

PEDALPRESS

SPRING 2017

- Cycling infrastructure
- Recycled bikes
- The bike bus



Always look on the bright side

I hope that those of you whose cycle journeys involve using a train have not been too inconvenienced by the closure of the Loop Line and Wirral Line cross river tunnel these last few months. Of course, on top of that there have been the unexpected events of the occasional cancelled ferry due to stormy seas and the stoppage of trains out of Lime Street station due to Storm Doris and then rock falls from up high in the Edge Hill cutting!

Yet despite all of this, overall my experience as a train and ferry using cyclist has been largely positive. But why?

I don't know whether it is the 'Blitz Spirit', but most of my fellow commuters have been pretty easy going about things and from this cyclist's perspective, I have found Merseyrail, Northern Rail and Merseytravel staff to be incredibly helpful. However, I think it has helped that Merseyside Cycling Campaign have managed to persuade those responsible for transport locally to appreciate the importance of cycling as a means of utility travel rather than just a leisure activity and it was the innovative provision of a bike bus for cross river journeys which was for me a real turning point. This was in my view entirely due to the hard work from MCC members in providing the evidence of how many cyclists cross the river each day.

Yes, it could have been more frequent, but its provision gave cross river cyclists that extra bit of reassurance they needed to continue using their bikes even if the Ferry bore the brunt of most cyclist journeys. I hope this is the start of greater understanding from transport providers and it is essential that we continue trying to encourage Merseytravel, the PCC

and the soon to be elected City Region Mayor to identify cycling as an essential transport choice for those moving about Merseyside.

As for me, I have found another benefit from the recent transport problems – it has actually made me cycle more and not just rely upon the 8.48 Lime Street to Warrington Bank Quay train each day and have some 'adventures' by bike! Whether it was a precarious trip along the Leeds Liverpool Canal with Storm Doris cross winds, a 79D bus assisted Brompton ride to Huyton or simply enjoying the hills and parks of South Liverpool cycling to work, I have been getting some extra miles in. And for someone who struggles to get on those big weekend rides at the moment, that is a massive bonus!

What's more, having had an incredibly busy few months at work and home, I have noticed how my stress levels have improved massively, proving once again not only the physical benefits of cycling but also the improvements it can make to mental wellbeing.

There is still lots of work to do whether it is getting roadworks which recognise the importance of alternative cycling provision or cycling lanes which actually remain free of parked cars or obstructions. Ignorance and laziness is everywhere, but I do think it is essential that as cyclists we do try to remind ourselves and others about the brilliant experiences we can get on the most mundane of journeys on a bike... especially if a stop for coffee and cake is involved!

Alan Johnson
Chair, Mersey 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 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

Membership

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.

Website www.merseycycle.org.uk

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

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

Mersey Cycling Campaign membership information

As of March 2017, MCC has 551 members. We have no email address for 84 members, so please let us know your email address and/or mobile number so that we can contact you more easily.

Gender ratio 1 female: 7 males

For geographical distribution, 47% of membership is Liverpool based, 15% Wirral, 12% Sefton, 3% Knowsley, 2%

St. Helens. For 12% we don't have a postcode (unspecified on chart).

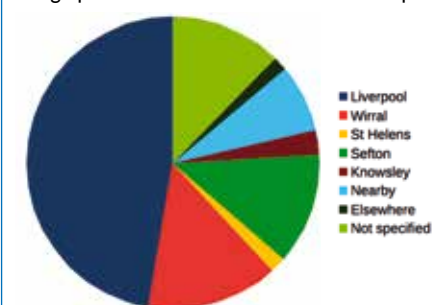
Social Media:

Twitter: 675 followers

A Facebook page has recently been set up. Our Googlegroup discussion forum has 112 members of which 97 are MCC members.

