



Wire Wheels

Warrington Cycle Campaign Spring 2008 Newsletter

***Where Warrington leads, the world follows:* a message from your chairman, Chris Mayes**

New newsletter editor

Many apologies for the lack of a newsletter, which has not appeared for more than a year. We now have a new newsletter editor, Sarah Carr, so we should be getting our newsletters out again this year (see page 16).

Our 10th birthday

This is a year for celebrating the campaign's achievements as we will be 10 years old this year.

If you get the *Warrington Guardian*, you will know that your activists were incredibly busy during 2007. One of the things that we accomplished was working with the Borough Council to produce the Warrington Cycle Map.

Warrington Cycle Map

We have included a copy of the first edition, which I hope you will find useful. You can also get copies from Contact Warrington, the Borough Council's one-stop shop at 26-30 Horsemarket Street. The map was based on the best cycle map available. We developed the format further and at the autumn Cycle Campaign Network (CCN) conference in Oxford, our map was hailed as a significant advance on previous mapping; it is now the one to emulate. We

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appreciate that the map is not perfect and a second edition will be produced in the future that will improve on the inevitable shortcomings that we have not ironed out on the first attempt. You may like to get involved and contribute your local knowledge to this process. The good news is that this map is to be sent by the Borough Council to every household in Warrington and we can hope that many more people will realise how easy it is to use their bikes to get around Warrington and will join us on the roads.

Warrington Cycle Forum

The Cycle Map was developed at the Warrington Cycle Forum, which is a regular meeting between the Borough Council and cyclists. As you would expect, we have been very active in representing your interests at this group. The Cycle Forum was proposed in the first Local Transport Plan and has now been in operation for a year. There does seem to be a will at the Borough Council to make this organisation more than just a talking shop, with regular attendance by the executive councillor in charge of transport, Brian Axcell. Brian is a well-known cyclist as well as a politician, and his understanding of cyclists' concerns has been helpful.

Children's on-road cycle training

One of the other policies proposed in the 2001 Local Transport Plan was the provision of high quality on-road cycle training for schoolchildren – something we have long lobbied the Borough Council for. The government brought in Bikeability, the national cycle training scheme with 3 levels of expertise for children to achieve. The good news is that the Borough Council has been funding some provision of this training by professional trainers for 18 months or so. The bad news is that only half our 10-year-olds have any chance of getting this training and those who do are trained only to level 2.

This provision is a significant step forward, but pressure needs to be maintained for all schoolchildren to have the chance of training, to the full level-3 standard. Almost all the local primary schools are clamouring for extra sessions and this will help our cause. Our membership secretary, Maurice Leslie, has become a cycle trainer and is thoroughly enjoying the challenge of teaching our children. My son has been through the course and he loved the experience, as did all his friends.

Cycling Projects

A national cycling organisation, Cycling Projects, has moved its headquarters to Warrington (see page 10); it will be a great asset to the town. Cycling Projects encourages cycling for health, especially for people who have had heart attacks; this has been shown to reduce the chance of having a second attack.

The second strand of Cycling Projects is providing specialised bicycles so that people with disabilities can enjoy the freedom to ride that we may take for granted. The organisation also provides specialised training courses. We hope to work closely with Cycling Projects in the future.

Rod King reaches new heights

Our publicity officer, Rod King, has been immensely busy recently. Rod has been co-opted onto the national CCN board and, being the retiring sort of chap that we all know well, has been challenging the way CCN is running things nationally!

Campaign hits the Big Apple

Our Web-master Pete Owens' Facility of the Month feature has been making waves around the world again, but now in multi-media versions. First the rock band Talking Heads' front man, New Yorker David Byrne, who is a big fan of Pete's feature, invited us to present this live in New York. Deputy Chairman Jon Wood needed little persuasion to go over to the Big Apple to represent the Campaign and give a live performance in New York Town Hall. Read more about this on pages 8-9.

