

NEWSLETTER

Summer 2006



Lancaster and District Cycle
Campaign

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

Free to members

Editorial

Nine months into our Cycling Demonstration Town (CDT) experience and how does it feel? Do you notice any positive signs, such as more cyclists on your usual routes, more infrastructure, is there a cycling buzz in the city?

Certainly there has been progress on all three fronts: infrastructure, training and promotion.

New infrastructure is improving existing routes rather than opening up new ones. The Lancaster to Morecambe Greenway has been made more accessible, as has the city centre canal towpath. Cycling on Morecambe promenade has been approved by the City Council.

Training of the young is progressing. A Sustrans-funded Bike It Officer, supported by the CDT, is making a difference in some primary schools, and more training to National Standards will happen in September. A much overdue Workplace Cycling Officer takes up her duties in August.

Promotion has had rather mixed fortune. At Easter Dave Horton presented an inspiring cycle film-fest at the Dukes, with more to follow in August. The emerging Bottom Bracket project encourages CDTs to produce and share their own cycle campaigning films. The Lancaster Guardian did promise to feature a regular 'Commuter Cyclist' column, but discontinued it after one week to make room for more advertising. The well-conceived Family Cycling event at Salt Ayre turned out to be rather a soggy affair.

CDT steering group and communication group meetings are now bi-monthly, having had their frequency reduced from monthly. At the meetings paid officers and volunteers do work hard to make the project a success, although more time can get devoted to the colour, size and height of signage, than how to encourage cycling into and within the city centre.

Yet outside the cycling community how much impact is the CDT project having on the city as

a whole? A too familiar response to, 'What do you think about Lancaster's new CDT status?' is, 'CD what?'

Yes, small scale improvements are happening but citizens generally do not seem to be aware of the wider project.

At a recent communication group meeting, proposals for, 'In Town Without Your Car Day', which takes place on 22nd September, were asked for. All the usual promotional ploys were tabled: free bus tickets, a road show, market stalls. The proposal that, to do justice to the event's title, you needed to close the access roads to the city to cars, got little sympathy.

'Maybe next year', was the city council's representative's final position.

Brighton's Critical Mass cyclists campaign in the buff, and while I'm not recommending this up 'ere int' north, our project really does need something more exciting than free bus tickets to wake up the whole city to this once in a city-time opportunity to transform Lancaster.

The steering group is banking on signage on the approach roads to the city entrance, announcing Lancaster as a cycling city, and CDT T-shirts to do the job. There's already a forest of roadside signs for motorists to ignore and barely a T-shirt passes without a logo.

Nothing radical and no pain for motorists, seems to be the City Council's unstated and entrenched default position.

The Editor

More information can be found on Lancaster's official CDT website:

www.celebratingcycling.org

DONE WITH YOUR 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.**

Campaigning

Dynamo's case for permitting cycling on the prom

This is a summary of the submission we made to the Full Council Meeting of Lancaster City Council, held at Morecambe Town Hall in June. At this meeting, the Council finally agreed to permit cycling on the prom. Many Councillors took turns to say good things about cycling, and only a small group persisted in raising their concerns about the danger cyclists supposedly pose to pedestrians. A group of us met in Dalton Square and rode out to the meeting, picking up more riders at the Stone Jetty. I think our presence helped demonstrate the importance which local cyclists attach to this issue. Whilst it should always only have ever been a formality, it's certainly good news that the prom can now be promoted as a great place to ride.

As you all know, our district is one of only 6 cycling demonstration towns in England. We earned this status because in the world of cycling policy we are recognised as having the potential to deliver a large increase in cycling. We have 3 years to deliver that potential. This City Council's goal is to double cycling in that time. Now:

- We cannot double cycling without making changes.
- We cannot continue business-as-usual.
- We need to provide more space for cycling.

Why promote cycling? Well, NOT just because we've been told to, and given some money! But because everything about cycling is so positive. Cycling is magical, it does many good things at once! More journeys by bike = fewer by car = less congestion, less pollution, fewer accidents. More people cycling = more healthy, happy bodies = healthier, happier communities. More cycling = more public interaction = less crime, greater tolerance. Not to mention cycling's undoubted major role in our future, as the problems of climate change and dwindling oil supplies really start to hit home.

