

PEDAL PRESS



MERSEYSIDE
CYCLING
CAMPAIGN

cycling
UK
MERSEYSIDE



**William for
Bicycle Mayor?**

**The vanishing
Lime Street
cycle lane**

Bikes on trains

Rights of way

WINTER 2018-2019 • FREE

A message for Christmas and the New Year

Just as I am leaving home for the Merseyside Cycling Campaign AGM on the first of December, Mrs J asks me to get hers and the kids' bikes out of the garage so they can cycle up to the cinema in New Brighton. Afterwards, heading down the prom along the Mersey towards Hamilton Square station, I am pleased to see lots bikes racing up and down the prom on this fine Saturday morning. But it gets me thinking... while it is great to see so many cyclists, most are male, riding road bikes and fitting in a fitness/leisure ride in what will no doubt be a busy weekend. Now, there is nothing wrong with that, but I did wonder where the utility cyclists were heading off to the shops etc? Sadly, I suspected that it was unlikely that many other families in Wallasey would be taking their kids out to the cinema or shops by bike, even when as is the case in Wallasey, is relatively easy to cycle around.

And this is why cycle campaigning is still important and relevant. We have seen an increase in bike riding in the area since 2000 despite local authorities failing to provide good quality coherent cycling infrastructure and the police failing to properly enforce poor driver behaviour. But therein lies the problem.



Despite most people wanting to be able to use their bikes for commuting, shopping or school, an environment is not encouraged which makes it easy for them to do so and in which they feel safe. While fundamentally, cycling is a fun activity, the importance of active travel has never been greater. Obesity rates for children in Merseyside are shocking and children are being unintentionally harmed by parents ferrying them from place to place by car, with the only steps taken being the few taken from car seat to doorway. It is an act of neglect if authorities do not play their part in helping to deal with this massive problem.

**25%
OF KIDS
OVERWEIGHT
IN LIVERPOOL**

And so, I arrive at Hamilton Square station deep in thought. At this point, another passenger asks if I know how to cycle from New Brighton to Birkenhead so she can catch a train to Chester as she hates commuting by car. Her request could not have been better timed.

Swiftly changing the subject, I would like to remind readers of the Gary Clarke Memorial Cup which Merseyside Cycling Campaign award from time to time. Recipients are those who are considered to have worked tirelessly to promote and encourage cycling; particularly among children or groups who may find it difficult to access cycling. MCC will be deciding whom they should award the prize to at their meeting in January 2019 and I would ask that readers give some thought as to who would be a worthy recipient and get in touch with their nomination. We will announce the winner on our website, by social media and in our next edition of Pedal Press.

So all that remains is for me to wish everyone a very Merry Christmas and Happy New Year and I hope that you will be able to get some winter cycling in over the festive period to help work off the mince pies and Christmas dinner!

Alan Johnson



**MERSEYSIDE
CYCLING
CAMPAIGN**

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 Carlisi, 92-94 Dale St, Liverpool L2 5TF 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

Secretary: Andrew Grimby

Membership Secretary:
Stella Shackel

Treasurer: Chris Beazer

Media: Don Thompson

Website Officer:
Martin Dunschen

Technical Officer (Planning):
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Facebook [@mersecycle](https://www.facebook.com/mersecycle)

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

PEDALPRESS

Pedal Press newsletter dates:

Spring 2019 issue copy deadline:
19 January 2019.

Help with the newsletter, including writing articles, taking photos, providing reviews and proofreading is always very welcome.

Pedal Press editors:

Don Thompson and Slim Smith
pedalpress@mersecycle.org.uk

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.mersecycle.org.uk



Mystery gate bars entry

MCC member Kay Inckle was shocked to find herself recently barred from Wavertree Mystery Park.

The council had installed a gate at Grant Avenue which was impassable for handcycles, large buggies, cargo bikes and tricycles. This excluded many people, but especially those with disabilities. Kay raised a complaint with the parks officer.

After a meeting with Kay and other MCC members, the parks officers quickly had the gate removed so that the park became accessible again.

MCC membership update

The Campaign removed 83 members under GDPR legislation because we hold no email address for them and there was no response to texts asking if still wanted to be a member.

We added 56 members from Lets Ride Liverpool in September 2018.

We currently have 491 members, with eight joint/family members.

Gender ratio of male:female is 1.7:1 (319 men; 193 women; 11 unknown).

Geographical spread:

68 (14%) unknown as without postcode

244 (50%) Liverpool

59 (12%) Wirral

62 (13%) Sefton

18 (4%) Knowsley

11 (2%) St Helens

1 (0.2%) Halton

36 (7%) Nearby

5 (1%) Other

On Twitter we have 595 followers (down from 2017 when we had 755).

On Facebook we have 339 followers.

Stella Shackel

Access to rights of way

Public Rights of Way are routes over which the public have a "right of passage". They exist as public highways providing the public with a right to use a defined route to travel from one place to another.

These rights of way are both a significant part of our heritage and a major recreational resource. They enable people to get away from roads used mainly by motor vehicles and enjoy the beauty and tranquility of the countryside within a large area of the Liverpool City Region (LCR), to which they would not otherwise have access.

