

PEDAL PRESS



MERSEYSIDE
CYCLING
CAMPAIGN

cycling
UK
MERSEYSIDE

AUTUMN 2018 • FREE



A look at protected
cycle lanes in
Merseyside

Fiddling while Rome burns? – The Cycle Safety Review

Four years ago, the government recognised that the UK's road traffic laws were not working and promised a full review of traffic offences and penalties. We are still waiting for that review to even start. Strangely however, they have been able to find time to launch a consultation solely about cycling offences in England, Wales and Scotland.

Relying upon a report by Birketts Solicitors, (who market themselves as defending all road traffic offences, from speeding to causing death by dangerous driving), the report sought to identify cases during the previous 10 years where a cyclist had been prosecuted for killing or seriously injured a pedestrian and to which a new offence of causing death or serious injury could have been applied. Ten such cases were identified to have taken place during the previous 10 years.

While every fatality or serious injury is a tragedy, this figure needs to be considered against the current total of five road deaths a day identified by the charity Roadpeace, (and that is before serious injuries are considered too). This not considered in the report though, and the ultimate conclusion was that a change in the law was needed in that outdated offences currently had to be used.

But, prosecutions do take place and while old laws might be used, they do not usually fail if the evidence is sound and the case brought in the public interest. If necessary, custodial sentences have been imposed and are done so appropriately.

The simple fact is that the incidents which do occur, generate newspaper column inches because of their novelty value, whereas casualties arising from a car accident, usually are relegated to a short and minor entry because by comparison they are commonplace and represent almost the entirety of road deaths and serious injury.

Injury caused by a poorly driven motor vehicle is probably the greatest hazard

that most of us face each day when we leave the house and children and young people are perhaps those at greatest risk. It is tragic that so little is being done to reduce this terrible problem and the effects of austerity upon the Police results in their unglamorous road traffic teams being much reduced. This only serves to make it more difficult to have effective enforcement brought against incompetent, negligent or even uncaring drivers.

As a result, I would question whether there is any real deterrence for those who feel their journey is more important than the safety of others. Unlike walking, cycling, motorcycling or horse riding, driving is the one form of road transport where your failure to be considerate can cause harm to others, while placing yourself at minimal risk of serious injury or death and that is one reason why these casualty figures are so high and need to be properly enforced.

It is of course fair to say that all road users can make mistakes and where their behaviour places other vulnerable road users at risk, it is reasonable for action to be taken by Police and if necessary, for a prosecution to take place. Everyone should be subject to the rule of law after all, whether it is a driver, motorcyclist, cyclist horse-rider or even the pedestrian where appropriate.

But for most of us, it is not a bicycle which is going to result in us being injured in a road traffic accident, it is the driver. Any review of cycling offences must take place within an all-encompassing review of road traffic law in general. It would appear to be a knee jerk reaction to solely focus on cycling and as we know, legislation which represents a knee jerk reaction usually makes for a bad law.

I would urge everyone to respond to the Department for Transport review and remind of the government's promise to just that four years ago.

Alan Johnson

**5
A DAY
KILLED BY
CARS IN UK**



Merseyside Cycling Campaign was set up in 1985. The campaign has a central committee of volunteers who deal with Merseyside wide issues and campaign policy.

The Campaign's monthly general meeting is held in the Baltic Fleet pub, 33a Wapping, Liverpool L1 8DQ on the third Monday of each month. Business starts at 6pm. The agenda includes opportunities to discuss current issues and planning matters. All welcome.