What's this got to do with the prom?! As a cycling demo town we're committed to increasing cycling. So it makes no sense that one of the most obvious, important and popular local cycling routes cannot be promoted as such. We must be able to tell people they can use the prom as a safe,

attractive cycling route. It must form part of our local cycling network. Children cycling to school. People cycling to work. Local residents enjoying a day out. Also don't forget, many local people have no access to a car. More than 40% of households in the Harbour, Poulton and Heysham North wards. Many people in this district also fear cycling on roads. We need to provide alternatives. The prom is one.

And there's tourism. We can sell the prom as among the finest cycle rides in this country. It is a potentially major draw.

Ardrossan, Blackpool, Bournemouth, Brighton, Deal, Dover, Eastbourne, Exmouth, Hartlepool, Hastings, Liverpool, Margate, Maryport, North Tyneside, Poole, Saltburn, Saltcoats, South Shields, Sunderland, Swansea, Wallasey, Worthing.

All these places welcome cycling on their proms. All recognise cycling's importance, not least to the local tourist economy. At least one hotel in Blackpool now provides bikes for guests, who love pedalling the prom; cycling is a big attraction.

There's some concern about conflicts. Yet other places in the UK which permit cycling on their proms report no problems. And we already have cyclists happily sharing our district's superb network of off-road routes with pedestrians, dogs, little children and horses. Many of these routes are one third or half the width of the prom. Wherever they co-exist, people on bikes and people not on bikes actually get along.

The small minority of people who might sometimes cycle in offensive ways already ride on the prom anyway. Moreover, our local police will soon be riding bikes, and will I'm sure enjoy the opportunity to cycle on the prom like everyone else.

By way of summary, I leave you with 2 points:

- to be a successful CDT - and eyes across the world, and not least the eyes of the Department for Transport, are upon us - we need to make changes. And this is one change we simply must make. Moreover, it's an easy win. A simple change that will produce a big difference.
- We must resist the temptation to see cycling as a problem. Instead, let's start seeing it as a solution. That's what the demo town project is about - recognising

cycling as the answer to a bagful of problems. Cycling could be of enormous help to this district, if only we have the vision to let it.

So let's have cycling on the prom. Let's be proud to have cycling on the prom. Do not be apologetic in giving the green light to cycling. We are a cycling demo town working to get people on bikes. We need to show we actively welcome, celebrate and promote cycling. We must therefore acknowledge and affirm our prom as a place where it's good to cycle.

Dave Horton

Local cycling people

Kathy Bashford : The local Bike It Officer

For quite some time, seven-year old Izzy Binnion was the solitary pupil cycling to her primary school Ellet St John in Galgate. Now there are 30 other young cyclists with whom she can compare notes about the morning ride into school, or whatever young cyclists talk about. This huge uptake of children cycling is due largely to the work of our new Bike It officer Kathy Bashford.

Nationally, the impact that Bike It officers are having is impressive, too. There has been a quadrupling of the number of pupils cycling at Bike It schools.

When Dynamo finally caught up with Kathy she kindly agreed to explain her work.

What exactly do you do?

I help get children cycling to schools in Lancaster and Morecambe. I'm employed by Sustrans and I work closely with the Lancaster Cycle Demonstration Town (CDT) team.

What I do in each school depends on what the school needs to increase cycling. Many pupils want to cycle to school, so I will identify the barriers to them cycling and work on them. This can be as simple as changing school policies e.g. allowing bikes on the premises, or putting in cycle storage. In secondary schools it might be more about overcoming the problem that cycling is seen as 'uncool'!

A main priority is getting cycle training which is to the National Standard in all the Bike It schools. The CDT team are very supportive of this and it should be starting in September.

I do awareness raising with the whole school - pupils, staff, parents and governors. In each school I offer activities such as assemblies, educational activities and after school clubs, bike rides, maintenance sessions and classes, and help with route planning. I also work with the CDT engineer on improved links to some of the schools.

How do you feel the project is going so far?

It's great so far. I've picked 11 schools that I'll be working with over the next school year. They're schools with enthusiastic staff and parents where there is potential for increasing cycling.

I've launched with Cycle To School Days' with breakfast for all cyclists, at three schools, which have been a great success. Hopefully lots of the children and their parents who cycled in will have realised the benefits and will continue!

I ran a 'Bike It After School Club' for the last half term at Galgate, finishing off with a bike ride. I've had great feedback about that, so I hope to repeat it in lots of schools next year.



The applied science lesson

What do you consider to be your successes and failures?