Liverpool City Region Rights of Way Improvement Plan (ROWIP) has been prepared by the six LCR local authorities and Merseytravel on behalf of the Liverpool City Region Combined Authority to improve the local network of public rights of way for everyone to use.

Following the consultation period, the finalised LCR Rights of Way Improvement Plan was adopted by the Liverpool City Region Combined Authority on 20 January 2018.

The Local Access Forum is a statutory body comprising the six Greater Liverpool Authorities and supported by members of the public. Its role is to review and discuss the implementation of ROWIP, 'problems' on Rights of Way and devise plans for

action. It meets four times a year. Unfortunately, ROWIP is only for the guidance of the local authorities which have applied it inconsistently. Wirral is the most active in maintenance and improvement. Liverpool seems intent on alley-gating rights of way to deter antisocial behaviour, at the same time preventing use of the paths by the disabled and cyclists. Halton, Sefton, St. Helens and Knowsley have not reported their activity.

In the region 66% of journeys on Merseyside are of less than three miles. 50% of these are travelled by car, 28% by walking, 18% by bus and 2% by cycling. Merseytravel want to encourage walking, cycling and public transport use by increasing number of off road routes but depend on the district councils for implementation.

What can we do ?

- Photograph existing path problems
- Tell your councillor (cc LAF officer and John Smith Merseytravel)
- Find other (lost or potential) paths
- Report to local paper/ blog group
- Start a petition
- Organise a demo
- Join the Local Access Forum

Lewis Lesley

LAF contact:

davidskelton@gmail.com

Merseytravel contact:

john.smith@merseytravel.gov.uk





The mystery of the cycle lane that vanished

On 10 December 2018 Regenerating Liverpool announced a consultation on plans for the Lime Street area. The consultation was to be held two days after the announcement, on 12 December, and was during work hours which limited access to the public.

It was quickly noted from the visuals produced by Regenerating Liverpool that the cycle lane shown on the original plans for the area had vanished.

At the consultation we made the point that the event should have shown the previous version otherwise people might not have known that there was one with a bike lane in it.

The consultants said that this as an “alternative” scheme to that which was shown previously – rather than superseding it. This makes no sense to us.

Connectivity

The scheme is part of a wider £45m programme called the Liverpool City Centre Connectivity scheme.

The widening of St George’s Plateau, to begin in early 2020, will see Lime Street reduced to a single carriageway for

northbound traffic only with access in to the city centre via St John’s Lane.

“Looks fantastic. £45 million and not adding in cycle route seems a real missed opportunity. It’s what all major cities around the world are now doing when they invest in infrastructure..”

Chris Boardman

The key principle seems to be to sever the link between the north and south ends of Lime Street altogether for motor vehicles. The only link will allow cars to reach the St John’s multi-storey car park from the north end, but the only through movements will be via the car park. This will mean that both parts will effectively become almost dead-ends which should substantially reduce the incentive to drive there – or anywhere in much of the city centre. So far so good.

This severance applies to buses too, so there will be a sharp division between buses that go from Liverpool One bus station and those that go from Queens Square. The details for this are not

available yet – and in any case it will be down to the bus companies in the final instance – there could be plenty of arguments about that from passengers and businesses retailers. Regular shuttle buses between the two bus hubs are promised.

The flyover

The consultants said that they don’t know whether the Churchill

Reasons given for removing the cycle lane

1. Regenerating Liverpool said: “Cyclists can continue to the Adelphi but due to narrowness of road, this will be a shared route”.

BUT it was shown as a segregated cycle lane on the original plans, has the street got narrower since then?

2. At the consultation we were told that the cycle path requires a change of level due to guidance on shared surfaces. The change of level would be a trip hazard if the area in front of St George’s Hall was used for events.

BUT on a number of occasions when Lime Street was closed to traffic, thousands of people negotiated the kerb where the pavement meets the road. The cycle lane would be no different.

Shared space issues

The feedback from the consultation about removing the cycle lane because of the problems with shared spaces is also interesting. It's common that the needs of disabled people and cyclists are pitted against each other rather than recognising that disabled people also cycle and also that simply making something accessible for one set of disabled people often disadvantages others (e.g. tactile paving which is a disaster for anyone on wheels).

Disability cycling organisation such as Wheels for Wellbeing actively work on solutions that make access to all forms of mobility (walking, cycling, wheeling etc) equally safe and accessible for everyone. This is the kind of approach that planners should be adopting, not just using the problems with the current designs of shared spaces as a reason to not provide for cyclists.