Committee

President: Lewis Lesley

Chair: Alan Johnson

merseysidecyclingcampaign@hotmail.co.uk

Campaign Secretary: Andrew Grimbley

merseysidecyclingcampaign@hotmail.co.uk

Membership Secretary: Stella Shackel

merseysidecyclingcampaign@hotmail.co.uk

Treasurer: Chris Beazer

Media: Don Thompson

Pedal Press editors: Don Thompson and Slim Smith

pedalpress@merseycycle.org.uk

Website Officer: Martin Dunschen

Technical Officer (Design): Philip Winston

Technical Officer (Planning): Roland Graham

Website www.merseycycle.org.uk

Facebook [@merseycycle](https://www.facebook.com/merseycycle)

Twitter [@merseycyclists](https://twitter.com/merseycyclists)

JOIN THE CAMPAIGN

Membership is open to anyone – cyclist or not – who supports our aims and objectives for safer cycling, traffic calming and a better, healthier environment.

Membership is free, however, the campaign relies on donations of time and money.

Sign up at
www.merseycycle.org.uk

Pedal Press newsletter dates

Winter 2018 issue copy deadline: 9 November 2018. Members' help with the newsletter, including writing articles, taking photos, providing reviews and proofreading is always very welcome.

pedalpress@merseycycle.org.uk

Protected cycle lanes – how to do it

The UK lags far behind its European neighbours in building protected cycle lanes. The USA has similar problems but in the autumn of 2007, the New York City Department of Transportation built the first on-street protected bicycle facility in the country, right in the middle of downtown Manhattan. Four traffic lanes were reduced to three.

A parking protected bike lane created a buffer between the traffic of cars, trucks and buses and cyclists. But it also eliminated parking spots.

The protected lanes didn't just make the streets safer for those on bikes; they also improved traffic flow for vehicles and spurred increased retail sales for businesses nearby.

After a period of assessment it was decided to create protected cycle lanes across New York.



Conclusions:

- Crashes with injuries reduced by 17%
- Pedestrian injuries down by 22%
- A minor decrease in cyclist injuries while bicycle volumes increased
- Total injuries dropped by 20%
- 75% decrease in average risk of serious injury to cyclists from 2001 to 2013

- Travel times improved while vehicle volumes were maintained
- Streets that received a protected bicycle lane saw a greater increase in retail sales than those that didn't

Is there the political will to create a project like this in Merseyside? Or will we simply get more half-baked schemes?

Protected cycle lanes – how not to do it?



The Liverpool City Centre Connectivity scheme will include cycle paths which are designed to link the south of the city to the north. A section of segregated cycle lane has been installed on Park Road (see page 4), but this will only be truly useful when more of the network is built. Similarly, the route along Waterloo Road/Regent Road (see page 6) does not currently join to the city centre. The linking section along the Strand is still to be built and yet it is already being compromised by

planners favouring motor vehicles over active travel.

Peel Land and Property has been given permission to create an opening

Honey, I shrunk the cycling budget!

Liverpool City Council spending on cycling infrastructure as a percentage of transport budget.

2016	2017	2018
0.13%	0.12%	0.11%

in the dock wall from Liverpool Waters onto Bath Street. This cuts across the proposed cycle lane on Bath Street. Peel's visual shows a dangerous and possibly illegal junction design, with no sight lines for emerging motor vehicles. And the cycle lane is not shown.

This makes a mockery of the idea that this is a continuous cycle route, it will be hard for cyclists to use the path and they will use the road instead, inviting possible conflicts with motor vehicles.

Slim Smith

Park Lane protected cycle lane assessed

One year ago we were consulted on a proposed protected cycle lane on Park Lane, Liverpool, and now the facility exists. We had a look to see if it is a useful route for cyclists.

Travelling from the Baltic Triangle into town along Jamaica Street, the start of the lane is just before the roundabout on the junction of James Street and Park Lane. The entrance is very clear and then the path proceeds along a straight protected section.



After this zigzag, cyclists join a section of shared-use path, with a pedestrian crossing directly in front of them. After that, the route ends at Beckwith Road, which will in future link to the Strand cycle path when it's built.

Travelling in the opposite direction it is not immediately obvious how to get onto the protected cycle lane and there is no signage for guidance.



There are no bus stops to navigate round on this side, making it more straightforward to use. But at the end it's a matter of trying to spot the dropped kerb by the roundabout in order to rejoin the carriageway.