Successes. Well, Moorside had a particularly good 'Cycle To School Day' in the last week of term. The head closed the school car park for

the day and 150 pupils and staff (including the head!) cycled to school despite rain!

Ellel school now regularly has 20 - 30 children cycling to school, which is a great increase, as there was just one before I started working there.

Failures. Mm, I've not had many parents turn up to drop-in sessions, so from now on I will be more proactive in engaging with them. I've found attending events like sports days and approaching them in person is more effective.

Where you would like the project to go?

Bike It and the whole CDT project is a fantastic opportunity for Lancaster. I hope to see many pupils cycling to all of our schools, and to see all the schools embracing this.

This will obviously have enormous benefits now and in the long term as young people are more likely to cycle as adults if they start now. It's great for the pupil's physical health and mental well-being, they learn better in school and it increases their confidence and independence. I expect that the pupil's families and local communities will also be motivated to get on their bikes!

The project will also help reduce traffic congestion particularly around schools, and of course the more cyclists there are, the more aware motor vehicle drivers will become. There are also the obvious environmental benefits. I hope that Bike It will help Lancaster become more like some European cities where 50% children cycle to school.

I'm really lucky that the project has been running in other towns for a while - I've learnt lots about what works from other Bike It Officers and will put that into practice in Lancaster. Next summer I hope all my Primary schools will have a regular weekly 'Cycle To School Day' as they are more effective than one-off events in getting a modal shift to cycling.

The most important thing is that children continue cycling to the Bike It schools long after I have worked there. Therefore I really want to see a culture change in the schools so that cycling is really valued and promoted. I am lucky to be in a town where there is so much enthusiasm for cycling. I hope to engage lots of staff and parents, local cycling enthusiasts and organisations so that when I move on to new schools the cycling continues.



Kathy Bashford (above) was talking to the editor.

Just to underline what Kathy said about involving local cyclists. If any Dynamo members have any ideas about promoting cycling in local schools, or would like to support the Bike It project by leading pupils' rides to schools, or helping with cycling maintenance classes within schools, then Kathy would like to hear from you. She can be reached on 07876 234112 or kathy.bashford@sustrans.org.uk.

Kids, Go Ride with the LUNE RCC

The Lune RCC is running Go-Ride kids' cycle coaching sessions at the cycling racing circuit at the Salt Ayre Sports Centre, Lancaster on

- **1st August**
- **15th August**
- **22nd August**

Get there just before 5 pm to sign in and meet the coaches. The sessions will finish at 6 pm. After this there will be senior racing taking place that young riders would find both exciting and interesting to watch.

All children are welcome from school years 4, 5, 6, 7, 8 and 9. Just bring your bike, a helmet (if you have them) and 50p each week.

For more information visit
www.celebratingcycling.org/more_info.asp?current_id=170 call Simon Watts on **07940 738365**

Colin Stone: a very local bike mechanic

'I'm in the resurrection business,' said Colin. 'Bringing rusty, shed-bound wrecks back to life is my trade.'

'I do BITSAs, you know. One roadworthy bike assembled from abandoned bits, straight bars on a discarded racer turns it into a rideable town bike, that sort of thing.'

Spanner-man Colin has been repairing and cobbling together new bikes from old in Lancaster since 1982. He started his apprenticeship at Smalley's as a lad of 16, when there was Top Smalley's, now Bicycle Magic, and Bottom Smalley's, which still bears the family name. Top Smalleys later became Lancaster Cycles in 1990. An interesting change in nomenclature over only 30 years, from local family, to local city to the unattached supernatural.

If six years spent largely confined to Smalley's cellar and back yard bestowed a prisoner's pallor on Colin, it also taught him the virtue of recycling old bike parts.

'At that time almost everything that came into the shop was repairable. It's not the case today, your £99.99 chuckaway MTB from Halford's, which deteriorate alarmingly quickly, is often financially not worth repairing, and the owners end up buying a new one after a year or so.

'Whereas twenty years ago cyclists wanted bikes to last a life time and lavished great care on them, today they want maintenance-proof and repair-proof machines that they can hammer and neglect. It's all about riding rather than a partnership between rider and machine.'

After coming back from the dead himself when he overcame leukaemia, Colin went to work for Alan Dent at Lancaster Cycles, where Bicycle Magic is today.

