

NEWSLETTER

Spring 2006

Dynamo 

Lancaster and District Cycle
Campaign

Free to members

<http://uk.geocities.com/dynamocyclecampaign>

Editorial

'Psst. Lancaster CDT. LANCASTER is a CDT, a Cycling Demonstration Town'

Go 'n' tell all your friends and colleagues the news - both cyclist and non-cyclists alike. Particularly the latter, for it is they who need coaxing onto their bikes if Lancaster is to achieve its ambitious CDT target of doubling cycling in the district over the next three years.

The £3m award - half from the Department of Transport's adjudicating body, Cycling England, and half match-funded by the City Council - is to be spent on promotion, training and infrastructure.

To fight to ensure that the money is well spent Dynamo has two representatives on the CDT Steering Group which we hope will guide the Executive Group over spending.

Since the news of Lancaster's successful bid, together with five other CDTs, was announced at the AGM in mid-October, Dynamo's committee have been busier than at any time in its 10-year history arranging meetings. Informal meets in the Whale Tail, a rendezvous with John Grimshaw, Director of Sustrans, on platform 4 at the train station, as well as frequent domestic forums at each others' houses. Their culmination was a Dynamo organised, public meeting on 23 November to which anybody with an interest in cycling was invited. Guests included representatives from the CTC, racing clubs, off-roaders, the bike-trade, even equestria and the city and county councils.

These meetings haven't just served up tea and stickies. In fact Dynamo has produced a 'Cycling Programme' for the coming year, which as well as training and infrastructure schemes contains a variety of exciting promotional events, which we hope you will support energetically. See for starters Dave Horton's, '**Celebrating Cycling at the Dukes**'

Let us hope that the members on the Steering and Executive Groups can be persuaded that the CDT project should be led by a joint vision of what cycling could be like in the district at the end of three years - a cycling city on a par with the finest ones in the Netherlands and Germany. It would indeed be a crime if the project gets bogged down in the inertia of bureaucratic procedure, for another opportunity to transform Lancaster from a car-choked, urban mess into a people-friendly city will not come again in our lifetime.

Be aware. You are living in exciting cycling times.
And remember. Psst. Lancaster CDT. Pass it on.

Editor

For a more comprehensive account of CDTs, see Alistair Kirkbride's '**10 things you might not know about CDTs**'

Award for Millennium Bridge



The Millennium Bridge has received a Sustrans award for its design (September 2005)

Keep in touch

Want to be kept up-to-date on Lancaster's Cycling Demonstration Town Project? Then go to Dynamo's own website at

<http://uk.geocities.com/dynamocyclecampaign>

or the City Council's webpage at

<http://www.lancaster.gov.uk/General.asp?id=SX9316-A7806251>

or email them at:

celebratingcycling@lancaster.gov.uk to join the new e-mailing list (please write 'mailing list' in the subject box). You'll receive regular updates on forthcoming events, news and projects.

News in brief

Back in the saddle

After five months and two days in hospital, where he battled for his life, Steve Andrew, ex-Dynamo chair and Pedal Power trainer, is back in the saddle. Even if the saddle is perched cosily in front of his living room fire, and not attached to anything that could actually take him any where, this is most welcome news, and a great achievement for a man who at one time looked destined for the celestial peleton.

Coastal Path reopens

That fragrant stretch of the Lancashire Coastal Way between the Aldcliffe Sewage Farm and Glasson Dock public toilets has been resurfaced and has recently reopened. The new surface is compressed hardcore, which should drain well. Beware though, parts have still not yet been tamped down and make for crunchy riding. Half a dozen quite steep speed humps have been built, too. Unlike the humps on the canal towpath, which sensibly slow you down at the blind entrances to bridges, these ones are on straight stretches and too far apart to slow down traffic. One can only assume the County engineers built them as launch ramps for the airborne wing of the off-road squadron. As for signage, It has been labelled a 'multi-use path' rather than a shared-use path, and cyclists are urged to give way to both pedestrians and equestrians.



Signage on the recently reopened River Lune Millennium Park Multi-Use Path at Aldcliffe

DONE WITH YOUR DYNAMO NEWSLETTER?

Don't just put it in the recycling bin. Leave it somewhere for others to read it – waiting rooms, your staff room at work .

Lancaster Canal and Ridge Route

Engineering work will start in January 2006 on upgrading the canal towpath between Hammerton Hall Bridge and Aldcliffe Bridge. The first phase of work will be between Ridge Lane Bridge and Dolphinlea Bridge. The towpath upgrade will connect with the new, three-metre-wide Ridge route from Dolphinlea Bridge across Newton Estate to Langdale Road. This is good joined-up thinking i.e. thinking in terms of integral routes rather than disconnected schemes which only serve engineers' pride rather than cyclists' needs.