Slim Smith

There are two floating bus stops along the road, the first has the cycle path at the same level as the pedestrian area, a bit too easy for mobile phone fixated walkers to stray into the path of cyclists. The second has a raised kerb and tight corners for cyclists to navigate around.

The end section of this path is so compromised that cyclists might prefer to stay on the road, the person in our photo certainly took this approach.



New cycle routes in the Wirral

In recent years, despite the austerity that local authorities have faced, Wirral has been successful in securing funding for road projects across the borough. When planning these projects, the Council has where appropriate has included cycling facilities and as part of the planning process has shared the schemes with members of the Active Travel Forum, whose numbers include Wirral based members of Merseyside Cycling Campaign.

While it is fair to say that not all of the objections and suggested amendments are agreed, we are starting to see some decent cycle facilities in Wirral, even if at times, they can be uneven in configuration.

A recent example is connected with the long awaited replacement of the Tower Bridge connecting Wallasey with the Stena Ferry terminal and Birkenhead and overall, the cycling provision is quite good.

Coming from Seacombe ferry along the problematic off road route on Birkenhead Road (too many give ways for side roads and an abrupt stop at a bus stop), the new route continues as a shared use facility with pedestrians on a reasonably wide pavement, before entering a wide gangway along the bridge



separated from the actual carriageway. This gangway is much wider than before and allows walkers and cyclists approaching in opposite directions to pass easily. Even better, there is similar facility on either side of the bridge.

Once over the bridge, there is a curious dropped kerb with a very short and narrow lane with a give way sign, which is designed to allow bikes to re-enter the road. While I suspect many cyclists will much prefer not to look over their shoulder to see whether any HGVs are coming along behind them, it does at least give clear markings as to cycles



re-entering the highway and its novel design may well make it easier for road vehicles to understand what is happening here. However, at busy commuter times, many cyclists may well choose to remain on the pavement and continue to the roundabout where the entrance to the Stena ferry terminal is, before re-joining the highway. Given the nature of the road and good sight lines along the pavements, it would be unreasonable to criticise a cyclist for taking this choice as an alternative.

Cycling from Birkenhead, it is naturally much easier to leave the highway at the



marked drop kerb and use the other gangway on the bridge. Once over the bridge, there are traffic lights with a crossing which allows cyclists to access the Birkenhead Road route to Seacombe or to take the Wirral Circular path route to the dock entrance on the River Mersey and to cycle alongside the river.

Alternatively, the new wide shared use pavement around the East Float Dock, veers off to the left and it connects nicely with the bridge facility.

I have been using this route quite a lot since it opened and on the whole, I quite like it. What has been clear to me, is that a surprising number of walkers and cyclists use this route and its new configuration certainly seems to be attracting them in greater numbers. So, whether you are commuter needing to get to Seacombe Ferry or Hamilton Square, or a leisure cyclist doing the excellent Wirral Circular trail, the Tower Bridge facility represents a significant improvement in cycling provision in this busy part of the Wirral.

Alan Johnson

The Fabric District gets linked up



The recently named Fabric District now has signage for NCN 810 going into the city centre. The route follows Gildart Street, into Kempston Street and Audley Street. Then there is a cyclists' cut-through to London Street and Monument Place. Unfortunately a fast food van was parked in this section of the route.

The route crosses London Road to Moor Place with newly installed traffic lights to enable this. The lights on Monument Place are for cyclists only and worked well. Travelling in the opposite direction from Moor Place, there is an advance stop and traffic lights for cyclists



enabling them to cross before motor vehicles move off.

Moor Place has a contraflow protected cycle lane, with bollards to prevent vehicles entering the lane.

After Moor Place, the route goes along Copperas Hill to the rather complicated junction at Russell Street and Seymour Street. The signage vanishes just here and it's not very obvious that the route turns right and then left into Lord Nelson Street towards the centre.