'The cellar at Lancaster Cycles was prone to flooding and we kept a pair of wellies at the bottom of the stairs,' said Colin, so it was good to surface and deal with customers on dry land up top. The dampness explains why the stairs at the foot of the cellar remain collapsed to this day.'

Sometimes combining spannering with customer relations could get too hectic and he was forced to close the shop. He leaves behind him a mural of Metallica in the cellar

which is still much admired by the current Bicycle Magic mechanics and is rumoured to be in line for a preservation order.

The chance to return to the challenge of BITSAs came along when Pedal Power opened in 2001 and Colin was subsequently offered a part-time job.

'Pedal Power fitted in well with my approach to cycle mechanics - basically recycle whatever parts you can.' Amongst countless conversion and rebuilds he was particularly proud of transforming two old MTB frames into Triathlon bikes which were later used competitively.

'Putting kids, whose parents otherwise could not have afforded a sound roadworthy machine, on bikes was always very satisfying. Quite often we'd get donations of kids' bikes which looked like they'd come straight out of the box, or more sadly, unused but shed-rusted ones.

'We seemed to get a rash of ladies' purple MTBs donated just after Christmas. They were usually delivered by the boyfriend or hubby, and accompanied with grumbles about 'make-up run', 'bad-hair rides' or 'sore arses'.



The Pedal Power scarecrow at the 2005 Wray scarecrow festival

He remembers with a mixture of shock and delight when Pedal Power was donated a pair of mint, Dawes Galaxy Tourers, which went out almost as they came in.

'The youth employment service would send a steady stream of trainees our way, and as a trainer of mechanics I worked alongside Steve Andrews, a former Dynamo chairman. He was great fun to work with, although we had our different approaches to bike mechanics. Steve liked to explain the theory while I usually looked for the quickest practical solution.'

I recalled a visit to Pedal Power in 1993 and how struck I was by the different work spaces of the two mechanic/trainers. Every nut, bolt, washer and tool was carefully compartmentalised in Colin's space, whereas only Steve could possibly have put his hand on his bits.

Colin also served a term in the back room at the Edge.

'I spent a lot of time on the internet reading maintenance manuals to get up to speed on the likes of hydraulic brakes and suspension. Maintenance has become a complicated and expensive business, as car and motor bike technology trickles down into cycling design.'

I asked Colin about the typical customers at the Edge.

'Lots of racing boys and off-road down-hillers. Some of the kit they discard would look like brand new to your ordinary commuter cyclist. The big difference in attitude, particularly among the wealthier customers, is that the serious off-roaders and racers replace their bikes and bits when they lose faith in them, rather than when they are worn out. But the bottom line is that all bikes bend when you hit a tree or a wall.'

I remarked that he had worked for quite a short spell at the Edge compared with the other work places. 'The staff were good lads, but I didn't really cut the corporate image.'

Now Colin has re-resurrected his career as a recycling repair man and operates his own collect, fix and deliver service. While he is happy to have a go at saving any distressed bicycle, or customer, he particularly relishes a mechanical challenge. A man who is equally at home with rod or hydraulic brakes, cranks with or without cotter pin, he has recently been working on some of Jeff Bartley's specially adapted bikes for people with

disabilities. He also repairs the wheels of Lancaster Bulldogs, our local wheel-chair basketball team. 'They take a real hammering during the game.'

'But I suppose what I enjoy most is wheel-building, and I can turn my hand to almost any type of wheel, including motor bike ones which need to be extra strong.'

As a final piece of advice, he says 'Never ever write off your bike as landfill'.

And having been tempted personally to do just that with my ageing Saracen that I bought for £40 second-hand six years ago and have well-hammered since, I have Colin's spanning skills and his make-do-'n'-mend approach to thank for its current vitality.

If any readers are in need of a bike fix, then phone Colin on **0790 878 2027**. He does exactly what it says on the side of the van. aka the Bicycle Ambulance, **Collect, repair and deliver.**

Colin Stone was talking to the editor



Colin's bicycle ambulance

Cycling elsewhere

Cycling in Denmark

June. A family holiday. 10 days in Denmark. Only a couple of experiences of actual cycling. One, trying out Copenhagen's free bike scheme. Beautiful. Couldn't be easier. Just like shopping trolleys at Sainsburys, but you go faster. A coin in the slot and off you go. Put it back somewhere else, get your coin back. This is what cycling could be like, everywhere. Free and easy. Another, renting bikes with child-seats to ride through the

forests along the coast of north Zealand. Rubbish bikes, no spares, no tools, potentially dangerous. My front brake just couldn't cope with the force of 2 people and 120 kilos hurtling downhill, and its cable promptly snapped, leaving me with one deficient back pedal brake. But cheap, we weren't going far, and - hey - when the car drivers are this good, who needs a reliable machine? (joke)