Cyclists should note that the towpath will be closed during normal working hours. An alternative route will be signposted for pedestrians.

Campaign News

Morecambe & Hest Bank; the Coastal Road Scheme

A proposed traffic-calming scheme in response to recent crashes on this stretch produced a scheme that narrowed the carriageways yet failed to provide any dedicated cycle lanes. Neither did it seriously address the problem of high speed. In fact, if implemented, it would make it even more dangerous for cyclists, than if they had just left it as it was. Moreover, this is a route for school children to Morecambe High, yet locals perceive it as a race track rather than a safe stretch of road. Dynamo responded in writing and the scheme is to be reviewed in January.

One wonders whether the County engineers have bothered to read their own recently published in-house code: '*Making Lancashire Cycle Friendly: A code for planning, designing and maintaining roads and tracks for cyclists*' (available online on the County Council's website - <http://www.lancashire.gov.uk/environment/cycling/pdf/Lancashire.pdf> . Let alone heard that Lancaster and District is now a CDT.

Grrrrrriting

Further evidence of the both the County and City Councils' engineers' low regard for cyclists is contained in this grim reply – printed in full - to a recent request for precautionary gritting on stretches of the approaches to the Millennium Bridge ahead of a severe cold weather warning from the Met' office.

'The cycleways (and the Millennium Bridge) that you have mentioned are still unadopted and are therefore the responsibility of the City Council. However, with regard to snow and ice, they are being dealt with in accordance with the County Council policy for winter maintenance on the road, footpath and cycleway

network. The policy is that only the priority road network is given precautionary gritting treatment in advance of predicted ice conditions. During periods of continuous ice/snow, once the priority road network is clear and being kept clear, the priority footway network is treated on or after the first day of continuous ice/snow during daylight hours but only when resources are available. The remainder of the secondary road and footway network and cycleways are treated on or after the second day of continuous ice/snow when the priority road and footway network is clear and being kept clear and then only during daylight hours when resources are available.

'The cycleways do not form part of the priority footway network, as this is made up of pedestrian routes to hospitals, links to and between major transport centres such as bus and stations etc and areas of very high pedestrian traffic in and around main shopping centres. It is also not permissible to use salt/grit on the bridge structure due to damage that will be caused to the metalwork. The County Council are considering cycleway specifications which include a rough surface to give extra grip during icy conditions, and this has been used on some of the recent cycleway work in Lancaster district.

It is also not possible to deal with precautionary gritting on a one-off basis. If any authority decides to carry out precautionary gritting on a one-off basis, it gives an expectation to the public that the area will be gritted as a precaution on every occasion. Lancaster City Council does not have the financial or logistical resources to grit cycleways. Under these circumstances no precautionary gritting work will be carried on cycleways in the district during the current winter season.'

Yours sincerely

Mr B Abraham
Highways Manager - Engineering Services
Lancaster City Council'

Their message is clear: on the ice, four-wheeled motorists have priority over two-wheeled cyclists. This privileging of motorists also makes nonsense of the County's own highway-user priority, which puts cyclists in second rank above motorists in last place. Moreover, despite the fact that the Millennium Bridge carries over 3000 pedestrians and cyclist on busy days, Mr Abraham's response implies that the Millennium Bridge does not constitute part of the priority footway network.

Has the City engineers' department any idea just how well used the Millennium Bridge is by cyclists?

Bridge traffic: the stats

The latest cycle flow data for the Millennium Bridge in Lancaster suggest a growth of 30% since 2002.

5 day, 24 hour average

April 2002	508
May 2002	677
June 2002	697
July 2002	712

April 2005	697
May 2005	768
June 2005	965
July 2005	943

The June 2005 figures are about 38% up on June 2002. The peak flow recorded was 1151 on Tuesday 28th June.

Cycling in Lancaster's 'Pedestrian Zone'

Dynamo recently responded to the City Council's review of Lancaster's pedestrian zone and, rather pleasingly, we found ourselves in agreement with the general tenor of the proposals, and welcomed most of the specific changes the City Council seeks to make (though we have called for an extension to the times when HGVs are restricted, to between 08:00 and 18:00). Among the positive proposals are the exclusion of all parcel delivery vehicles from the zone, the removal of 6 disabled parking spaces within the zone (there's appropriate provision elsewhere), and - most significantly for us - **permission to cycle along Church Street in both directions at all times.**

Until now, cycling has only been officially permitted along Church Street in an easterly direction before 10:30 and after 16:30. So the proposed change represents significant progress, and we have said as much. But obviously, ever an alert, eager and enthusiastic cycle campaign, we remain not entirely satisfied ...