Dr Kay Inckle

“We are committed to better cycling. I hold my hand up to overlooking this on the proposal. We will be looking again at cycling provision as part of the Lime Street scheme”

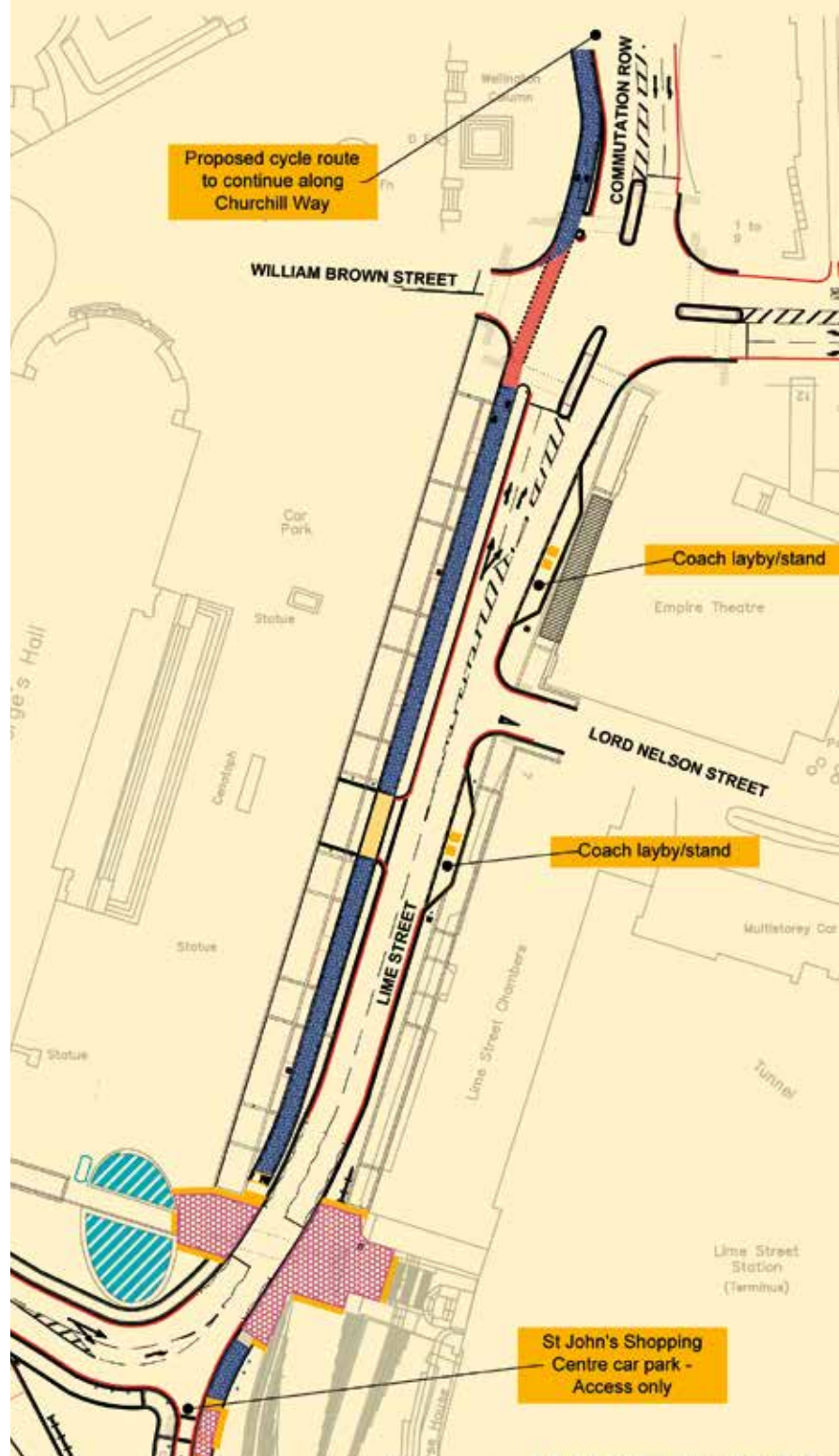
Councillor James Noakes

Way flyover will be used as a cycle route as part of the connectivity scheme, so there wouldn't be anything for the Lime Street cycle path to connect to. Tests on the flyover for structural stability have been carried out and a report is due early in 2019.

The plans presented still show a fragment of a cycle route leaving the north end of the scheme (Commutation Row), so it seems that dropping the cycle lane was a last-minute decision. No plans were presented for an alternative cycle route in the event that the flyover is found unsuitable for cyclists.

We suggested a cycle route to Dale Street by going past the front of the library. They said that cyclists had told them that they didn't like it due to the cobbles and the fact that it is a conservation area means the cobbles can't be removed. However, while covering

Right: original Lime Street plan showing cycle lane



the area with tarmac would be inappropriate, heritage sensitive solutions that could work in such a setting such as filling gaps between cobbles or laying stone flags could be developed in conjunction with the conservation team.

“This cycling strategy demonstrates our city's commitment to encouraging more people to cycle more often in Liverpool”

Mayor Joe Anderson *Liverpool's Cycling Revolution 2014*

This scheme could be modified fairly easily to include reasonable cycle provision. There is plenty of space to achieve this.

Finally, when asked about how cyclists would access the station they didn't seem too clear. The scheme should have cycle access to the station for people coming from all directions as an objective.

Eddy Taylor, Dai Gwynne
Consultation packs available from oliver.brown@amey.co.uk

The deadline for completed feedback forms is 4 January 2019

The economic benefits of cycling



5x£

CYCLE PARKING DELIVERS FIVE TIMES THE RETAIL SPEND OF CAR PARKING PER SQUARE METRE

Source: Raje and Saffrey 2016

GLOBAL EVIDENCE

Streets with dedicated cycle lanes in New York saw a larger rise in retail sales compared to the surrounding area.