Plenty of time to watch, and think about, the Danes on bikes. Their bikes are mostly rubbish. They sometimes ride in the most outrageous of dress - women in high heels and tight dresses, many people - heaven forbid - looking trendy, fashionable, not a bit 'different'. They carry ridiculous loads - dogs in baskets, long poles on shoulders, big boxes balanced on handlebars. And - get this - they don't wear helmets!!

And despite (or is it because of?) the absence of 'cycling gear', despite (or is it because of?) the absence of helmets, despite (or is it because of?) riding rubbish bikes, and despite (or, you guessed it, is it because of?) a lack of gadgets designed to make cycling easy, the Danes make cycling look supremely easy. They make cycling look the most natural thing in the world. They make cycling seem a really, genuinely simple choice of mobility.

Another thing, maybe we just got lucky, but Danish drivers - actually - notice people on bikes. Not only that, they seem positively to cater to those people's needs - they *slow down*, they *give space*. I know, I know, it seems so unlikely, but we found it to be true. The cycling culture, in other words, filters out to effect the behaviours of people who aren't riding bikes (but who are of course much more likely to be themselves, sometimes, cyclists).

Why is cycling normal in Denmark? Simple. The Danish government takes cycling seriously. They consistently pump money into cycling. The pro-cycling structures are there. They have established a cycling culture. People just do it. Perhaps carelessly, without good bikes, without equipment. The system makes it all possible.

Compare to the UK. A government continuing to destroy the cycling culture we once had, which remains absolutely *not* serious about promoting cycling. A society without pro-cycling structures. This leaves people on their own. Rather than the state making the effort, the UK government individualises the effort required to get on bikes.

Which of course means, unlike Denmark, most people just don't bother. Or the sun comes out, they buy a crap bike from Halford's, ride to the Crook o'Lune and back, and then - with 'nowhere left to go' - stick it in the shed 'til next summer. Those who *really* want to ride, the committed, faced with a hostile cycling environment, do all they can to make themselves ready to pedal; better bikes, helmets, specialist clothing (all of which perpetuates the downward spiral; other people seeing such people and 'all that equipment' as constituting yet another barrier to getting on a bike). And then, suitably prepared, we 'committed' fight for our lives on anti-cycling streets. Of course, we lucky ones live and ride in a cycling demonstration town, one of six supposedly pro-cycling enclaves in a vast anti-cycling desert. These demo towns have 'Danish levels of money' spent on promoting cycling, but - very importantly - without the kind of central government vision, conviction and leadership that can actually make a difference worth shouting about.

Double the money. Do it everywhere. Do it forever. Do it yourself. Then you'll be taking cycling seriously, Tony Blair. Copenhagen, a city of close to 2 million people, has 35% of all journeys made by bike. Are they content with this level of cycling? Of course they're not. They're serious about cycling. They want more. They're building up a cycling culture year on year. There's no end point. It's a process of making a big city an increasingly beautiful, convivial and sustainable place to live, work and play. Let's get north Lancashire riding like the Danes.

Dave Horton

Cycling in York

We spent the week of February half-term in York, and it was interesting to compare York's cycle provision with Lancaster's. This is a rather impressionistic view - in the absence of Dynamo funding for fact-finding missions, I was, after all, on holiday.

My immediate impression of York was very favourable. We stepped out of the station and right in front of us was a busy road with cycle lanes on either side. Then I set off in the nice green lane and everything was fine until I came to a gentle left-hand bend. The cycle lane was still beneath my wheels, but it was getting narrower and narrower . . . and then I was overtaken by a bus, whose nearside wheels were right on the outer line of the cycle lane. A silent, *bendy* bus - so my life

flashed before my eyes for twice as long as usual in these squashed-by-bus scenarios. Had I wobbled – well, I prefer not to think about it. It was a reminder that not all cycle provision is good; had there not been a cycle lane for me to feel obliged to follow, I would have been further out in the carriageway and the bus would have had to pull out to overtake me.