Most obviously, the proposal to allow cycling in both directions along the main stretch of Church Street - that part which falls within the 'pedestrian zone' - really throws into much starker relief the current inadequacies of cycling provision along both Upper and Lower Church Street. What is the person riding a bike to do at the end of the 'pedestrianised' portion of Church Street when they are either cycling up towards Lancaster Castle going west, or down towards Stonewell going east? Clearly, the already urgent need for cycle contraflows along both these stretches of road now becomes that much more obvious and acute. Fortunately, such provision would be really straightforward, especially in a cycling demonstration town which is now really serious about the business of boosting cycling. All it requires is the removal of on-street parking, a few signs and perhaps a bit of white paint. Bingo!

Beyond applying the finishing touches to Church Street and transforming it into a genuinely useful and attractive cycle route across and into Lancaster city

centre, Dynamo is now also keen to prod the Council in an altogether more progressive and visionary direction. Given our newly acquired status as a cycling demonstration town, we think it important to press a little bit harder for that change in perception required to make bikes welcome in the heart of the city.

Thus we have suggested that a relaxation of prohibitions against cycling on Church Street should be the first step towards more fully opening up the city centre to people on bikes. No doubt the change in perceptions required for the City Council to fully embrace this vision of cycling at the heart of the city will not be plain pedalling, but as the pressure is on to double cycling and do exciting, innovative and inspiring things to get people onto bikes, we feel the time is right to begin moving people's thoughts in this direction. And after all, city centre cycling is not *that* radical an idea - it's done routinely in cities across the world, across Europe, in Salisbury, and is currently being trialled for an 18 month period - so far with no reported problems - in Cambridge.

So we are urging the City Council to very seriously contemplate opening up, on a trial basis, the entire pedestrianised zone to cycles. A related initiative which would make such a trial more successful, and which Dynamo also believes should form part of the cycling demonstration towns project, is to get local police officers onto bikes, and thus policing the 'pedestrianised zone' in an effective and approachable way.



'Schrittempo', or walking pace, signs encourage cyclists and pedestrians to rub along in Frankfurt.

Disruption to the Millennium shared use path - again?

This notification was received from Rachel Scott at the City Council on behalf of Travel Plans.

'National Grid (Transco) is about to lay a gas main along a section of the Lancaster to Caton cycle track. The works are necessary to enable the decommissioning and removal of the gas holder on St George's Quay.

'The new main will be laid from a point near the Parliament St/Bulk Road traffic lights, and will run along the cycle track under Skerton Bridge, to a point approximately 150 metres past the northerly boundary of the TA centre before turning east and joining Caton Road approximately 150 metres north of the Langdale Road/Caton Road junction.

'The Council has encouraged National Grid(NG) to start the work as soon as possible in order to minimise disruption to cyclists and pedestrians during the summer months. NG's contractor, Willow, will start work on the 3rd of January and intends to complete the work in the area of the cycle track by the beginning of June. The exact line of the new main is subject to site investigations and has not been determined, however all parties are keen to keep the excavation out of the cycle track if possible, but there is a balance to be made, because we also want to minimise damage to the existing trees. Temporary diversions will be in place and although a pedestrian route will be maintained, cyclists may have to dismount.'

Even those of us with short memories will ruefully remember how protracted was the closure of the Millennium Path while the Crook of Lune Bridge was being repaired.

A proposed closure of Caton Road for six months would be totally unacceptable to motorists so why are cyclists being treated as second class once again? Dynamo has drafted a letter in protest.



German cycle paths are not closed for repair before a diversionary route (Umleitung) has been opened.

There is also a Lancaster & District Cyclepath Users Group Forum at:

<http://dougherty.org.uk/forum/index.php?act=Reg&CODE=10>



Key in the code, and ride around Frankfurt on one of DB's, German Railway's, many hire bikes.

Annual Review October 2005

It's that time of year again when we look back at what has happened on the local cycling front. Overall, the City and County Councils together have undertaken a great deal of work to improve cycle infrastructure during 2005. While this is excellent news, it is no reason for us to slacken our efforts to remind them at every opportunity of the importance of safe cycling as a sustainable way of tackling traffic congestion and improving health.