Slim Smith



Progress on the docks road

Work is underway on the Waterloo Road/Regent Road cycle route to the north of Liverpool. At the moment some work has been completed on the shared-use section of the route on Waterloo Road.

The surface seems smooth enough for cycle use, but where the path crosses access roads, the dropped kerb looks a little high at the moment, but possibly the roads will be resurfaced.



One access road junction will become the entrance to the new link road to the relocated Isle of Man ferry terminal. The original plan that we were consulted on showed a fairly straightforward way to cross this junction. The plans have now been changed, adding traffic lights and staggering the crossing for cyclists. This appears to create a very awkward manoeuvre across the traffic island, possibly even too tight for tandems and trailer bikes. We have pointed this out to the engineers and they are looking to see what can be achieved

Slim Smith



Cycling the Mersey Way



One of the great treasures of Merseyside and Halton and under threat from airport expansion is the Mersey Way from Garston to Hale Village.

A friend and I decided to venture the whole length, starting from the industrial area of Garston. There is a sharp contrast cycling from the drab industrial to the expansive river vista. Cycling this part of the route is easygoing, the paths are well maintained and well used by locals, and dog walkers.

As we headed towards the airport, we cycled along the old concrete runway, probably the widest cycle path I have ever been on.

From here the path bears right, behind the airport. This part has been closed off by Liverpool Airport because part of the bank has collapsed. Despite numerous representations, the pathway has remained closed since May 2018. However, enterprising locals have re-established the rights of way by removing the gates. It was a difficult pass because of the vegetation, and it does

drop in steps by around four feet, so we carried our bikes. The route then opens out to a pathway along over-ploughed farmers fields. The Airport want to expand here leaving a slither of land for the footpath; but if the banks erode the path will be lost forever. Getting to Hale Village from here was difficult and due to the brambles, long trousers are recommended. As fewer people use the path it is starting to become overgrown.

We took our bikes down to the Mersey shore. The past use of this land is once more revealed as erosion has recently stripped away the silts to reveal an extensive area used to deposit rubble from World War II era. A collection of old brick with some interesting architectural stone and the old dock area can be seen. Again we had to carry our bikes. The last mile is a breeze along a well maintained path to the lighthouse. Overall, it's not an easy route but its a memorable and rewarding two hours and worth discovering.

Tim Williams

Save Oglet Shore speke8.wixsite.com/oglet



MCC Notebook

A selection of matters that have been discussed at monthly MCC meetings.

- **Paddington Village proposals.** The proposed layout of cycling facilities was discussed, particularly the issue of a delivery road cutting across the cycle path. Secure cycling parking is to be provided as well as distributed Sheffield stands.

- **LCC Road Safety Policing Team.** This team is being disbanded and the staff involved will be moving to front line policing.

- **Operation SNAP in progress.** Video clips can be uploaded by members of public (including confirmation if willing to be a witness).

- **Proposed North & South Link Roads, Liverpool City Centre Connectivity Phase 2.** Should cycle lanes should be internal to the pedestrian walkway? Agreed that cycle lanes should be adjacent to the highway.

- **Liverpool to Chester ride.** The ride was reviewed and the tunnel partial reopening discussed. Concern was expressed regarding narrow lanes and unpleasant/dangerous close passing traffic. Also equality concerns were raised for those with disabilities and the young and old.

- **Cycle Facilities Jamaica Street, Liverpool.** Improvements deemed okay so far, however of limited use until the whole route is complete.

- **Cycle Facilities Tower Bridge, Birkenhead.** The Authority to be congratulated on good points including bus stop facilities and facilities for cyclists.

- **LCR Local Cycling and Walking Infrastructure Plan.** Lack of consultation is a particular problem. No response to date regarding MCC's comments. Complaints procedure discussed.

- **MCC AGM meeting.** Saturday 1 December 2018 at DoES, 1 The Tapestry, 68-76 Kempston Street, Liverpool L3 8HL.