To be fair, this was my only bad experience. York City Council has spent a lot of money on cycle provision - and public transport, park & ride and an Intelligent Transport System (in partnership with York University). It was instructive to experience the effects of a mixed transport system that promotes alternatives to cars. The roads are nevertheless still busy with cars: York has not turned into a Dutch or Belgian city, where car use seems unusually low to British eyes. There are quiet cycle routes through the city centre, and cyclists of all ages and classes mix with other traffic, apparently confident in the knowledge that drivers *expect* to encounter them.



So many bicycle racks . . . so many bicycles

The centre of York is largely bounded by the city walls; within the centre, cars cannot always go where they wish. Some residential streets are barred to motorised through-traffic but permeable by cyclists and walkers. This is

an interesting alternative to the speed humps that we have here.



York has also adapted its mediaeval buildings to accommodate cyclists.



What to do with your narrow gateways: turn them into cycle lanes (the cyclist slips through the narrow gate on the left, while cars behind him have to wait)

Outside the city walls, former railway lines have been converted to shared-use paths. Three Sustrans routes also converge on York, clearly marked on the free cycle map.

One interesting sight was cycle speed humps at a cycle crossroads. Could we use these in Lancaster and Morecambe?



One final word: although York may win over Lancaster in terms of transport provision, it loses comprehensively when it comes to the countryside. At the end of the week, I was desperate for the hills and coastline again.

Patricia Clarke

Are you interested in becoming a casual cycle instructor?

Lancaster City Council is looking for local people who are committed to increasing cycling in our district to undertake the new National Standard Cycle Instructor Training course. Please note this is a four day course (and is likely to be held in Manchester).

They need local instructors to offer cycle training to workplaces, community groups etc on a casual/flexible basis as part of the CDT project. This could involve offering group training sessions at lunchtimes on site; one-on-one sessions etc.

Want to be a BIKE BUDDY?

- Are you a confident local cyclist?
- Have you got a good understanding of the local cycle network?
- Can you spare a few hours every now and then?

If yes, then you may be just what Lancaster City Council is looking for.

One of the key aims is to encourage more people to cycle to work. One barrier to this is a lack of knowledge (or confidence) about the route and the journey itself (i.e. cycling in traffic).

The Council is looking to set up a Bike Buddy Scheme whereby they match 'would be cyclists' with a local 'expert'. The new cyclists

would receive help with route planning as well as an escorted ride on their journey of choice (return) plus general advice and information about cycling in the district.

Buddies will receive expenses.

If you're interested in becoming a Bike Buddy or cycle instructor please get in touch with Rachel Scott at the City Council or call 582392.



The March Dynamo ride was snowed off!

Letter to the Editor

Dear Editor

I find myself agreeing with much of Michael Oppenheim's thesis in his letter in the Spring 2006 newsletter. It is frightening to see a cyclist appear travelling fast towards you and pedalling hard. However confident one is, however agile, however fast one has been walking the tendency is to freeze and meet the threat head on. It is not a circumstance that is conducive to promote walking.

However the corollary where vast areas are retained for pedestrians whilst cyclists are banished to the death trap of a gyratory system is crass; particularly when a blind eye

is turned to the motorised traffic in the pedestrian zone. I have been forced to jump from the path of motor vehicles in the Lancaster pedestrian zone, had horns blown at me because I was walking in a pedestrian zone and I have pictures of a traffic jam in Church Street in September last year.

Both Lancaster city council and Lancashire county council have signed the hierarchy of road users, which states, "the national road user hierarchy puts pedestrians and disabled people first followed by cyclists. In all its transport and land-use planning decisions, the road user hierarchy is followed meaning pedestrians are considered first, followed by disabled people, cyclists, then public transport users and lastly car users".

What we need is this hierarchy to be implemented through the district since the cycling demonstration town covers Carnforth, Lancaster, Morecambe and the rural areas. The devil will be in the detail but we need both councils to implement the policy rather than ignoring it for most of the time.

John Leach



Claire and the bicycle that shrank in the rain (at Salt Ayre family cycle event, 18 June) . .



. . . while Patricia stretches for the pedals on her bike

DATES FOR YOUR DIARY

Saturday 12 August – “extreme” cycling films at the Dukes cinema
Friday 25 August – Bicycology bike festival in Lancaster – see www.bicycology.org.uk

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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.

Let us know if you would prefer to receive the newsletter by email in future.