Source: New York DOT, 2014

Businesses on two Dublin shopping streets overestimated how many customers travel by car and underestimated how many cycle.

Source: O'Connor et al., 2011

In Los Angeles sales tax revenue rose by two thirds after cycle lanes were built – 14% higher than unimproved areas.

Source: McCormick, 2012

For every square metre of parking space in Bern customers who cycled generated 7,500 EUR compared to 6,625 EUR from car drivers.

Source: Fahrradportal

Taking bicycles on trains

One MCC member recently tried to book their bike onto a train, the travel office staff at Lime Street took some time to find the right pages on their screens for them to do the booking. An alternative would be to book tickets online, but most of the booking systems don't allow the booking of bikes. An exception is the Transpennine Express booking site which allows booking bikes at the same time as buying a ticket.

Liverpool Lime Street is a national station owned and operated by Network Rail, as opposed to other Northern or Merseyrail stations, which are leased to the train operating companies.

Merseyrail and Merseytravel

Preliminary visual of how the converted train carriages could look

and coming into service in next few years.

Scotrail adds cycle space

Meanwhile, north of the border, ScotRail are to deploy Britain's first rail carriages just for bikes. This is to ease overcrowding on the routes, where passengers can struggle to find space for their bikes. The current proposals show space for 20 bikes in an area which replaces half the seats, with racks at one end for snowboards and skis. The plans show foldable shelving that could be used for other luggage instead. Ministers hope the first of five carriages will enter service next summer, coupled to existing trains. A galley area with bean-to-cup coffee machine and display fridge



20 BIKES PER TRAIN

have made a good effort to accommodate cyclists on the old and new trains and stations. However, space is limited on the new stock being built for other train operating companies, a bike space can easily take four passenger seats, and its a loss of income for the train operating company and its shareholders.

What is needed is more investment in longer trains, with dedicated bike spaces, but this is unlikely to happen at present as the new trains are being built

for sandwiches and cold drinks is also in the designs. ScotRail hopes to have the first service operating on the Fort William line next summer. However, the contract for the conversion work has yet to be awarded, which might put back its planned introduction on the Glasgow-Oban line in May.

A recent study commissioned by Cycling Scotland has revealed the worth of cycling to the Scottish economy falls north of £500 million per year.

Paul Rogers

A look at the new Merseyrail trains

Merseyside Cycling Campaign visited the mock up coach of the new Merseyrail four-car trains at Lime Street station. We were met by David Powell head of procurement for the new trains for Merseytravel/Merseyrail and his assistant, Bryan Bibby, both provided a great knowledgeable insight into the new trains.

The new trains will be four carriages, with three bike spaces per train. The bike spaces will be at the front and rear doors, with disabled spaces in the second and third coaches, large pictograms are positioned on the floor and on the windows, with different coloured floor coverings, to deter passengers using these spaces, there will also be no tip up seats just a perch type seat. Partitions on the bike side have also been removed and the other side reduced in width to make it easier to get bikes on and off.

The type of rack demonstrated is a wheel hook type rack for the front wheel, able to take two bikes, and space for a bike wheel fitted in the middle for another cycle.

The space between the seats and the aisle has been increased allowing a buggy, or suitcases to be stored in the aisle, and still allow passengers to pass.

There was also a set of four facing seats that can be folded up to take either

luggage or a folding bike, there is also space under the seats and between seats for storage, due to seats being cantilevered from the wall.

There will be no doors between each coach just a wide open gangway, allowing ease of travel down the train, all trains will have intelligent air conditioning as well.

The new trains are designed to run on third rail as present and overhead catenary, along with batteries, to enable them to travel further afield, e.g. Skelmersdale/Preston/Wigan and Wrexham.

Seating will be a mix of face to face and bus type seats, all facing the same way, all high backed as present, but with more leg room but with the same width seat.

The new trains are due in service 2020. But will be arriving earlier for staff training and ensuring they fit and work on the rail lines and stations.

They are lower than existing trains and have an automatic slide out ramp for the less agile to get on board also reducing the gap at some stations, work ongoing at present time at all platform train interfaces.



3
BIKES
PER TRAIN

Nerd fact: the fronts will not be yellow but black with hi visibility LED lights, previously all trains had to have prominent yellow front ends.

The windows are bigger with no opening windows, but air con will help keep them cool or warm as required, doors will close after a set time, a prominent push button on each set of doors opens doors.

Full CCTV will be fitted inside and out for passenger/train security.

Finally Merseytravel/Merseyrail and Stadler the manufacturers of the new trains have gone to huge lengths in making two mock-ups, and lots of social media information available about the new trains, and done various events/consultations with passengers/cyclists/disabled, they have taken passengers views on board and must be thanked for the huge effort made.

Paul a cyclist

Lots more information on www.merseyrail.org/about-merseyrail/new-trains.aspx



The near miss: a failure of empathy



Cyclists form the second greatest road risk group after motorcycles [DfT 2014] and Liverpool comprises the worst of the metropolitan boroughs for pedestrian and cyclist casualties [www.wacm.org.uk]. Why is this the case when cycling is safe and commonplace elsewhere?