Cycling for Mental Health Awareness



Cycling UK Development Officer for the Liverpool City Region, Chris Alston and Trustee Janet Atherton, worked in partnership with staff and volunteers from Spider Project to deliver the annual World Suicide Prevention Day – Cycle Around the Wirral which took place on 9 September. They were joined by approx. 80 cyclists on a 35-mile route around the Wirral Circular Trail to help

raise awareness for suicide prevention.

Wirral's World Suicide Prevention Day Riders helping spread the message that it's OK to not be OK.

The circular route started and finished at Woodside Ferry Terminal, with the relatively flat route following the scenic trails and coastal paths through Eastham Country Park, Thurstaston, West Kirby and New Brighton.

Participants included staff and service users from a number of charities and social enterprises including the Spider Project, Wirral Ways to Recovery, POPYRUS and more. Their aim was to raise awareness of mental health issues, suicide prevention and how cycling can help alleviate these issues, through physical activity and social inclusion.

Cycling UK affiliate group, Eastham Community Cycle Hub hosted the first refreshment stop, taking the opportunity to promote the outstanding work they do recycling bikes and delivering inclusive cycling sessions for people with a variety of disabilities. We thank them for their support.

Despite the rainy muddy conditions, everyone carried on with happy smiley faces, swapping stories and sharing their experiences. It was a great demonstration of the benefits and positive impact that cycling and other forms of physical activity can have on mental wellbeing, preventing mental illness or aiding recovery.

www.spiderproject.org.uk/
www.changegrowlive.org/content/wirral-ways-recovery
papyrus-uk.org/

The Wild Wales Challenge

The Wild Wales Challenge is now in its 33rd Year, jointly organised by CyclingUK-Merseyside and St Helens & Warrington CUK DA's. On 26 August the number of entrants for this gruelling 90+ mile event exceeded the 550 mark. The weather was, however, a disappointment on the day and this was reflected in a turnout of only the hardest of riders. Nevertheless, the volunteers from both DA's ensured a warm friendly welcome at every rest stop, with a smile, hot drinks and food. Full support along the route was provided with a hearty welcome back at Bala. The coveted reward of the day is an engraved, circular piece of North Wales slate, much prized by all who competed in this exceptionally challenging event; some riders now hold a hard-won slate 'collection' dating back the full 33 years.

Don Thompson



Leverhulme Grand Prix Bike Race 2018



The LeverHulme Grand Prix Bike Race gets underway.

On 22nd July, for the first time since the 1960s, elite bike racing returned to Birkenhead Park courtesy of Birkenhead North End Cycle Club and Pedalare Events. This year, the event was delivered with a new and improved race schedule, including junior, youth, adult female, male and para-cycling categories. The main event was named the Leverhulme Grand Prix and featured elite and category 1 racers.

The event was supported by Cycling UK, British Cycling, Cycling Projects (Wheels for All) and The Bike Factory who provided e-bike demos and Dr Bike sessions. The event village had a festival feel to it and was well attended by the public who watched some very competitive racing whilst listening to music and sampling tasty treats provided by local catering outlets. The free Cycling UK Jelly Beans were given out to the many not the few.



Members of the Lloyd family who each finished on the podium

Amongst the competitors, we found the Lloyd family of Birkenhead North End Cycling Club, who raced hard and achieved places on the podium. Mum, Claire Lloyd, finished fourth in the women's race, whilst Oscar, aged 10 and his sister, Amelia, aged 7, finished third and fourth in their respective junior categories.

Janet Atherton, Cycling UK Trustee, said: "Seeing the Leverhulme Grand Prix coming to fruition after months of hard work from the Pedalare team and Birkenhead North CC was fantastic. It was a real pleasure to spend the day helping out on the Cycling UK stand with Chris Alston. We talked to lots of families throughout the day and Chris's demonstrations of bike safety checks and punctures really helped attract people to our stand – and were much appreciated by everyone. It was good to be working alongside Cycling Projects who run local rides, including Wheels for All, and British Cycling – celebrating the thriving cycling scene on Wirral. And the e-bikes on the neighbouring stand were also great for a quick whizz round the park to take a bit of a break!"