Crap Cycle Lanes

As we were preparing the presentation for New York, Eye Books contacted us, wishing to turn Facility of the Month into a book. This was published, as *Crap Cycle Lanes*, and the first edition sold out before Christmas. It's had some great reviews too, the headline of this article being what *The Guardian* had to say about the book. And *The Independent* described it as 'perfect for the bike fanatic's coffee table', commenting: '...it made me laugh out loud, and I can't even ride a bike.' A second run of 100,000 books is now planned. If you've managed to get hold of the book, hang onto it as it will probably be worth more than a Harry Potter first edition!



Seeking safe speeds on our roads

All this is the glamorous stuff, but the most exciting events perhaps happened in Warrington during the summer, over our drive for safe speeds on our roads. We had our roadshow at the Lymm May Queen festival (held in June as you would expect from Lymm), and the Orford Park festival held on Orford Walking Day. During these 2 events, we collected signatures of people who are concerned about the danger posed by speeding drivers and calling for a default 20mph speed limit on residential roads.

Remember that these events were attended by a broad section of Warrington people and not just cyclists. We were astounded by the level of support that we had for these petitions, with people literally queuing up to sign them. Local politicians of all parties have supported them, and we must make the most of this to get safe speeds for 2008.

This matters to pedestrians perhaps even more than cyclists, and 9 out of 10 people are behind it. Of course 1 in 10 people desperately don't want this at any cost, and unfortunately most of them seem to work in the local highways department. They will play at being King Canute for as long as possible but there is a public desire for safer roads, and we must fight to ensure that 20mph default speeds are adopted as quickly as possible to reduce the misery of unnecessary injury and indeed deaths during the procrastination! More on this on pages 11-14.

Wish us luck or, even better, come along to one of our meetings (see page 16) to help us this year.

Enjoy your cycling in 2008!

Chris Mayes, Chairman

Buttonhole your candidate!

The Borough Council and Parish Council elections will be held on 1 May. All Borough wards are contested, but there will be no elections in Great Sankey North, Latchford East and Latchford West.

When your candidates come doorstepping, why not ask them about their policies on promoting safer cycling and encouraging more people to travel by cycle in the town? Let us know how you get on.

Join us for a Mosses and Canals Meander

On Sunday 11 May at 2pm, we'll be meeting at Quays Community Centre, Thelwall New Lane (opposite Latchford Locks). The ride, about 25 miles in total, is a mixture of off-road tracks, some 'rough stuff' and quiet roads. The route's via the Trans Pennine Trail, Irlam locks, Astley and back, via Culcheth, Croft and Woolston Weir. Mountain bikes definitely not needed but not for skinny racing tyres. Accompanied children only.

For those who wish to do a shorter distance, you could visit Dunham Massey (about 1 mile from where the main route leaves the Trail): free parking for cyclists, and excellent grounds and ice cream. You could then return back on the Trans Pennine Trail.

Contact David Mitchell for further details (telephone 821425 or see back cover for email address).

The Great (Warrington) Outdoors

Ben Lukey reflects on a year of cycle commuting

Over the last year, I've been using my daily cycle commute to explore my creative side. I ride to work at the Environment Agency in Latchford after dropping my kids off at Stockton Heath primary school. The most straightforward route is down the Black Bear canal, which is a great place, especially now the stretch I use has been tarmacked. Watching the blossom come out in spring is a special delight. Since August 2006, though, I've been trying out a different route, which involves crossing the Ship Canal over the cantilever bridge.



The view to the east

You may even have seen me – quite a few commuters have. Some of them looked quite worried about me as they drove past. Each day I've cycled that way (usually about 4 days a week), I've

taken a picture in each direction of the view along the canal. You can do that kind of thing on a bike: stop and look. And breathe fresh air. The changing views are fantastic. One day, we have crisp clear blue skies. The next day the canal is choppy as the wind whistles along it. Perhaps the foggy days with the lights from the factory at Walton peering through are my favourites. And of course we got snow in February. And rain. Actually I didn't get as wet as you might imagine. Slightly cheeky use of the rainfall records we have at work reveals that in the half hour between 8:30 and 9:00 each morning, it rained on only 40 out of 365 days. That means I got wet on the way to work only 10% of the time. Luckily I was on holiday most of August, because that was the worst month for morning-commute-related downpours!