Within the chaos of street clutter, people aim to control heavy, fast, motorised vehicles, this system is inherently unsafe due to permeative and potentially devastating randomness, which is the failure to observe, to maintain safe speeds and to respect safe distances from others. We call this randomness human error.

For collision to arise, separation between moving objects must decrease to zero, or to a point where human error can close the remaining gap. Errors become more likely at speed, and increasing speed raises the kinetic energy of any collision exponentially.

Safety requires sufficient separation to allow for the inevitable random motions of human error, whether driving a lorry, bus or car, riding a bicycle or a person walking. Where transport modes involve significant vulnerability, such as walking and cycling, the responsibility for maintaining sufficient and safe separation should shift to the driver of an overtaking vehicle, particularly where this is heavier and faster

and imposes the greater risk in the event of collision. To be truly safe, separation must accommodate the total errors of all parties involved, the overtaker, the overtaken, those oncoming and nearby. Further, the effect of speed, speed differentials, human perceptions of risk, threat and intimidation, must all be accounted for when setting a safe passing distance.

The term 'close pass', used by West Midlands, Liverpool and other police forces, suggests a perception by a road user, of being subjected to unsafe passing. This might be seen as too close, too fast, disturbing and concerning yet, in the event, without actual likelihood of collision. Some cases could represent careless or dangerous driving. In contrast, a 'near miss' is a high-risk, 'scary', non-colliding driver manoeuvre with minimal separation, where collision is barely averted. Most may represent careless or dangerous driving but some are deliberate near miss acts, including 'pure harassment' and the 'punishment pass', which together comprise 4.8% of incidents [Rachel Aldred, 2015].

These driver behaviours are unacceptable, deter many from cycling and, if unchecked, can pose a future threat, beyond fear, to others. Prevention requires enforcement and segregated cycle routes.

Derek Gould

Overview and advice

Summary:

- close pass and near miss situations are at least intimidating and can risk collision, injury and death
- most are careless or dangerous driving but 1 in 20 are deliberate acts
- they are the root cause of deterrence from cycling and walking
- they curtail the public health need for active travel
- safe cycling conditions improve safety and the built environment for all

What is close passing?

- loss of safe separation during an overtaking manoeuvre
- carries a perception of personal risk or threat by a road user

What is a near miss?

- gross loss of safe separation from one or more road user(s)
- reduces or eliminates margins for error at the speed travelled
- sufficient to intimidate others and risk collision

What drivers can do:

- only overtake where safe
- provide sufficient separation of at least 1.5m, greater at higher speed
- allow for errors by yourself and by the cyclist or vehicle overtaken
- allow for other vehicles, cyclists or pedestrians nearby and oncoming

What those in authority can do:

- refocus the Mersey Road Safety Partnership's allocated funding for enforcing close passing by re-establishing a specialist policing team.
- revise and extend the unfinished Park Lane segregated cycle route using this as the vanguard for a Liverpool City Region-wide scheme
- establishing safe cycling underpins a desirable built environment where travel is safe for everyone.

What cyclists can do:

- use at least one, bike-mounted video camera on every ride
- if a near miss occurs in Liverpool, send a short, relevant clip that shows the vehicle number plate to commcen@merseyside.pnn.police.uk with details of what happened, when and where, but keep the larger file for any court attendance that might be required in the future.
- join Merseyside Cycling Campaign to press for safety for cyclists www.mersecycle.org.uk

Cycle helmets study revisited



Ian Walker's seminal paper (2007) showed that wearing a helmet is associated with drivers giving on average about 9cm less passing distance when overtaking a cyclist, compared to non-helmet-wearing cyclists. A recent re-analysis (Olivier et al, 2014) of Walker's original data (bit.ly/2Kdq8cj) claimed that this conclusion was unjustified. The authors used a slightly different analysis, that is, they only looked at the likelihood of close (<1m) vs non-close (>1m) passes hence ignoring the variability in driving behaviour, and could not find any significant association between helmet wearing and likelihood of a close pass. Now Ian Walker has published a response (2018; preprint available psyarxiv.com/nxw2k) to the 2014 re-analysis and demonstrates that his original conclusions are still valid.

In case you don't have time or inclination to download and read the paper, here is the last

paragraph from Ian's 2018 paper where he expresses his concern about promoting bike helmets or making them mandatory:

"To paraphrase Voeckler (2007), suggesting that bicyclists must buy and wear protective devices to remain safe is no different from suggesting non-smokers must buy and wear gas-masks as a solution to passive smoking. In both cases, these are solutions that technically 'work', but they place all the responsibility for action – and a financial burden – on the non-consenting injured party. In the case of bicycle helmets, it is, moreover, a 'solution' that serves to maintain a status quo in which people choosing a healthy, clean and socially responsible mode of travel are systematically marginalised (Aldred, 2014) in their competition for limited public space with those who have chosen to use motor vehicles."