Stella Shackel, Membership Secretary

Geographical distribution of MCC membership



The Woolton Road cycle lane



Over the last two decades, Liverpool City Council has set ambitious targets:

- In 1996 – targets included the increase in overall modal share of cycle trips from 1.5% to 4% by 2001, and to seek to increase this to 8% by 2007 & 12% by 2012. It also sought to increase the modal share of cycling to at least 50% of all non-walking journeys to school by pupils of 10 years or older by 2012.
- In 2013 – The Liverpool Cycling strategy stated its vision for 2014-2026: “Liverpool will be the fastest growing city for cycling, where cycling is popular mainstream method of travel and physical activity and its cycle routes will be safe, convenient, accessible, comfortable and attractive for all users”. A specific aim is to “increase levels of cycling to 10% of all trips within the city by 2025”.

Unfortunately, none of the targets set out in 1996 has been achieved and there is no indication that the targets for 2026 will be met either. The reason for this failure is the lack of investment in safe cycle lanes. It is well established that the only way to achieve an increase in cycling levels is to segregate people on bicycles from people in cars.

The Woolton Road cycle route is a prime example why Liverpool has failed to significantly increase levels of cycling and why Liverpool has the highest ‘Killed or Seriously Injured’ (KSI) per mile cycled. On a positive note, this route could be a great opportunity for the council to

show that it is committed to its vision of cycling as a mainstream mode of travel. Provision of segregated cycle lanes on Woolton Road has the potential to make a real difference to hundreds of children and adults by allowing them to cycle to school and work in safety.

The Woolton Road cycle route is the main commuter route from south and east Liverpool to the city centre and to the universities. Although five schools are served by this cycle route, it is not fit for purpose and certainly not safe for children. Child cyclist KSIs in Liverpool are now three times above the UK average, making Liverpool one of the most dangerous places for cycling in UK. The Council’s ‘Sustainable School Travel Plan’ which aimed at a 50% reduction in the number of children KSIs by 2010 while significantly increasing the number of children cycling to school, has failed. Review data are not available but an optimistic estimate is that less than 1 in 1000 children cycle to the schools served by the Woolton Road cycle route. All children attending these schools have received bikeability training, which is known to be ineffective without concurrent provision of safe cycling infrastructure.

The proposed changes to the Woolton Road cycle route will not achieve the Council’s cycling ambition for the reasons outlined below:

- The proposed cycle lane is not physically segregated: A decade of

‘painted cycle lanes’ has shown that they are not sufficiently safe to be used by children or the majority of adults. Segregation is the only effective measure for making cycling safe and can be inexpensive.

- Enforcement needs to be ‘built into’ the infrastructure. In the last decade there has been no enforcement of existing parking restrictions on the painted cycle lanes.

- Proposed cycle lanes are mostly only on one side of the road – how do the children get back from school? A possible solution is to build a two-way segregated cycle lane on one side.

- There is no continuity in the proposed cycle lane, it starts and stops on numerous occasions. Children and adults would be forced onto the road and cycle amongst the cars every few minutes. How can we expect a child to pull in and out of traffic safely?

- Speed needs to be limited to 20mph along the entire stretch of Woolton Road. Speed limits are unlikely to be effective without this enforcement. Current speeds are 40mph+ in the 20mph zones. The Council has a poor track record on enforcing speed limits along this route in the last decade.

- Along stretches of Woolton Road, there seems to be no intention to restrict stopping/parking, probably due to the perceived need for parking. Most residents along Woolton Road have a driveway for car parking; for the remaining minority, residential parking permits in the nearby side roads could be issued. Hope University has a large car park with sufficient capacity; hence no need to park on Woolton Road. Similarly, there is no need to drop off the children at the schools’ entrances given that there are side roads where parking is legal.

The Woolton Road cycle route is a great opportunity for the council to demonstrate that it is committed to its vision of cycling as a mainstream mode of travel. Provision of segregated cycle lanes on Woolton Road has the potential to make a huge positive difference to hundreds of children and adults by allowing them to cycle to school or work in safety.

Sophie Wuerger

Liverpool city centre connectivity scheme



The proposed cycle route will run from Brownlow Hill via Lime Street and Tithebarn Street to the Strand.