You can see all my photographs compiled into 2 videos on YouTube, each lasting 45 seconds (links via our website).

Fave facility of the quarter
Pete Owens chooses his favourite 'facility of the month'
from our website. This issue, he's chosen a corker from
Essex, published on the website in September 2007.

Essex County Council is promoting cycling as an effective and enjoyable form of aerobic exercise to reduce the incidence of heart disease, high blood pressure and obesity in the county. Unfortunately it was discovered that, rather than pedalling briskly, Harlow's cyclists were freewheeling down this gently sloping path. To counter this, signs have been introduced at regular intervals requiring cyclists to get off and walk. This particularly daunting section requires 7 dismounts within a distance of 380 yards.



Note how, at each junction, the kerbs are maintained on the downhill side of the path, thus ensuring that even the laziest cyclists gain the full health benefits from their activity.

Cycling and Health

Talking of the health benefits of cycling, those of us who cycle for our everyday transport know how good it is for our fitness, our energy levels and being at peace with ourselves. But if you wanted proof of this, it's all laid out in this excellent report produced by Cycling England. If, like us, you're regularly involved in conversation with others who believe the disbenefits of cycling to outweigh the benefits and are enthusiastic in discouraging others from joining the revolution, you need the facts and figures in this report as ammunition.

Cycling and Health contains a very good summary of the general case for physical activity, if you (or more likely those around you) need convincing, which ties in very nicely to the key advantage of the cycle as

transport: that you get panniers on your bike and get the low-level healthy exercise you need just by going about your typical daily drudge of a travel regime – home, to the shop for a newspaper, tennis lesson, office, restaurant lunch, office, pub, shops, another pub, home, another pub, nightclub, casino, kebab, home. Health professionals should be beating a path to our door after this one.

See the News page on our website for a link to the full report. And watch this space in future issues of our newsletter – we'll be publishing various interesting facts and figures from the report.

Other nice news

In other health-related cycle news, NICE (the National Institute for Health and Clinical Excellence, an independent organisation responsible for providing national guidance on promoting good health and preventing and treating ill health) has just published guidelines on planning the built environment to encourage exercise through walking and cycling, so creating a healthy society. You can read these at <http://www.nice.org.uk/PH0008>. We've not had chance to discuss these yet; we'll let you know what we think in a future issue, and would be interested to hear your views too.

Get in shape by cycling

Summer's coming, so why not burn off those Christmas calories and get in shape for the beach by getting out of your car and onto your bike? Cycling burns off at least 5 kilocalories a minute! Speed up and you burn it even faster as shown in this graph from an article by J Beer in the CTC's *Cycle* magazine.

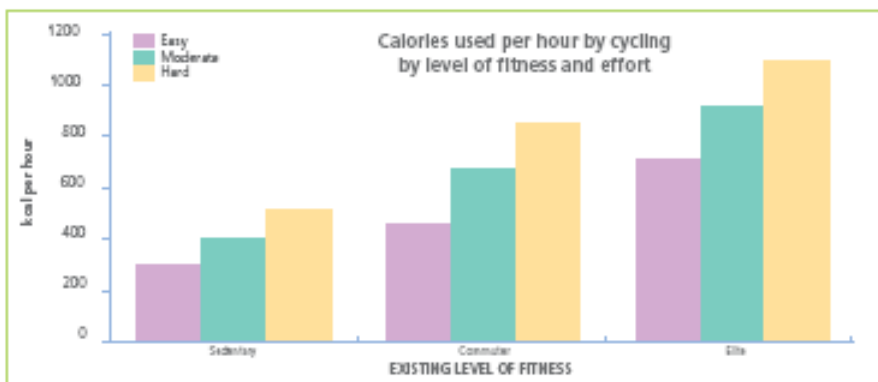


Figure 3. Calories used per hour by cycling by level of fitness and effort. Source: Joe Beer, *Cycle*, June 2006*

