000 people have died in road traffic accidents.

The danger of the Stop at Red campaign is that it is used by the media to draw attention to a completely insignificant, irrelevant problem. Cyclists riding on pavements and going through red lights do not kill people. This is not the real problem. What really matters are:

- too many cars and lorries
- speeding drivers
- drunk drivers
- drivers using mobile phones
- too many buses run by private competing bus companies;

If you are concerned about pedestrians being killed and injured then put your time and energy into campaigning to reduce car use, halt the government's road building programme and stem the inexorable rise of traffic in this car-obsessed country.

It's cars that kill and maim, not cyclists.

City cycling

On 23/12/06 The Times published a letter from Dan Rees of Monnetier-Mornex in France eulogising the integration of cycling with transport planning in Bremen which "...should be an example to town planners everywhere." Manchester take note!

"Streets provide separate and protected lanes for trams, cars, cycles and pedestrians. The bicycle and tram are given priority...Cycle lanes and footpaths are separated from car lanes by trees...Roads are well-maintained. Large numbers of people cycle to work, or, if the weather is bad, by tram.

If the traveller wishes, he [sic] can hire a cycle [at the superb railway station] in just a few minutes. At weekends almost everyone takes to the bicycle. The protected cycle paths lead out of the city and on to miles and miles of wonderful, car-free country roads."



nights may be getting shorter again but you still need...
the gmcc gilet

The GMCC's answer to someone that wants to be seen for all the right reasons - its own bespoke designed, Manchester made gilet and is now available from Will's Wheels, Harry Halls, and Bicycle Doctor of course. Sizes range from small to extra large (I'm a

Notes from Knutsford

TPT

I have abandoned the TPT as a commuting route from Urmston to Sale as the number of barriers not only lengthen journey times but are difficult to negotiate with heavy loads - such as marking or a lap-top [or both!], not to mention any opportunistic shopping. The straw that broke the camel's back was the installation of a barrier on the southern ramp of the new bridge taking the Kickety Brook route over the M60. How the elderly, infirm, disabled or those with children in buggies and prams are expected to cope God only knows. The Manchester section is so much cycle-friendlier.

Rifle Road

The commuting route from Jackson's Boat to Dane Road in Sale along Rifle Road has now installed on it a cycle lane [as promised] to facilitate the safe [sic] traverse of the junction with

the M60 at Sale Water Park. The surface of the lane is good but crossing the slip roads is inherently risky and the lane ends stupidly just round the corner on the approach to Dane Road where the careful cyclists is expected to rejoin the road gambling on no traffic emerging from a blind spot on her right. To add insult to injury the filtered traffic light enabling a right turn on to Dane Road at its junction with Old Hall Road can only be reached by crossing three lanes of traffic, hazardous at the best of times, and will only be triggered by motor vehicles.

Roundabouts do not agree with safe cycling. Only when they are managed by traffic lights do they offer some protection as I experienced on my annual Christmas Day ride to Rossendale where I have to cross the M60 at its junction with the A56 just past Tesco's in Prestwich.

Paul Thomson



40" chest and the large fits comfortably over a denim jacket). They can also be ordered by emailing your details to gilet@gmcc.org.uk. The gilet is made out of breathable waterproof flurorescent orange fabric with reflective strips front back and sides with a mesh rear panel

underneath a removable rear panel with the graphic on. It'll keep you quite dry when raining, will fit over a coat, why not buy 2 and get a smaller one for summer and you can wear it over a T-shirt to keep the wind off but still stay seen and spreading the word at the same time.

local authority contacts

| GM Authority | Contact | Phone | Email |
|--------------|-----------------|---------------|--|
| BOLTON | Kevin Toye | 01204 336115 | kevin.toye@bolton.gov.uk |
| BURY | Chris Wilkinson | 0161 253 5269 | c.m.wilkinson@bury.gov.uk |
| MANCHESTER | Lisa Houghton | 0161 234 3562 | l.houghton1@notes.manchester.gov.uk |
| OLDHAM | Paul Bruffell | 0161 911 4360 | paul.bruffell@oldham.gov.uk |
| ROCHDALE | Dan Griffiths | 01706 864374 | dan.griffiths@rochdale.gov.uk |
| SALFORD | Peter Kidd | 0161 793 3849 | peter.kidd@salford.gov.uk |
| STOCKPORT | Don Naylor | 0161 474 4593 | don.naylor@stockport.gov.uk |
| TAMESIDE | Chijioke Ebizie | 0161 342 3951 | chijioke.ebizie@tameside.gov.uk |
| TRAFFORD | Paul Barrett | 0161 912 4399 | paul.barrett@trafford.gov.uk |
| WIGAN | Damian Garner | 01942 404061 | damian.garner@wiganmbc.gov.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

Altringham 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.

contacts:

The Editor via:

pothole@gmcc.org.uk,

Hon Secretary via:

secretary@gmcc.org.uk or

telephone 0161-224-3843.