The Liverpool City Centre Connectivity Scheme is a project aimed at improving connectivity in Liverpool city centre, especially for pedestrians and cyclists, whilst maintaining adequate network capacity for cars and buses. It is hoped that improvements to pedestrian facilities and public realm spaces and the provision of safe, direct and attractive cycle facilities will reduce traffic dominance on key streets.

The scheme is made up of eight individual smaller schemes, which are to be completed by the end of 2019:

- **Lime Street:** Create a new world-class public space and arrival point into Liverpool, befitting the iconic Lime Street station and Grade I listed St. George's Hall. This will be created

by reclaiming lanes of Lime Street, which will also increase current event capacity.

- **Brownlow Hill:** Upgraded public realm and new cycle links from Lime Street station to the Knowledge Quarter, which is undergoing a –£1bn renaissance.
- **Canning Dock:** Four new bridges will be created to link Salthouse Quay (opposite Albert Dock) with Mann Island opening up land for future development.
- **City Bus Hub:** To be established near Queen Square bus station accompanied by a new bus routing strategy that will cut congestion and pollution.
- **Victoria Street/Tithebarn Street:** Will see public realm upgrades plus introduction of new two-way cycleway from Lime Street station to the waterfront via Hatton Garden and Tithebarn Street.
- **Moorfields entrance:** Upgrade to the public realm on Moorfields to enhance the quality of arrival in the commercial district from the station.
- **The Strand:** More effective use of the road space and reduction of the current level of traffic dominance on this major road corridor, comprising junction rationalisation, enhancements to pedestrian connectivity between the main retail area and the waterfront, the provision of a continuous cycleway running north-south and animation of the corridor through more active building frontages and uses at ground level. New cycle corridor along the Strand for a safer cycle route aimed towards commuters and tourists. Linking the Strand Cycle corridor into the wider network of cycle routes throughout the city.

Tony Schneider, Engineer Capital Projects, LCC



Proposed new dedicated cycle route at Bath Street

North Liverpool key corridor scheme



The Liverpool Cycle Forum meeting in March was given a presentation by Fernando Nunez-Veiga from Liverpool City Council on the North Liverpool Key Corridor scheme. This project affects roads from the city centre going north to Sefton. The A565 Great Howard Street and Derby Road will be converted to dual-carriageway from Leeds Street to Miller's Bridge with the speed limit at 40mph for its entire length. The idea is to improve traffic flow on this road and to encourage motorists to use the A565 rather than Regent Road.

A two-way cycleway will be created on the west side of Regent Road, running from Paisley Street in the south to Miller's Bridge in the north. This cycleway will have a one-metre wide segregation from the roadway. The speed limit on the road

will remain at 30mph and the lanes will be narrowed to accommodate the new cycleway.

The council is looking at options for linking the north end of this scheme with the existing cycle routes in the area.

One problem with this scheme along Regent Road is the Bascule Bridge, where the carriageway narrows and there isn't room for a continuous cycleway. The solution at this point will be to have traffic lights that halt motor traffic and allow cyclists to cross the bridge from one part of the cycleway to the next.

The meeting asked whether issues such as cleaning of the cycleway had been taken into consideration and assurances were given on this.

Slim Smith

More information <http://bit.ly/2nLc5gw>



Giving unused bicycles a new lease of life



MerseyCycle is a bicycle recycling social enterprise run exclusively by volunteer staff with an overall aim to provide low cost access to cycling for all. MerseyCycle works toward this by accepting donations of used or unwanted bikes and restoring them to full working condition in our workshop.

These donated and refurbished bikes are sold to the general public on regular sale days from Court Hey Park, Liverpool L16 (next to the National Wildflower Centre). All the proceeds from the sales are ploughed back into the project to fund the running costs and the purchase of spare parts for future bike restorations.

MerseyCycle have found that this process encourages:

- A lower cost access point for people to get back cycling!
- The recycling of unwanted but perfectly safe and usable bikes
- Healthier lifestyles being adopted by the local and wider community
- Improved climate and air quality for all by reducing carbon and waste to landfill.