Warrington goes to the Big Apple

Our Facility of the Month web page recently landed Deputy Chairman Jonathan Wood a weekend trip to Manhattan to contribute to fan David Byrne's show, *How New Yorkers Ride Bikes*, in the *New Yorker* Festival. For those members who doubt cycle campaigning is the new rock 'n' roll, doubt no longer, and come down to our monthly meetings! Jonathan writes:

'When Pete and Rod graciously passed up the opportunity in early September, I started preparing my 10 minutes of PowerPoint. A couple of revisions later, and, on the morning of 5 October, I was off from home on a Brompton to Central station and thence to Manchester Airport.

'I hardly slept during the weekend, with the time difference. On the first morning, I found myself awake at 6am, so I went downtown, and later to Sid's Bikes. I had emailed Sid's from England requesting the hire of a bike, and they replied that they would be pleased to lend me one, and to meet me, as they were coming to the show.

'The bike came with a padlock and chain like you would find on the fence of a nuclear waste repository (Calvin Trillin's description). I was off. Riding in New York on a hot sunny day is one of the most exhilarating experiences, better than skiing. The pavements are so full of people walking, and the wide canyons of streets so full of life, smells and sights that it's a joy to zip through the traffic.

'I explored the lower west side and stopped in at Pete's bar (nothing to do with our webmaster), before heading to the Town Hall theatre for my practice. I met David Byrne and the producer of our show, the double-Tony-Award-winning Gregory Mosher. We had snacks and drinks downstairs and chatted until the show opened at 7.30pm with David riding onto stage, preceded by a helmet-cam video of his journey there through Times Square. As the other acts came and went, I had no feel for how the show was going, having been down in the bunker. The preceding segment to mine seemed to go on for quite a long time and I paced back and forth for the first while, and then calmed down.

'David introduced me and I was out from behind the curtain stage-left, and fortunately dazzled by the lights so I couldn't make out too much of the 1,200-strong audience. After thanks, the now-very-familiar words came easily; I even managed a couple of ad-libs. Once into the slides of facilities, the timing came easily, I only had to wait for the laughter to abate enough to get a punch-line in, and so on. I could make out someone wiping away tears.

'The serious point at the end about the only cycle facility worth a candle being a 20mph limit seemed well received, and I signed off to a standing ovation from some in the audience. David introduced the Young@Heart Chorus next to sing Bicycle Race, with the introduction that this was a song by another



English friend of his, not one from Warrington this time. He was of course referring to the late Freddie Mercury. After some serious discussion, David closed the show by accompanying the chorus in singing a new composition of his, One Fine Day.

'The theatre emptied, with a long queue reclaiming their bikes from the valet bicycle parking outside, and my travelling fans returned for the party at the Bryant Park. Gregory Mosher said to me: 'That could not have gone better', and Zadie Smith said: 'I knew you'd be great.' The review from StreetFilms is very complimentary; see the News page of our website for a link to this.

'I talked to a lot of New Yorkers over the weekend and, oddly, nobody I spoke to claimed to be too scared to ride. Many of these people weren't regular cyclists; from my experience in Warrington, maybe half of such people would cite fear as a reason for not riding. The drivers are relatively courteous (one beep in 4 hours; contrast Bridge Foot).

'I loved New York; I'm proud of Warrington but we could do with some guidance for our car-cultured young men from our lost generation, many of whom missed out on both cycle training and probably any other sort of training for that matter. It's generally agreed that the streets are plagued by too many cars in both places, but when it starts to get to me, now I calm myself down with a reminder that Inside Every Car There Is A Human Being Wanting To Get Out.

'If anyone else wants to hear the full presentation, I'd be glad to oblige.'

See page 16 for Jonathan's contact details.