If you are interested in the ongoing debate on pros and cons of helmets, you might want to read this article by Carlton Reid: bit.ly/2ShnOip

Sophie Wuerger

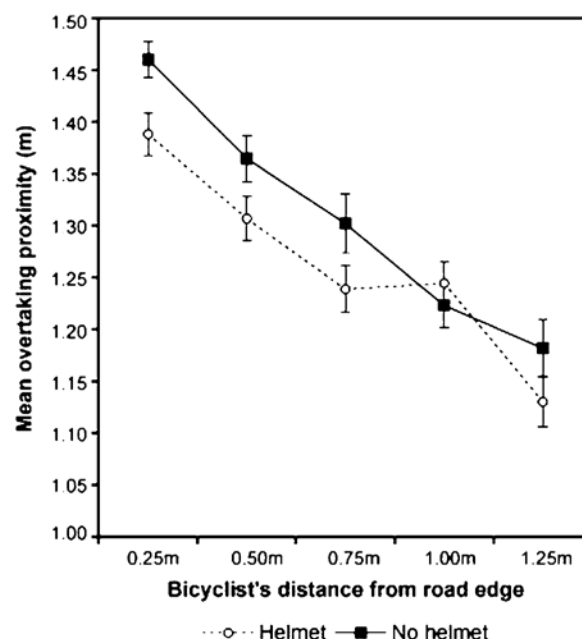
Links to all three papers:

Walker 2007: bit.ly/2SqCUCq

Olivier & Walter 2014:

bit.ly/2AHxqvQ

Walker & Robinson 2019:



Should cycle helmets be mandatory?

Mandatory helmet wearing can be looked at it from two angles: countries that had made helmets compulsory; and accident rates in Holland.

Three countries made helmet wearing compulsory: Australia, Israel and New Zealand. Israel dropped it after three years because it had reduced cycling levels by over 70% which conflicted with national policy to encourage cycling instead of short car trips.

Australia and New Zealand still have compulsory helmets, and both have also experienced a significant drop in levels of cycling, nearly similar to Israel. Worse still in Australia, KSI (Killed or Seriously Injured) cyclist numbers increased, as there were fewer cyclists and vehicle drivers did not expect or anticipate sharing the road with cyclists. Similarly a bike hire scheme in Melbourne flopped as people don't carry around a bike helmet in case they might hire a bike, nor were they willing to wear a common user helmet, even if a universal size was available.

In Holland 97% of cyclists do not wear a helmet. However over half of hospital admissions of injured cyclists were wearing helmets because they had been 'racing' or were engaged in a sporting activity. The majority of bike trips in Holland are "utilitarian" – going somewhere to do something (work, school, shop etc.) and over 90% of these are in urban areas where separate and safe cycle facilities are available, or where special "Woonerfen" laws make drivers automatically guilty if a pedestrian or cyclist is crashed into.

Are there lessons for the UK? Making helmets compulsory will significantly reduce the level of cycling, and if Australian experience is a guide not reduce the level of KSI among cyclists.

Prof. Lewis Lesley

Merseyside needs a Bicycle Mayor...

BYCS is an Amsterdam-based social enterprise which believes that bicycles transform cities and cities transform the world. They think every city can benefit from having a catalyst representing cycling progress to unlock this potential, and they call these Bicycle Mayors.

These people can accelerate the changes we need to see by uniting all citizens to take action. They bring creative diversity with new insights and approaches, from both inside and beyond the world of bicycle planning professionals or the political establishment. They are the human face and voice of cycling in a city. And by connecting these changemakers across a global network – creating greater visibility, rapidly sharing

“I dream and hope that in 20 or 50 years from now there could be more cities like Amsterdam, where cycling is so normal and accepted that we’re not really aware of it.”

Anna Lutén, First Bicycle Mayor of Amsterdam

ideas, challenges and solutions, – we can create a truly radical shift.

I recently filled out a survey in the hope that Liverpool (or the City Region) could have a ‘Bicycle Mayor’. I am not necessarily interested in being Bicycle Mayor himself, but I think my son, William, would make a great Junior Bicycle Mayor.

I’m very keen on our region to be at the forefront of everyday cycling (though a ride from the city centre to Wavertree on Wednesday highlighted to me how much work we have to do).

In answer to questions from BYCS, I explained that I run a small local business in Merseyside and am a father of two young boys. I have been using my bike to get around (school run, commute to work, trips to local shops)



Above: Bicycle Mayors Summit in 2017

for a few years. Our roads are unsafe and hostile for those that are brave enough to walk or cycle. I am passionate about the bicycle being the most important mode of transport of the 21st century – for the fight against climate change, for public health, for air quality, to tackle congestion and to turn public spaces into healthier places to be and meet our neighbours.

I believe that the current status in this region is poor. Cycling is seen as something that is done at the weekend as a leisure activity. The roads are cluttered with cars – both moving or parked. Many agree that higher levels of cycling are needed but very few are aware of the practical steps that can be taken to increase levels of riding.