Whilst the riders pedalled around the traffic free roads, Cycling UK took the opportunity to promote their Big Bike Revival and Community Cycle Club Programmes, initiatives



Chris Alston teaching puncture repair and M-checks

designed to encourage more people to cycle. Joined by Cycling UK Trustee Janet Atherton, who took the responsibility of promoting Cycling UK campaigns such as Too Close for Comfort and Space for Cycling, local Cycling Development Officer, Chris Alston, took the opportunity to deliver workshops in puncture repair and pre-ride safety checks (M-Check).

Pedalare Events intend to develop the event over the next couple of years, making it one of the highlights of the national cycling calendar. Not only that, they want it to become the festival of all festivals. With their passion for cycling and the expertise and desire shown by Birkenhead North End Cycling Club, we have no doubts that they will achieve their aim. There are great things to come from all who supported this event as we continue to improve the cycling culture across Wirral and the wider Liverpool City Region. We are already looking forward to the next Grand Prix event in our prestigious park.

Chris Alston

www.pedalare.co.uk/events

www.bnecc.co.uk

thebikefactory.co.uk



Cycling UK Merseyside events

Rides are arranged on Sundays and Wednesdays. C/D rides for beginners and families are arranged in collaboration with Century Road Club on the occasional Thursday evening and Saturday morning. Trail rides on the occasional Friday are also a joint venture with Century RC. All runs including joint runs with Liverpool Century RC are listed in chronological order.

The official start of a ride will be the point at which the designated runs leader for that ride assumes responsibility. In most cases this will be Birkenhead Central Station 1, Calisa coffee shop 2, Hunts cross Station 3, Elif cafe 4, the Eureka cafe 5 or other point selected by the runs leader. Joint C/D runs with Century RC will start at Spike Island 9 with a pickup for D riders at the Dormouse tearooms 8. D rides on a Thursday evening will start at Otterspool Adventure centre 11. Most joint trail rides will start at Pickering's Pasture 10. Liverpool riders intending to ride from Birkenhead Central to the Eureka cafe for the start of a ride should liaise, using the google group, facebook or other means to arrange a suitable start time to arrive at the Eureka.

Pick Up Points

For rides starting at Hunts Cross Station heading into Cheshire there will be a pick up at the lay-by on the approach to the Runcorn Bridge. This ride option on a Wednesday is being avoided for the time being because of the ongoing work on the Runcorn bridge. For rides heading north from Elif Cafe or Calisa cafe there will usually be a pick up at the Blue Anchor pub 6 and occasionally Ormskirk Station 7. For rides starting at Birkenhead Central there will be a pick up at the Eureka cafe 5. Pick up times are detailed in the runs lists. Locations of start points and pickup points are as follows.

- 1 Birkenhead Central is accessible in a few minutes from James St Station on the Wirral line to Chester or Ellesmere Port. Meet outside the station.
- 2 Calisa coffee shop, 84 Childwall Priory Rd, Liverpool L16 7PF.
- 3 Hunts Cross Station is in Speke Road, L25 0NN.
- 4 Elif cafe is just before the Childwall 5 Ways roundabout, Liverpool 16.

5 Eureka Cafe is at Two Mills, Parkgate Road, Woodbank, Chester CH1 6EZ [see also www.eurekacyclistscafe.co.uk] If travelling by train the cafe is approximately a 4 mile ride from Hooton Station or a 2 mile ride from Capenhurst Station.