In the year under review Dynamo has been busy with the following

- we have responded to highway schemes proposed by Lancashire Highways Partnership; this year this included Heysham, Morecambe and Ridge 20mph zones (in favour), the pedestrian zone in Lancaster city centre (where we argued for responsible cycling to be permitted at all times; a lost cause perhaps, but at least two-way cycling in Church Street looks likely), and the Dallas Road scheme (where we have asked for cycle exemptions to the proposed one-way streets; response awaited);
- we have pressed the local MP and County Council for an off-road route between Heysham and Lancaster; whilst this is not going to happen immediately, at least we are beginning to hear reference to it in relevant meetings;
- we submitted a comprehensive and critical response to Lancashire County Council's Local Transport Plan 2006-11;
- we continue to attend meetings of Lancashire Cycle Action Group, the Cycling & Walking Forum, Sustainable Transport Forum and Lune Millennium Path Users' Group, and four of us

attended the Lancashire Cycle Conference at Carnforth during Bike Week;

- we have set up a website (uk.geocities.com/dynamocyclecampaign) which (hopefully) provides useful information about Dynamo activities and general cycling in the district;
- we have led social rides – generally one or two a month;
- we produced three newsletters; while this is perhaps not an impressive *number*, anyone who has read them will know that they contain enough material and interest for four newsletters!
- we were invited to make a presentation to Cycling England in late September as part of the Council's bid to become a Cycle Demonstration Town and therefore receive extra government money to improve and promote cycling; at the time of writing this review [October 2005] we still do not know if Lancaster and district has been successful.

The City and County Councils have been busy too. The following works have been completed over the course of the year:

- the Marsh safe routes scheme was completed, with the opening of the final stretch alongside the Girls' Grammar School playing fields;
- the Millennium Bridge won a Sustrans award for its design and construction;
- another route was opened across Ryelands Park;
- the Crook o'Lune bridge was (finally) re-opened;
- a new stretch of shared-use path beside the Lune behind Salt Ayre was opened;
- the route from the Royal Albert to Piccadilly completed;
- the canal towpath into Carnforth was upgraded;
- signs promoting the proper usage of paths have appeared on shared-use paths;
- new surfaces to reduce the danger of frost and ice have appeared on some paths;
- routes to White Lune have been built, funded by Economic Development Zone money;
- the City Council are holding cycle maintenance workshops for women in October and November;
- the Glasson Dock path is currently being improved.

So, all in all, quite a busy year for cycling. There are still those that got away – for example, the Lancashire Cycling Guidelines are still unadopted two years on [now adopted – Ed] – and there is still plenty for us to go at. Our perennial bleat about Lancaster city centre is as strong as ever, and new routes are still needed to persuade those who wish to cycle that they can do so in safety. However, cycle infrastructure on the ground is not the answer to everything. There is still the question of how to promote the bicycle as a first-choice means of transport for unladen journeys under 3 or 4 miles. With more and more employers – particularly those who are publicly funded – now adopting Travel Plans

and with the Highways Partnership expanding 20mph zones in the district, perhaps we have a lever.

I end, as ever, with a plea to members to become involved – if only a little – in the campaign. It's nice to know that you're all out there, but it would be even nicer to hear from you occasionally. Let us have your thoughts about how you view cycling in the district.

Patricia Clarke

10 things you might not know about Cycling Demonstration Towns

In a headshell

Lancaster will receive a £1.5 million contribution from Cycling England to a total pot of £3 million to be spent between 2005-2008. Six demonstration towns have been selected to show how cycling can be developed to become a mainstream mode of transport. This is a unique opportunity to make real advances in expanding cycling in Lancaster and district. It will involve bringing together a wide range of interested bodies to implement imaginative plans, as well as steering forward a programme of improvements and extensions to the cycle route network and other infrastructure.

1. What is a cycling demonstration town?

Cycling England (CE) was asked by the Department for Transport to select 5 towns that they think – with support – can demonstrate how to radically increase the number of people who cycle. The “deal” is that the towns would have to find £1.5 million to match that granted by CE over 3 years.

It's the sort of project that some bigwig would be able to brag about in a few years' time – such as at some transport conference, or on telly or radio.

What actually needs to be done is to work out what he or she will be bragging about (what will it be about Lancaster that makes it such a good place to cycle), and how we get from here to there.

The “**demonstration**” part of it is all about showing *how* to get things done and what works - and what doesn't - so that other places can learn from what happens here.

It is worth remembering that in total less than £1 per person is spent on cycling in the UK. Securing CDT status means that this will increase to £5 in Lancaster – similar to that in continental European towns where cycling works well.

Phillip Darnton, Chairman of Cycling England explained.

“We want to support towns to work with local schools, hospitals, employers and the wider community to demonstrate the real benefits that cycling can bring: from reducing congestion to increasing levels of physical activity. People want to cycle and we must work together to help them do so more safely and more often”

Lancaster's core CDT aim is to double cycling in 3 years, and use this as a foundation for cycling to go on increasing. Dynamos want to see 25% of journeys to be by bike by 2012 – compared to the current levels of around 3.8% - (National Census figures, 2001)

2. How did this happen?

The bid was prepared by council officers – following some well placed nagging - coupled with significant input from interested local groups. It all happened rather quickly over the summer when Lancaster was shortlisted with 8 others from a longlist of 30 towns. The CE team visited in September, and we were officially informed that we'd been selected the day after the Dynamo AGM in October. The initiative officially started on November 1st and will run for 3 years.