On being asked about who the current stakeholders in cycling

are, I replied that Steve Rotherham is the Metro Mayor of Liverpool City Region and is the man who will have access to funding for the next few years. Liverpool City Council and Wirral Council are the two local authorities that would be in charge of designing and building the network. I also said that Chris Boardman, Greater Manchester’s commissioner for walking and cycling lives in the Merseyside area and is passionate about change here too and would be fully supportive of a Bicycle Mayor for the region.

Edward Lamb
[@edwardlamb](https://twitter.com/edwardlamb)
bycs.org

Left: William Lamb

Below: Lotta Crook, Amsterdam’s Junior Bicycle Mayor



...and a Junior Bicycle Mayor

Amsterdam has elected the first Junior Bicycle Mayor of the world, can Merseyside be the second? Edward Lamb thinks his six year old son would make a great candidate. “He loves riding his bike to school, to swimming lessons, to visit grandparents or just for fun outside of school hours. He knows what needs to be done and knows what the problem is. He knows that we need to get people out of their cars and onto bikes. He’s also very cute.”



Spotlight on cycle shops

Here's a spotlight on Cycle Shops across Merseyside if your local business isn't there do let us know!



Bikiosk, Mountford Hall, Guild Walk L3 5TR
The cycling students & staff of Liverpool University have a new type of bike shop brought to them by Peloton Liverpool.

Peloton is a social enterprise which aims to deliver a better cycling experience for all in Liverpool.

Offering all its minor services for free and other services with great discounts exclusive to UoL students and staff. Peloton is also offering LivCycle cycles to students, this is an opportunity to rent a bike for the year at a very competitive price.

Pop over and learn more about Peleton and how it is making communities healthier, our roads safer and our city more prosperous.



Quinns Bike Centre, 379 Edge Lane, L7 9LQ. 01512286262 quinncycles.co.uk

The staff are ready and willing to supply your every requirement for your bike and with a wealth of knowledge to answer any bike related queries.



Giant, Upper Parliament St

Liverpool's rich industrial past shines at Giant Store Liverpool.

Housed in a restored grade II listed warehouse on Parliament Street, now home to an abundance of creatives, musicians and businesses, exposed brickwork and beams offer a truly unique setting celebrating Liverpool's heritage.

This independent, family owned business began as a bike hire service back in 2005 before transforming into the UK's first Giant Brand Store in 2009.



Coast Cycles, Aigburth & Garston, Aigburth Road

Coast believes it is as "good as our last sale and our last repair". If you have any queries or doubts regarding cycles and cycling in general, please don't hesitate to get in contact. If you have a strict budget, Coast will do everything possible to provide a customer with the best value on Merseyside.



College Cycles, 177 College Road, Liverpool L23 3AT

The 'new' larger shop with an amazing array of bikes, bells and more!



Cycle Republic, Bold Street, Liverpool

Cycle Republic is run by cyclists and is competitive and won't let itself be beaten on spec or price by the competition. Its stores are filled with experts who are just as passionate about cycling as you are, and they're equipped with the tools and the know-how to solve any problems you might run into on the road.



Oban Cycles

Oban Cycles is a hands on traditional bike shop and celebrates 100 years in business this year.

It specialises in all types of repair work and bike servicing.

Alongside its mechanical servicing, it holds a good stock of spares including wheels, tyres, tubes, locks, mudguards and lots of other useful parts and accessories for all your cycling needs.



The Bike Shop Moreton Ltd, 453 Hoylake Road, Moreton, Wirral, CH46 6DQ. 0151 606 0101 info@bikeshopmoreton.co.uk



KCycles, 1186 New Chester Rd, Eastham Wirral CH62 9AE. 0151 327 1594 dave@kcycles.com www.kcycles.com

BIRKENHEADCYCLES

Birkenhead Cycles 0151 647 9966

Established in the 1950s, Birkenhead Cycles is the oldest cycle business in Wirral.

Today it is owned and run by the third generation of the same family that began supplying bicycles made of steel to Birkenhead's cycle commuters back in the day when bicycles ruled the roads.

Birkenhead Cycles is located on the corner of Conway Street and Hope street and is easily accessible with plenty of parking right outside.



Picton Cycles Wavetree High Street, Liverpool

Picton Cycles is a traditional, friendly, local bike shop. Its staff have over 70 years experience of working in the cycle industry.

Picton Cycles is rider owned and run, all the staff members are keen cyclists and passionate about bikes.



Established in 2016, Ryde is a bicycle cafe situated in the historic site of the Cains Brewery in Liverpool's Baltic Triangle.

In its fully equipped workshop it offers a wide range of bicycle repairs and services, anything from a simple gear tune to a full bike strip down and rebuild. It likes to tailor its service to the specific needs of the customer and the bike so it doesn't offer a fixed price service menu.

Combining a passion for great coffee, food and bikes under one roof, Ryde has become an important part of Liverpool's cycling community and the local community of Cains.

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.

Merseyside Cycling Campaign meetings

MCC meets on the third Monday of the month. 6pm. Carlisi, 92-94 Dale St, Liverpool L2 5TF mersecycle.org.uk

Sefton Cycle Chat

MeCycle Cafe, 59 Station Road, Ainsdale, PR8 3HH, 18.00-20.00. To book a place, call 0151 934 4541 activetravel@sefton.gov.uk activetravelsefton.co.uk

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

Wirral Cycle Belles

The group started in 2010 and has gone from strength to strength. We lead short friendly cycle rides just for women using the quieter parts of the Wirral and maybe beyond.