Barry Redman who leads the project said: "Many of the donated bikes are in surprisingly good condition however regardless of that they completely stripped down and rebuilt. During this process training is given to the volunteer mechanics on the different mechanical

aspects of the bike to include, brakes, gears, bottom brackets and so on".

MerseyCycle has been up and running for three years and has built up an impressive stock of rescued spare parts and components from bikes that could not be restored. These are used to get other bikes back up to full use.

All types of bikes are donated, from children's and youth size bikes, mountain bikes, the occasional road bike or hybrid and interestingly the classic adult tourers. These 'Classic' bikes are of particular interest as they are the ones which when renovated are the hidden gems of cycling. With gears such as Sturmey Archer and the occasional Brooks leather saddle, these Classics are often historic bicycle brands such as



Dawes, Raleigh, Peugeot and Carlton.

During the bicycle rebuild process the team of volunteer bike mechanics are overseen by a qualified bicycle technician and all bikes are subject to a final sign off check before being offered for sale.

MerseyCycle currently has bikes for sale every Thursday from the workshop in Court Hey Park, Bowring Park Road, Liverpool L16, with other sales events throughout the spring and summer being planned.

"During sales days last summer it was not uncommon to see families with young children coming along to pick up a bargain to get the whole family back on their bikes together" said Barry.

MerseyCycle has previously had funding to run maintenance training courses and has done so successfully training the public on how to recycle bicycles which were then offered for sale. It has also worked with Cycle UK in the summer last year and provided training on looking after your bicycle, gears, brakes and training on puncture repair.

MerseyCycle has also worked closely with Pedal Away the cycling charity and provided lead rides in the borough of Knowsley.

One of the bike repair team recalled how he became aware of someone who had had their bicycle stolen which they used as a way of commuting to work. "It was doubly bad news for this local resident who used his bike as his primary form of transport for his job as a resident night time carer. We were able to provide a replacement bike that we had refurbished. The carer therefore was able to retain his job and support the community with no interruption. It also made us all feel we were supporting the community."

MerseyCycle has had support funding from Knowsley Council, Merseyside Environmental Trust, Sustrans, Mersey Travel and Merseyside Recycling and Waste Authority.

MerseyCycle can be contacted through Facebook, search MerseyCycle and also twitter @merseycycle and e-mail merseycycle@gmail.com and phone 07738114243.

Mark Gossage

UK Health Alliance report

Last year the UK Health Alliance, a group including the British Medical Association, the Royal College of Nursing and other health bodies put forward six policies that the government should adopt to address the twin challenges of air pollution and climate change.

One of the main policies proposed was expanding clean air zones in urban centres, to reduce emissions by having less polluting vehicles, encouraging cycling and walking. Reducing the impact of pollution from road transport and increasing the rate of cycling and walking. A measure to save money, improve life expectancy and quality of life.

The cost of improving cycling facilities, building cycle lanes and making changes to our roads is often dismissed as expensive; sums of money often dwarfed by nearly £10 billion a year spent on our road network.

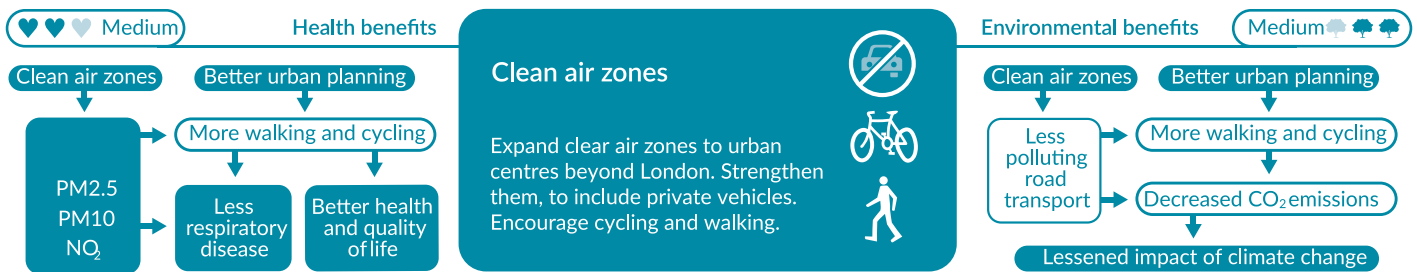
These professions recognised the enormous costs the NHS will have to face as poor health and deteriorating air quality impacts on an ageing population. Every £1 spent on traffic free walking and cycling routes is estimated to return £27 of benefits, including benefits to NHS budgets.