Lancaster joins Exeter, Derby, Darlington, Brighton and Aylesbury as the six towns (increased from the original five).

3. Who is Cycling England?

CE was set up by national government in the wake of the sad demise of the English Regions Cycling Development Team,

“to plan and co-ordinate the development of cycling across the country. It was launched by the Minister for Local Transport in March 2005 and replaces the previous National Cycling Strategy Board. Cycling England is supported by a Government Group comprising several government Departments, including those covering health, education, planning and sport, as well as transport”

While it may be a shady quango, it's run by a group of nine real cycling people, suggesting that it's not just a group of yes-men for the government.

Their budget is £15 million over 3 years (including the CDT cash). There's some bitterness that the Government were being lobbied for £75 million to support cycling. To put these apparently large sums in perspective, £15 million would build a mere 658m of the proposed Heysham-M6 link – and that's the *total* amount of money the government is putting directly into cycling! The good news is that we've got 10% of the national budget.

4. Who is involved locally?

The CDT programme will be managed by the Lancaster City Council – they will hold the purse strings and power locally.

There is a ‘management board’ of four and a ‘steering group’ of about a dozen. The latter comprises two Dynamo reps’ and some similar-minded bodies, such as Alison Paige from Pedal Power, Jon Sear from the University and CTC reps’. It is designed to bring together the main groups to give the project direction.

The first two meetings of this group have produced some important debates, namely :

- So what exactly *is* the vision of a cycle friendly Lancaster? (now largely thrashed out).
- Should activities (and ££) follow the vision (and be defined by the most effective way of doubling cycling), or continue being about what’s possible and (often) easier? There’s a sense that the emphasis is shifting to the former.

The steering group is spawning working groups and sub-committees to actually get things done. To date, these include one to prioritise spending, one on new cycle routes, one on promotional activities and another on communications (press releases etc). There will also be groups to work specifically on education (cycling to schools, awareness raising in schools etc) and workplaces.

In terms of staff, council officers Rachel Scott – who has been working the EDZ project (employment stuff including cycle access to workplaces) will work 2 days/week on the CDT and be the main point of contact. Gordon Maclay (engineer – cycle paths) will shift emphasis of his job to include CDT stuff.

While we welcome this input, we (and Pedal Power and a few others) think it also needs an overall co-ordinator, but so far we have not yet got anywhere with this.

In general, Dynamo is well represented, and respected, on the various groups which include other good representatives. However, there is a sense that there are some key things that are missing, namely; a co-ordinator, and secondly evidence of what works to radically increase cycling. Evidence that should be informing our decisions.

5. How will it all happen?

Local authority “schemes” are a dark art to most people. The main blocks of CDT activity are split into infrastructure and promotion. We’ve been arguing that this split shouldn’t be set in stone, but that’s a lingering debate at present.

Infrastructure. This includes generally speeding up the construction of the cycle path network, implementing an effective signage strategy (to places

that people recognise – “ASDA” rather than “Ovangle Road” – with distances and times) and improving cycle parking. The (re-) prioritisation of cycle path schemes is currently happening (with Dynamo input).

What Dynamo wants is:

- Shift the thinking from **schemes** (e.g. Greaves Park) to **strategic routes** (e.g. Town-University) – i.e. making sure that the schemes serve the routes that people naturally want to use.
- Make sure that important links (informed by the *Missing Links* campaign) are tackled – even if they are hard to do – e.g. contraflows etc.
- Make sure that the hard bits aren’t left out of the lists. Part of the “demonstration” town is all about tackling the barriers to making cycling work – and so challenging the procedures that prevent things from happening – e.g. the fact that *County* Council control highways.
- Build in all sorts of other types of infrastructure – making sure that cycle parking is of the right type in the right places; and contraflow schemes are safely signed.
- Make sure that best practice in bike infrastructure is a *starting point* in any road planning so we don’t have to keep explaining why road modifications (such as South Road, Barton Road, Marine Drive) as so poor.

The infrastructure will take about 75% of the money and will be overseen by Gordon Maclay.

Promotion. Bike paths are only useful if people are encouraged to use them. A significant element of the CDT will be promoting cycling – especially to those who rarely or never cycle, but who are prepared to give it a go and make journeys that are very cyclable.

What Dynamo wants is:

- the opportunity for best practice from elsewhere to be applied here
- the opportunity for imaginative and creative ideas and plans to be developed and carried out with support from the city council
- the opportunity for a wide range of organisations (not just the usual suspects like Dynamo & CTC, but disabled groups, school groups, employers etc) to be included *as partners* in devising and carrying out projects that are locally relevant and effective.