The Big Ask

According to a recent poll, nearly three-quarters of people think the UK Government should do more to stop **climate change**. That's why Friends of the Earth has launched the Big Ask. It is calling for a new climate change law: a law that would tackle the main cause of climate change - emissions of carbon dioxide. The law would make the Government cut the amounts of carbon dioxide being released by 3% year on year. Saving fuel is yet another benefit of cycling – better for the environment and better for your pocket – so we've signed up to the Big Ask campaign. Read more at <http://www.thebigask.com>.



News from Cycling Projects

- Cycling Projects is now based at 1 Priory Court, Buttermarket Street, Warrington WA1 2NP, telephone 01925 234213.
- Cycling Projects is recruiting cycling instructors and ride leaders for casual work on cycling promotion schemes in the North West. You'll get an hourly rate and travel expenses. There'll be a recruitment day in Warrington on 23 February. Interested? Ring Bob Norton or Ian Tierney on 01925 234213 or email ian.tierney@cyclimg.org.uk or bob.norton@cyclimg.org.uk.

Small ad: girls' bicycle

- Nearly free to a good home – £15
- Pink in colour
- 14" wheels
- Lowest saddle height 21"
- Would suit 5- to 7-year-old



Contact David Mitchell for further details (telephone 821425 or see back cover for email address).

Cycling advocacy – time to change gear

Here we reproduce a paper by Rod King that highlights the importance of '20's Plenty': a 20mph speed limit on all urban and residential roads. The paper was presented to last year's Northwest Cycle Officers Conference in Liverpool, and published in Greater Manchester Cycling Campaign's *Pothole* magazine.

All of us are advocates of cycling. Our objectives are:

- better cycling for those who cycle
- cheaper travelling for those who can't afford a car
- faster travel for those who wish to beat congestion
- healthier travel
- greener travel.

All of us are involved with a wide range of tactics that will help to achieve these. We create cycle maps; we train youngsters; we create cycle lanes and facilities! We create safe routes to schools; we organise rides.

Yet we know that statistically we are not breaking through. Cycling is reducing as a modal percentage of travel. And even if we get a small increase in cycle usage, it is swamped by the ongoing rise of the motor car for its convenience, cheapness and speed. And of course any increase in cycling that is for leisure purposes does not have any green or decongestion effect, but merely adds journeys on our roads.

We need to recognise some very real issues in our current campaigning:

1. Cycle lanes and facilities currently comprise only about 1–2% of our roads in towns. It is simply not possible to increase this so that journeys become practical on off-road routes.
2. All our efforts to make cycling safer through training courses, or safety equipment, merely reinforce the dangers, and transfer the responsibility for that danger onto the cyclist.
3. Once we take out cycling for leisure, then cycling for transport is probably reducing.

Yet equally we also recognise that there is a large aspiration to be able to cycle. The cycle industry is showing unprecedented levels of growth.

The fact is that there is a very large elephant in the room, which we fail to acknowledge. And that is the disregard throughout local and central government for an equitable sharing of our roads. Whilst many of us are involved in Local Transport Plans that purport to favour cyclists and pedestrians, the constant pressure to maximise throughput, vehicular capacity and maintain high vehicle speeds in our town belies that boldly stated precedence of pedestrians and cyclists first, and motor vehicles

last. How often have you been involved with cycle facilities at junctions that introduce inconvenience and danger to cyclists rather than simply slowing the motor vehicles down to a safe speed where they can share that junction equitably?

We must accept that the British public is frightened to cycle on our streets, which we call roads lest anyone should imagine that they are to be used by mere people. That is borne out by the fact that we have the highest percentage of pedestrian deaths on our roads in Europe. There is no way that we can radically increase cycling without addressing that fear and making a substantial shift in the way that roads are shared. In fact I will boldly predict that this will be demonstrated by our Cycling Demonstration Towns [more on this in another issue, Ed], which will not show any real increase in cycling unless they incorporate such a shift. This is also shown in the increased cycling in London, where it has taken congestion charging to promote cycling – and also, unfortunately, bombs on buses to add to the incentive for modal shift.