Liverpool is a city with a population which is on average poorer, less healthy and likely to die younger than the average

population. Liverpool has worse than average levels of obesity, 22% of 10 year olds are classified as obese. The city also has some of the poorest air quality in the UK. The government estimates that air pollution has an effect equivalent of 29,000 deaths a year.

No politician or policy maker should ignore this report, which is in many ways more relevant to Liverpool than other parts of the country. Lets hope that in 2017, the first Liverpool City Mayor will implement policies to improve air quality and set out policies to increase rates of walking and cycling.

Tim Williams



Police and Crime Commissioner's Scrutiny Group

On 2 March, I attended the quarterly meeting of the Merseyside Police and Crime Commissioner's Performance and Scrutiny Group, where Jane Kennedy discusses police performance with the senior police officers. Jane Kennedy has now made road safety a standing agenda item, with the responsible officer being Assistant Chief Constable Ian Critchley, although on this occasion, both he and Jane Kennedy had had to give their apologies.

My impressions were:

- it is a great step forward that Jane Kennedy has given her backing to reduce road danger
- there was a stark difference between road safety and the other agenda items in that road safety performance is not subject to any inspection by Her Majesty's Inspectorate of Constabulary (or any other body), so there is much less information on how well Merseyside is doing compared to other police areas.
- responsibility for road safety in the

region is fragmented across different agencies in different locations, and this is hampering progress.

My hopes for the future are that:

- there will be a greater realisation that road casualties are just a small part of the consequences of roads being as dangerous as they are – fear of injury while walking and cycling is actually a greater problem because of the consequences of inactivity, obesity, loss of self-esteem, diabetes, heart disease, social isolation and lack of access to employment – once this is realised, an appropriate priority can be given
- there will be a move from the traditional approach of apportioning blame (e.g. between the motorist and the pedestrian) to the Safe System approach as was recommended by the DfT British Road Safety Statement of 2015 where nobody should be killed or seriously injured as a result of a momentary lapse of concentration or error of judgement, and any incident where this happens is seen as a failure of the system i.e. of the

responsible authorities.

I feel that what is needed is a region-wide road safety plan which includes

- an accurate assessment of the current situation – “where we are now”
- a clear statement of the aim and objectives – “where we want to get to and when “
- a set of measures that are likely to produce the change, based on evidence of what works – “how we’re going to get there”
- adequate resources to implement the measures – “who’s paying”
- monitoring after launch to ensure that the agreed measures are implemented and that they are having the desired effect.

We also need to raise the standards of administration in the region to eradicate poor practice and malpractice so that resources are used effectively – I still have had no response from Wirral Council Cabinet to my concerns of serious malpractice in road safety.

Ian Campbell

Crossing the Mersey with the Bike Bus



During the track renewal work of the Wirral Loop Line, Merseyrail is offering a unique service for passengers with bicycles. Due to demand for cross-river journeys by cyclists, Merseyrail is running a bike bus between Birkenhead and Liverpool at key times.

Last used as a driver training vehicle, the bus is now fitted with nine bike holders which can carry bikes and their owners together. When the full sized bus can not be used, a Ford Transit minibus

with bike rack trailer will be used instead.

The bus is a single decker run by two dedicated, friendly and helpful drivers. Branded both sides and back as "Bike Bus", painted blue and white, running hourly from the side of Hamilton Square station, Bridge street, to Liverpool Tithebarn Street, under the old station clock, near Moorefields stations, one minute walk if that.