Rachel Scott is overseeing the promotion stuff, and is doing well in taking on and organising the long list of ideas based on Dynamo’s ‘summer of cycling’ programme. Prioritising these and making them happen has just started.

We’ve been a bit concerned that the Council seek to maintain a split between the infrastructure and promotional strands. Where is the evidence that says that 75% of the money spent on infrastructure (rather than promotion) is more effective at doubling

cycling (the main aim) than if it was spent on an imaginative promotion campaign (including e.g. employing lots of enthusiastic cycling promotion officers)?

6. Is this real money?

The £1.5 million from CE is real new money. The £1.5 million of match funding is from a combination of that already committed by the councils for cycling infrastructure, including some from the Economic Development Zone to develop further cycling to work.

This combination means that there needs to be some bedding down of what it's all about – i.e. the extent to which the CDT is influenced by the flavour of the match funding. While we appreciate this pragmatism, Dynamo think that the main aim of doubling cycling (and the rest...) should steer the programme.

7. Who will benefit?

Everyone. No, really.

This main focus is not to make cycling easier for cyclists - it is to make Lancaster into a place where people who currently rarely or never cycle are encouraged to take up cycling and build it into how they get around. In some ways, cyclists are at the bottom of the list, though clearly they will also benefit in many ways.

There is already significant interest from groups who want to make cycling a viable option for people with physical and learning disabilities, and there were loud noises at the November Dynamo/CDT meeting to promote cycling to the vast majority of school children who never cycle to school.

8. How will it change Lancaster?

Think about place you know where cycling is engrained into the way that people get around...

I have strong images of the huge cycle parking barns near rail stations in Bruges and Roskilde, and am always impressed to see stately elderly women pinging their bells to pass bank managers, young children or parents with shopping stuffed in a basket. Sometimes these are cycling on a segregated bike path network, other times they are naturally slowing other traffic on shared roads. Cycling is just "normal", and the whole feel of the place is better for it.

Behind these images, I have a mental picture of people working in (council) offices, going to school, planning new buildings (etc) who implicitly see cycling as an integral part of how their towns work. It's not an add-on, but cycling is just something that is a natural part of how their town breathes.

Lancaster could feel like this. While it almost definitely won't all happen in 3 years – the CDT

should help set up the structures and show that entrenched mindsets can be changed to make cycling a natural part of Lancaster life.

9. ...and further afield?

The CDT is not just about Lancaster. The *demonstration* bit means that it will have to show to other towns throughout the UK what works, and what doesn't. This means that there's a part of the CDT programme that should focus on working out what needs to be done to overcome the usual barriers. For instance, if the split in highways responsibilities between City and County Councils is preventing key links getting off a wish list, the CDT should push to review the procedures. This will mean that it can demonstrate to the large number of similar towns how to tackle the same problems.

10. What can I do?

- Encourage more people to get on their bikes – or cycle more
- Come along to events - and bring other people along too
- Think of what you'd like to see done – and what you think are the barriers to cycling – and tell the CDT team (email celebratingcycling@lancaster.gov.uk or contact Dynamo)
- Think of projects – and suggest them, or propose to run them, or suggest who should or could be involved (your local school or scout/guide group... the need for clearer signage... advice on best routes... help with servicing your bike)
- Think of people you know – especially those that don't cycle (much) - and work out what would need to be done to get them cycling.

Don't think that there are any boundaries. Even the wildest plans should be thrown into the pot – they might make a lot of sense alongside other people's ideas. The CDT is all about increasing cycling, and the gut feeling and opinions of people on the ground are a main part of making things happen rather than some add-on.

Alistair Kirkbride

Links:

- Cycling England: www.cyclingengland.co.uk/
- Dynamo CDT page: <http://uk.geocities.com/dynamocyclecampaign/page10.html>
- Lancaster City Council www.lancaster.gov.uk/General.asp?id=5X9316-A7806251 (including links to webpages of the other CDT towns)

Main contacts:

Rachel Scott: celebratingcycling@lancaster.gov.uk or 582392 – or feed questions or suggestions through Dynamo

Celebrating Cycling @ the Dukes

Exciting news for all cycling enthusiasts! The Dukes Cinema in Lancaster is hosting a week of cycling events at the end of March. There will be 3 major cycling-related films:

- Friday 24 March, **Belleville Rendezvous**
- Wednesday 29 March, **Go Further**
- Thursday 30 and Friday 31 March, **Hell on Wheels**

I've not seen any of these films, but have rave first-hand reviews of them all. Belleville Rendezvous is a fun cartoon for all the family. Go Further explores an individual's search for sustainability by way of a greener lifestyle. Hell on Wheels follows a pro cycling team through the ups and downs of a gruelling season of racing. Go see them - more bums on seats means more chance of the Dukes wanting to put on other cycling films in the future.