So what can we do as cycling advocates to make such a change?

Firstly, we must start talking about the morality of placing motorists' needs above those of our young (who are not allowed to drive), our poor (who cannot afford to drive), and those who simply do not wish to drive. We have gone too far in preserving the rights of motorists to convenient and high-speed travel and must now reduce those rights in favour of pedestrians and cyclists.

Why 20's Plenty

20mph restrictions have a proven track record in cutting the number of people killed or seriously injured on the roads by 57%. If hit by a car travelling at:

- 40mph – **36 out of 40** pedestrians will be killed.
- 30mph – **8 out of 40** pedestrians will be killed.
- 20mph – **1 out of 40** pedestrians will be killed.

For more about this, visit <http://www.20splentyforus.org.uk>.

We must implement the 20mph speed limit in all residential and urban areas as the default maximum speed limit where people live. This is the norm in Northern Europe and is the foundation of their cycle-friendly towns, cities and villages. How can we expect to increase cycling levels when we are asked to co-exist with vehicles travelling 60% faster than in Northern Europe? Some towns such as Portsmouth have taken the initiative to make such a change and the recent requirement for all local authorities to re-assess road maximum speeds and implement the

20mph speed limit without physical calming is an excellent opportunity to do this.

Once in place, the 20 mph speed limit sets the new standard for speeds where people live, and 30 mph is seen for what it is: 50% faster and with 3 times the differential speed between motor vehicles and cyclists. But this must be accompanied by community-level debate to ensure that such policies are driven by community needs for independent travel for our children and a better environment. Our research at Warrington Cycle Campaign shows that over 80% of the public questioned wanted 20 mph as a maximum on the road where they live.

Twenty's Plenty must become the central policy for cycle campaigning in all our towns and cities.

We must also remember that simply to increase cycling, we need to do this. If we are to reduce the dependency on cars then it is necessary to go even further. There is no point in using modal shift to reduce the number of cars on the roads if this merely reduces congestion and attracts more motorists to fill the congestion gap so created. If we wish to reduce pollution, greenhouse gases and car dependency then we must make radical changes to the cost and convenience of using personal motor transport.

For too long, cycling advocates have not wanted to 'rock' the motoring boat. We have stood at the sidelines hoping that a few facilities here, a better junction there, and a few thousand pounds for cycle training or promotion will help our cause and entice a few more people to take up cycling.

Frankly, we are wasting our time, our efforts and our taxpayers' money. It is time to confront those who think the answer lies in paying lip service to encouraging cycling yet also prolong the dependency of our communities on motor vehicles.

We are living in a post-Stern world with increasing concerns about both the result of using fossil fuels on our environment and also the not insignificant problem of who to buy them from and the cost associated. We must ask ourselves whether as cycle advocates we wish to continue the soft involvement with facilities, training and encouragement with some satisfaction and little real results, or whether we take the harder route of confronting the demons and vested interests that exist and making a real difference in the ability of our children and adults to enjoy the freedom to cycle.

I believe that the time is right to start to challenge the morality of continuing with transport policies that disenfranchise pedestrians and cyclists of the right to safe and equitable use of our roads. We must confront prejudice against cyclists wherever it exists. To put the needs of motorists above those who cycle or walk is unjust and unsustainable. The modal hierarchy that puts pedestrians and cyclists first in transport must be rigidly adhered to.

We must demand the implementation of 20mph as the default maximum speed on all urban and residential roads. Where higher maximum speeds are proposed then this should be allowed only where safe facilities exist for cyclists and pedestrians.

And for those who say that this will be simply too hard and the fight is against too many vested and commercial interests, I would simply remind you that we are today in a city [Liverpool] that built its entire commercial existence on an industry that was in time seen to be morally unjustifiable. Two hundred years ago, William Wilberforce was undaunted by such challenges and as a result a considerable wrong was put right.