There are seats for nine cyclists to the rear of the bus, and floor mounted racks

for a similar amount of bikes, the racks hold the front and rear wheels of the bike and a movable arm attached to the floor clamps onto the frame.

The racks look as if they can accept a tandem as there is adequate space between the racks and the drivers have access to elastic cords, but bikes with four-inch wide tyres may struggle.

The driver can demonstrate how to secure the bike, they start loading from the back of the bus and work forward, making it easier for new boarding cyclists so they don't have to squeeze between bikes.

As the bus runs hourly there is plenty of time to unload, but wait until the bus stops as there are no grab rails. The bus is heated, when I got on it after I'd been soaked through, it was very nice to be on a warm bus.

Let Merseytravel and Arriva bus northwest know your thoughts, and hopefully the scheme/bus can be used on other rail replacement services.

Paul Rogers

www.merseyrail.org

www.thenorthwestbusblog.co.uk

Cyclists stage protest in London

On a recent grey and drizzly weekend in London, I joined hundreds of cyclists and their fascinating array of bikes on a short march/ride from Trafalgar Square to the Treasury in Whitehall. The protest had been organised many weeks in advance to pressure the government to increase their commitment to cycling and pedestrian infrastructure by 10% by 2020. However, in the days leading up to the march there were sadly three cyclists killed on London roads so the protest took a more sombre tone, with many members bearing photographs of the young victims and banners with the slogan "stop killing cyclists". A 'die-in' outside the Treasury was accompanied by a minute's silence in remembrance for all those killed on the roads.

I was greatly impressed by the commitment of the the marchers – especially those who lay down in the puddle-soaked

street for the die-in. There was also a great variety of bikes on show, as you'd probably expect in London, Bromptons and Brookes saddles were well represented along with some amazing customised frames and even a sleek blue velomobile. The marchers themselves wore anything from pollution masks to lycra to tweed and at least one kilt.

During my visit to the big smoke I also did a few miles on a Santander bike and could

see why the protest had been so important. On my very short ride on a sleepy Sunday morning I found the motorists surprisingly aggressive and passed a newly created shrine to one of the dead cyclists. For a city that has been trying to associate itself with cycling for many years now, London still has a long way to go.

Helen Wilkie

www.stopkillingcyclists.org



Cycling UK Merseyside

Merseyside CTC is one of the region's oldest cycling clubs. 2016 was a transformational year, when Merseyside CTC was rebranded as 'Cycling UK Merseyside'. We have become a mainly 'on', but also an off-road, club with rides ranging from beginners' gentle rides, suitable for children, to easy club 'C' rides, to fast and hilly B and B+ rides.

Our Club members meet at handy stations and cafes such as Birkenhead Central station, Hunts Cross and Ormskirk; the famous Eureka Cyclists' Café at Two Mills, Eliffe Café near Childwall Fiveways, The Blue Anchor Pub in Aintree, and Costa Coffee in Gateacre. We may ride northwards towards Preston, Southport and Rufford, or eastwards to Dunham Massey, Lymm

and Davenham, or south of the river to Delamere, Malpas and North Wales. All these rides take in varying scenery, quiet lanes where possible, often through open countryside, sometimes over challenging hills, but always with a cosy cafe break around lunchtime.

Perhaps due to our new agenda, 2017 has seen many new and enthusiastic riders joining us. We also have a fledgling social agenda, for example with a prestigious 2016 pre-Xmas lecture, detailing an array of breath-taking adventures, including a ride around the globe and a perilous row across the Atlantic.

The club is driven by innovative and experienced members of a committee, including working with our St Helens and Warrington club partners to provide

one of the most exciting and challenging rides in the cycling calendar. The Wild Wales Challenge has been held in this region for many years and in 2016 drew over 600 registrations from across the country. The event commenced in Bala and ranged across the magnificent North Wales countryside. We look forward to building on this success in the 2017 event, and are most grateful to all those who have worked with us as event volunteers and whom we hope will enjoy participating in, or supporting, this year's 'Wild Wales'.