But events don't end there. There's more! As part of our significant and seemingly unstoppable contribution to the Cycling Demonstration Towns project, Dynamo has been working with the City Council and the Dukes to get some more explicitly pro-cycling films shown. So, with luck (these bits are still subject to confirmation) at around the same time - and for no charge! - you'll have chance to see two of Ted White's legendary cycling documentaries, **Return of the Scorchers** and **We Are Traffic!** Return of the Scorchers contains lots of beautiful feel-good cycling footage from around the globe, and we're hoping its showing will be part of a mini-launch event for the whole Cycling Demo' Town project, and thus witnessed by some local dignitaries who still probably need a bit of persuading that bikes are without doubt the best thing in the world. We Are Traffic!, meanwhile, explores and celebrates the wonderful and crazy world of bike politics. There could be still more, but that's yet to be finally decided.

The good folk at the Council are packaging all this together by way of some nice, glossy publicity materials, and hey presto!, we've got a bike film festival at the Dukes! If it goes well, there'll be more and bigger things next year, so please, please, please, go along and enjoy these events - rare opportunities to see cycling celebrated locally!

Dave Horton

International News

A-wheelie in Malawi

The slogan 'Cycling for All' is becoming a reality in Malawi.

Rachel Hipple, a physiotherapist, and Jason Burbury, a nurse, spent two years working for the Sue Ryder Foundation in Malawi. There they became deeply

impressed by the wide use made of cycles for transport. Cycles that are not only used by able bodied people, but also by people who are unable to walk.

Below, Rachel kindly describes some of the customised Malawian machines.

The Tricycle

The tricycle is a common mobility aid used in Africa especially for people post polio. It is hand-powered by the pedals at the front and therefore gives independence to people who cannot walk independently, but who have strength in their arms and hands.



It's probably easier once you get going

Bike Taxis

These are a form of public transport in Malawi. Basically the cyclists have a metal frame on the back of the bike supported on the frame which carries passengers around. Its quite fun to ride but looks quite precarious when the ladies ride side saddle with a baby on their back!



The Knowledge in action, Malawian style.

The tricycles we used in Balaka were made at Zomba prison by the inmates and are made from welding iron poles to make the frame and a wooden seat. The cogs, pedals and wheels are those that

are commonly used on a bicycle, so that they can easily be replaced when worn out.



Zomba prison workshop



The taxi rank at Balaka

Rachel Hipple

NOTES OF AN OPEN CYCLING FORUM ORGANISED BY DYNAMO 23 November 2005

John Leach of Dynamo opened the meeting, the aim of which was to explore ways of doubling cycling in the three years for which Lancaster and district has been awarded Cycling Demonstration Town (CDT) status. The task was beyond the reach of any single organisation operating alone, but it was attainable through the joint efforts of the assembled group and others. There was a need for both cycle infrastructure and cycle promotion - whether cycle maintenance, training, guided cycle rides, cycle races, etc. These two aspects of the CDT bid were symbiotic: a consequent increase in cycling numbers would justify calls for more infrastructure. Although the participants in the meeting approached cycling from different angles, they shared a common interest and their ideas for promoting cycling were important and welcomed. Lancaster and the other CDTs had the potential to be nationally significant in

demonstrating how to increase cycling and this responsibility should be taken seriously.

Peter Loker, Corporate Director for Community Services, Lancaster City Council, addressed the meeting. He thanked all those who had played a part in the bid to Cycling England for CDT status. The bidding process had been very rapid and the legal agreements were still being finalised, but the outcome was that Lancaster City Council had been awarded £1.5 million of extra expenditure (to be match-funded) for cycling initiatives over three years, starting from the current financial year. The six CDTs are expected to work together and share ideas over the lifetime of the award and they will be in regular contact with Cycling England..

The November meeting of the City Council Cabinet had agreed the structure to oversee the CDT: in order to reduce bureaucracy, a board would be formed of four officers/councillors delegated to take responsibility for the management of the project. Reporting to the board would be a steering group, formed of representatives from, amongst others, cycling organisations.

The bid that the Council had made to Cycling England had split the funding between infrastructure (two-thirds) and promotion (one-third), with the emphasis on commuter or utility cycling. Proposed infrastructure improvements included the canal towpath, Ryelands Park, improved links to the Lune Millennium Path and a new route to Lancaster University. There were as yet no detailed schemes for the promotion tranche, but bids for cycle development projects would be considered based on how they would improve utility cycling in the district. The Council was currently working on a draft programme of works and activities to present to Cycling England. Those people in the City Council who would be working on the CDT were Gordon Maclay, Gary Bowker and Rachel Scott.