6 The Blue Anchor Pub is at 32 School Lane, Aintree, Liverpool, L10 8 LH.

7 Ormskirk Station is at Station Approach, Ormskirk, L39 2YN.

8 The Dormouse tearooms, The Smithy, Chester Rd, Daresbury, Cheshire.

9 Spike Island car park is situated in Mersey Road, West Bank, Widnes Cheshire, WA8 0DG

10 Pickering's Pasture is in Mersey View Road, Widnes, WA8 8LP.

11 Otterspool Adventure Centre is on Otterspool Drive, approx 200 metres from the bottom of Mersey Rd, Aigburth.

It is the responsibility of all riders to ensure that they arrive at the official start point in good time to start the ride.

Category of rides (an indication of what to expect, though rides may be easier, or occasionally more difficult).

A: challenging, major (steep +/- long) hills, or >70 miles, or both. Avr. pace 12-15 mph

B: moderate, less challenging (short +/- lesser gradients), 50-70 miles. Avr. pace 10-14 mph

C: mainly flat, 30-50 miles: avr. pace 10-12 mph. suitable for fit beginners/prospective members.

D: mainly flat: 10-20 miles avr. pace 10-12 mph, beginners and family rides

All runs are subject to prevailing weather conditions and the availability of the runs leader and may be cancelled by the designated runs leader. Ride leaders should post any problems on Facebook and circulate to the google group. If the runs leader is unavailable an effort should be made to find an alternative leader to lead the ride from the designated start point on the runs list. All riders should therefore check Facebook /google group for alterations at about 7.30 am on the morning of the ride.

N.B. Will all riders please note that they participate in the club activities at their own risk, and no responsibility can be accepted for any claim due to the negligence of the club or its members.

Date	Start	Depart	Destination	Leader	Cat
OCTOBER					
Wed 3	Calisa	9.30	Cedar Farm	DG	B 1
Fri 5	Spike Island				
9.30	Trail ride[MTB recommended]			SS	
Sun 7	Eureka	10.30	Loggerheads	GJ	B
Wed 10	Eureka	10.30	Bunbury	HF	B
Sat 13	Spike Island	9.30	Cheshire Lanes	SS	C/D 2
Sun 14	Eureka	10.30	Cheshire lanes	DJ	B
Wed 17	Calisa	9.30	Lancs Lanes	SS	B 1
Sun 21	Eureka	10.30	Cheshire	TS	B
Wed 24	Eureka	10.30	Holt	DG	B
Sat 27	Spike Island	9.30	Cheshire Lanes	SS	C/D 2
Sun 28	Blue Anchor	10.00	Lanc Lanes	KM	B 3
Wed 31	Eureka	10.30	Old Ma's	HF	B

[1] Pickup at Blue Anchor at 10.30

[2] Pickup for D riders at 10.30 at The Dormouse Tea rooms, Daresbury.

[3] Liverpool riders depart at 9.00 from Calisa

[4] Pickup at Blue Anchor at 10.00.

[5] Liverpool riders depart at 9.30 from Calisa.

[6] Two clubs rides today. The ride to Arley Hall is specifically an introductory ride for women.

Cycling UK Merseyside AGM

Monday 19 November – 18.15

Quaker Meeting House, School Lane, Liverpool.

Merseyside Cycling Campaign AGM

Saturday 1st December 2018 – 10am for 10.30 start

DoES, 1 The Tapestry, 68 – 76 Kempston St, Liverpool L3 8HL

Merseyside Cycling Campaign meetings

Third Monday of the month. 6pm Baltic Fleet pub, 33a

Wapping, Liverpool L1 8DQ merseycycle.org.uk

Sefton Cycle Chat

MeCycle Cafe, 59 Station Road, Ainsdale, PR8 3HH, 18.00-20.00.

activetravelsefton.co.uk

Wirral Cycle Belles

Saturday morning cycle rides for women. Meet in Port Sunlight

(Lever House CH62 4XB). Leave at 10am - return by lunchtime

Contact Janet 0771 928 2243

www.wirralbicyclebelles.blogspot.com

St Helens Pedal Power

A friendly volunteer led community initiative created by Sustrans. Working to promote local cycling, providing free use of bikes and helmets it runs regular weekly rides to suit all abilities.