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 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
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DECEMBER

Wed 19	Eureka	10.30	Chocks Away	MS	C
Sat 22	Spike Island	9.30	Cheshire Lanes	SS	C/D
Sun 23	impromptu				
Sun 30	Hamilton Sq Station	10.30	Wirral Coast	DG	C

JANUARY

Wed 2	Hooton station	10.00	Chester	DG	C
Fri 4	Calisa	9.30	Trail ride	SS	
Sun 6	Hunts X	9.30	Hayloft Lydiate	KM	C
Wed 9	Ormskirk station	10.10	Parbold	DG	C
Sat 12	Spike Island	9.30	Cheshire lanes	SS	C/D
Sun 13	Hunts X	9.00	Anderton Boat Lift	DJ	B
Wed 16	Eureka	10.30	Tarvin	MS	C
Sun 20	Eureka	10.30	Foxcote	KM	C
Wed 23	Calisa	9.30	Fir Tree Farm	DG	C
Sat 26	Spike Island	9.30	Cheshire Lanes	SS	C/D
Sun 27	Ormskirk Station	10.10	Delph Dive Centre	RB	C
Wed 30	Eureka	10.30	Tattenhall marina	HF	C

FEBRUARY

Fri 1	Spike Island	9.30	Trail ride	SS	
Sun 3	Eureka	10.30	Meadow lea	DJ	C
Wed 6	Eureka	10.30	Shire HC Cotebrook	MS	B
Sat 9	Spike Island	9.30	Cheshire Lanes	SS	C/D
Sun 10	Hunts X	9.00	Cheshire Lanes	DN	B
Wed 13	Calisa	9.30	Brandreth Barn	DG	B
Sun 17	Eureka	10.30	Loggerheads	GJ	B
Wed 20	Eureka	10.30	Brymbo	MS	B
Sat 23	Spike Island	9.30	Cheshire Lanes	SS	
Sun 24	Town Green Station	10.10	Lancashire Hills	SM	B
Wed 27	Eureka	10.30	St Pio's Pantasaph	HF	B

We meet once a month on Saturday morning in Port Sunlight near to the train station. There is always a café stop part way round and we aim to return by lunchtime. Newcomers are welcome. You even get a goody bag to encourage your cycling! Rides leave at 10am from under the company clock, Lever House on Wood Street CH62 4XB. www.wirralbicyclebelles.blogspot.com

Tour de Friends

Tour de Friends is a cycling group operating from Waterloo Community Centre.

We are a Cycling UK affiliated group, delivering led rides on a weekly basis, rides last two hours and are ridden at a leisurely pace with an emphasis on social cycling.

Information about the group rides ride time – two hours ride

length – approximately 8-10 miles

All welcome, we always avoid busy roads. Bill Cowley can help more, contact him at the Centre

Cycling UK have a number of affiliated groups across Merseyside offering a range of dates and distances to explore Merseyside and beyond.

Wirral Cycling Group

Wirral Cycling Group was formed in 1988 by a group of cyclists who wished to promote more cycling around the Wirral, by organising escorted cycle rides suitable for everyone and of all abilities.

General enquiries about joining to Neil: wirralcycling@gmail.com or at wirralcycling.org.uk

Protected cycle lanes

Flintshire county Council and Welsh Assembly Government have funded a new route cycle route around Deeside Industrial Park. Previously cyclists had to use the roadway, made even narrower by LGVs parked near, or even on, the footways. On the new route, all the entrances to warehouse units are the same height as the footway, with cyclists having right of way, and double yellow lines on the roadway along with a road being made one way with designated parking (video at bit.ly/2QkE9Gs).

Now compare this to what has been done on both Vauxhall Road and in progress on Regent Road, Liverpool, why can't all cycle routes be designed like this one in Flintshire?



The A540 trunk road is a 60 mph dual carriageway that links Neston to Chester, when it was

Above: Deeside Industrial Park
Below: The A540

first dualed about 40 years ago it had a dedicated cycle lane on one side. But, due to lack of attention, the path is mostly overgrown and un-rideable, so us cyclists have to share the road with cars and also many LGVs going to the Aldi distribution depot at Neston (video at bit.ly/2rr6r3i). The Eureka cyclists cafe features at the end of the video, one of the oldest cyclists cafes in the UK.

Sadly there have been numerous collisions on this road, and two cyclists have been killed.

There is a petition asking the council to reinstate the cycle route (bit.ly/2rsAyrf).

Please sign it its free and will make cycling safer for us all.

Paul a cyclist



Merseyrail Christmas 2018 closures

Merseyrail stations will be closed over Christmas for the platforms to be upgraded in the next few months as the new trains are a lower height than the current ones. Trains will not run past Birkenhead North or Birkenhead Central from Liverpool, buses in operation, and the reasonably good news a bike bus, eg minibus with trailer will be in operation between Hamilton Square to Moorfields every hour, from early to late.

Paul a cyclist