Mr Loker then took questions from the floor. Questions touched on the following:

- It was confirmed that the Council would endeavour to draw in further matched funding for cycle schemes.
- Although there is a bye-law prohibiting cycling on Morecambe prom, this law is not regarded as enforceable.
- If necessary, expertise could be bought in from outside for appropriate schemes.
- The focus is on urban areas, but rural schemes are not ruled out.

The forum then broke into five groups to consider and report back on the shared vision for increasing cycling in the district and how this vision could be realised. (See page 12 for the ideas generated by this meeting.)

Patricia Clarke

Letter to the Editor

Dear Editor

Cyclists in the City

This is to express strenuous objection to the [overlong] article of Dave Horton in the Summer 2005 Dynamo Newsletter.

Dave has emotionally defended the needs and rights of cyclists as he sees those needs and rights. I quote:

"Many people would like to exclude cyclists from pavements and city centres . . . Oughtn't we good naturedly to acquiesce to the desires of non-cyclists? . . . Absolutely not!"

Personally I now cycle far less than previously. Being old has made me more conscious of the dangers of cycling on the road. It might accordingly be attractive for me to cycle on the pavement. But would I do that? Absolutely not!

Be alerted that I am the old fuddy-duddy who shouts "Lout!" at every cyclist I find cycling on the pavement. Kindly know that it is I who shouts, very angrily, "Where's your effing bell?" whenever cyclists rush past me closely on the cyclepath by the river, with no prior warning.

The fact that there is currently no safe provision for cyclists to use the roads does *not* justify cyclists in hi-jacking the pavements. Riding on the pavements is not only illegal but eminently anti-social. Unfortunately riding on the pavements has become endemic; and the police seem to take no action beyond getting offenders to dismount whenever encountered.

I herewith ask the Dynamo committee to consider this issue and to come out clearly. Either you are for riding on the pavement; or you are against it. And if against it, then say so; and campaign for its prevention.

There is no better way to encourage public disdain for the cyclist than to turn a blind eye to the uncivil practice of riding a bicycle on the pavement.

Michael Oppenheim

Is your bike post-coded?

The police in Morecambe are operating a scheme to postcode cycles.

Every Wednesday afternoon between 13:00 and 15:00 you can have your cycle post-coded at the West End Community Shop on Regent Road Morecambe. This scheme has the post code and the house number securely marked on the frame so the

police can return it if it is found. Anyone aged less than 18 years will need an adult to sign the consent form so the cycle can be securely marked.

If anyone is unable to attend to get their cycle marked at these times the service is always available at the enquiry desk at Morecambe Police Station.

Dynamo ride to Brookhouse: the Lone Rider

The leader arrived at the start 2 minutes late (apologies), waited until 10:50 a.m. but there were no participants. Led the ride to Bull Beck via the cycle path and Halton Bridge (the Crook o' Lune Bridge remains unfinished). From Bull Beck the route travelled to Hornby and crossed over the Lune at the Gressingham Bridge. From there the ride ambled through the pretty and hardly used lanes of Eskrigge and Aughton and then on to the Kirkby Lonsdale road for a brief spell as far as the left turn to Halton Park. Then there was a swift descent to Halton and the cycle path to Lancaster. The trip distance was 33 kilometres and took about 90 minutes. Lunch was at the Three Mariners in the family non-smoking room, watered by a local guest beer going by the name of "Shifting Sands" and which was very good and not too strong! Hope to see everyone next time.

Donald Taylor

Editor's note: One of the most sparsely attended Dynamo rides ever! To be fair, notification of the cancellation of the ride (due to family bereavement) had been hastily sent out, and Donald kindly stepped in to lead the ride if case anyone was unaware of the cancellation. This season also saw the shortest Friday Feast ever: to the Sun Hotel in Church Street!

Dynamo committee 2006

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Annual membership £5.00 waged, £2.50 unwaged

The views expressed in this newsletter are not necessarily those of the Dynamo committee

PROPOSAL FOR CYCLE PROMOTION IN LANCASTER AND DISTRICT FROM 2006 ONWARDS

This proposal presents an organised structure for cycle promotion for 2006 and beyond. It does not cover prioritisation of activities, nor does it identify stakeholders. It is envisaged that activities would start in January 2006 and include the launch in March/April 2006 of "Summer of Cycling 2006". The essential principle is co-ordination: every event/activity should reinforce others. Further explanation of specific suggestions can be found in "Notes of 23 November meeting and ideas arising from it" on Dynamo website (<http://uk.geocities.com/dynamocyclecampaign/page10>).