Putting the convenience of motorists before the right of our children to use the roads safely and without fear is a considerable wrong that also needs putting right. And if I can modify a quote by J. F. Kennedy:

'We should ask ourselves not what the cyclist can do to avoid the car, but what the car can do to avoid the cyclist.'

And, most of all, remember that cyclists are not a transport problem; they are the transport solution.

20-20 vision for London

On 22 January this year, the Mayor of London, Ken Livingstone, announced that Transport for London would be working with borough councils to encourage and support the implementation of default 20mph speed limits in all residential areas.

In response to the announcement, CTC's Campaigns Manager, Roger Geffen, said: 'This is a wonderful opportunity to reverse the dominance of the car and create safe and attractive streets, where anyone can feel confident about cycling or allowing your children to do so. That would be a huge boost for the health of the capital and other parts of Britain are bound to follow suit.'

Get a bike in your pay packet **by David Mitchell**

18 months ago, I got a brand new bicycle with a substantial discount, courtesy of a little-known government scheme to encourage greener commuting. The scheme – known as Cycle 2 Work – allows employers to purchase bicycles, safety kit or clothing without paying VAT and then lease them back to their employees, using salary sacrifice to save all the national insurance and income tax on the employee's lease payments over 1 or 2 years. These savings really mount up, with a bike costing a little more than half price: £114 for a £200 bike, or even less if you happen to be paying higher-rate tax. In addition, at the end of the lease the employer will probably, but with no guarantees (so as to get the tax benefits), sell the bike to the employee at a fair second-hand market price, expected to be around 5–10% of the purchase price. (After all, what else is the employer going to do with a bike that you chose to fit your needs and size?) The only real condition on the scheme is that you ride at least 50% of the mileage commuting to work.

I pushed the boat out and went for the maximum my scheme allowed of £1,000, topping it up with some more to get (via the Halfords run scheme) a Thorn Ravensport Tour with a 14-speed Rohloff hub gear, and Reynolds latest 853 tubing. This is the first-ever new bike I've had in 40-ish years of cycling, so it was a bit of a treat after sundry second-hand bikes and bits out of skips. For me, the ride to work is about 6 miles – from Woolston to Lingley Mere, cutting across Sankey Valley Park at Bewsey Hall – giving a weekly mileage of just over 50 miles, well in excess of any weekend cycling. As for all those gears, a bit of overkill as I only use 3 of them when commuting. They came into their own though on a hilly ride over 3 passes in the Killarney area of Ireland on holiday this summer and off road in Delamere Forest. Although even then I don't remember needing the bottom gear, which is definitely in the small-chainwheel, larger-sprocket, mountain-bike gear range. The main advantage to me is minimal maintenance and a simple straight chain line that doesn't pick up loads of crud.

So how do you get a piece of the action at a knock-down price? Check with your employer – they may already have a scheme. Or get them to start one: they save their NI contribution as well so it doesn't cost them much to set up and Halfords and Edinburgh Cycle Coop and other smaller specialist retailers manage the schemes apart from the salary deductions so it should be easy for them. All the details are available at http://www.bikeforall.net/content/cycle_to_work_scheme.php, including a link to the government's detailed scheme information.

Dates for your diary

- 23 February** Cycle Projects recruitment day (see page 10)
12 March Warrington Cycle Campaign meeting, 7.30 pm, Quaker Meeting House, Warrington. All members welcome!
26–30 March UCI World Track Championships, Manchester Velodrome. See <http://www.worldtrackcycling.com>.
11 May Mosses and Canals Meander (see page 4)
14–22 June National Bike Week (more info nearer the time)

How to contact us

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Visit our website at

<http://www.warringtoncyclecampaign.co.uk/> for lots more info and cycling-related links!

Our newsletter is published quarterly, in March (Spring issue), June (Summer), September (Autumn) and December (Winter).

What topics would you like to see covered? Would you like to write for us or contribute some cycle-related news or info? Email Sarah at newsletter@WarringtonCycleCampaign.co.uk with your views and ideas.