facebook.com/StHelensPedalPower

Birkenhead North End Cycling Club

Normal Club Activity

- Wednesday, Saturday and Sunday morning club runs from the Eureka café at 10am, 10am & 9.30am respectively. Fast and slow groups.
- Mid week evening training for seniors, Tuesdays and Thursdays in the Summer from the Glegg Arms at 6.00pm. Two open time trials and two open road races each season.
- Club meetings are held the second Wednesday of the month at 8pm in the Thornton Hough Church Hall.

Youth Section Activity:

- Road safety & skills training for juveniles at the Bebington Oval April – November, or short off road rides from December – March, most Saturday mornings at 9am weather permitting and dependant on numbers; ring Gary Bateman on 07767 685027
- Youth training weekly at Hooton Kart track (off jctn 6 M53) in conjunction with other Clubmark Accredited clubs, sign on 6pm for 6.30pm. £3 per session.



- Led cycle rides for juveniles on Saturday morning from the Eureka café, Two Mills at 10am weather permitting, ring Geoff Brandt on 07770 577784. Fast and slow groups.

- Club road bikes and track bikes may be available on loan. Arrange with Geoff Brandt 07770 577784.
- A number of Go-Ride grass track races for Juveniles, May to September at the Bebington Oval, ring Geoff Brandt on 07770 577784.
- Support for midweek racing for juveniles, juniors and seniors at Litherland Sports Centre April – September.
- Support for track training at Manchester Velodrome every 4 – 6 weeks. Cost £16.50 including bike hire and coaching. Minimum age 9 years.
- Health Group for over 40s, Monday mornings at Birkenhead Park. Meet 10.55am in the gardeners compound, off Ashville Rd. Bike hire is free.

Contacts

Secretary & Club Captain: Andy Templeman 07973 802331

Go-Ride Club Welfare Officer: Annie Smith 07704 475078

www.bnecc.co.uk

Eastham Centre (Wirral)



Recycled bikes for sale

- All sizes and styles
- Prices from £10 (kids) £20 (adults)

Friendly volunteers who know about bikes

- Free safety checks
- Help and advise



Donate your unwanted bikes

Proceeds to Eastham Centre Parents and Carers Association

Eastham Centre (Wirral Evolutions)
The Rake, Wirral CH62 9AN



0151 327
4348
(Centre)
0771 928
2243

we are cycling
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Qualified, experienced and friendly guides on all rides.

New for summer 2018, limited number of places on our tandems, with experienced front riders.

Be active, get fit, have fun & meet new friends with us.

Phone Stafford on 0754 873 6073



MeCycle is a social enterprise run by Autism Initiatives. We're passionate about cycling – and good food. Through our café and bike recycling workshops, we provide cycle sales and repairs, advice and tuition from experienced staff.

Within this relaxed environment, we offer a unique selection of quality, boutique cycle products, alongside essentials cyclists can depend on. To fuel your cycling adventures we have carefully prepared a menu using fresh local produce and including home baked cakes and Fair Trade coffee. Your custom and support enables us to offer meaningful work opportunities within a supportive environment for people with autism – seeking to increase their own skills, knowledge and enhance their lives.

MeCycle, 59 Station Road, Ainsdale PR8 3HH
Telephone: 01704 579353
www.mecycle.co.uk
Monday to Saturday 8am - 8pm
Sunday 10am - 8pm



Liverpool



Wheels for All Cycling for all abilities



Come and enjoy inclusive cycling activities for all the family regardless of ability.....come alongall welcome

Croxteth Country Park L11 1EH

Every Monday 10am – 2pm

Wavertree Park (near the athletics track) L15 4LE

Every Thursday 10am – 3pm £3 per person per session

Further details contact Ian Tierney on 01925 234213

or email on ian.tierney@cycling.org.uk