If readers are interested in riding with us on club rides, you can ride without joining for 2-3 rides. A runs list is downloadable from our website.

Derek Gould

www.merseysidectc.com

A pedestrian's opinion of shared use areas

An increasing number of people of varying ages and abilities are cycling and measures are being introduced across the country to improve safety for cyclists. This is good news. However, whilst these measures sometimes involve improvements to on road safety, or building separate cycle lanes, some schemes move cyclists away from traffic to shared use areas with pedestrians. We asked two visually impaired pedestrians for their perspective on these.

Ray Brough has no sight and uses a long cane which assists him to walk around in relative safety. He says: "Numerous factors are making the pavements an increasingly difficult environment, it is not uncommon for them to be cluttered with a multitude of street furniture, some of it unnecessary or badly sited. A large number of people are concentrating on mobile devices whilst walking, and noise levels, from a variety of sources, are on the increase, a concern if you are relying on sound to help you. Bearing these factors in mind, many pedestrians consider that sharing pavements with cyclists to be far from ideal.

Some ideas that have been suggested to make shared use as safe for all as possible seem unlikely to be introduced, e.g. making it mandatory for bicycles to be fitted with a bell/claxon and number plates would require a local bylaw or legislation from central government; and, budget cuts, and general low prioritisation of the issue, suggest there will never be adequate policing of cyclists' behaviour.

Louise Dwyer, who is partially sighted, says: "Because I don't use any aids (other than sometimes dark glasses), and can often walk quickly and confidently, I think cyclists using pedestrian space often assume that I can see them, and expect me to get out of the way. Whilst many visually impaired people do use a cane, guide dog or sighted guide, many do not. Therefore, it can't be assumed that visually impaired people can be easily identified.

My eye condition is severely affected by the environment. Bright or uneven light levels are a big problem. However, I have always taken for granted being able to get around easily, in familiar and predictable environments at least. I can see enough to navigate, even where

much of the colour, contrast and detail are missing. But cyclists using pedestrian space do threaten that. They often move very fast, and can be difficult to see, emerging from a patch of light or shade".

As regards bells, Louise says: "They can alert you to the presence of a cyclist, but it can be difficult to know which direction the cyclist is coming from or how they are expecting me to react. It's not the whole solution".

Ray and Louise emphasise that they want cyclists to be safe, but that feeling and being safe as a pedestrian is fundamental to people being able to participate in all aspects of their lives. They hope this article gives a small insight into some of the different ways people navigate the built environment, some potential issues with shared use, and the need for wide representation and consultation on options and trials for new infrastructure designs and policies.

Whatever the outcome it must be future proofed. In Liverpool for example, solutions must safely accommodate growing population and visitor numbers and the inevitable increase in the number of pedestrians, cyclist and motor vehicles.

Louise Dwyer, Ray Brough

Sefton Cycle Chat Tuesday, 31 January 2017

Recently I was invited to the first Sefton Cycle Chat for 2017 held at the Me-Cycle Cycling Hub in Station Rd in Ainsdale, Southport. Over 50 keen cyclists filled the café to hear the well-established forum members reinvigorate everyone about their future vision for cycling and cycling infrastructure. Members of the team that spoke included local councillor Fred Weavers (Lib Dem), Jean Hunt (Sefton Active travel), Ross Adams (Cycling UK), Amanda Dufresne (Bikeability & Sustrans) and Peter Hillsdon (Highways engineer for Sefton). Many other groups were represented with the theme of the meeting being how to move forward to ensure that the substantial increases noted in cycling participation in the area from the forum's inception way back in the mid 1990s can continue with new energy and focus.

With the impending selection of a new Liverpool Metro Mayor we need to be sure that our cycling community is fairly represented by the best candidate. We as cyclists already know of the social and health benefits a few miles on the bike can bring but many want assurances that future generation enjoy a clean, cycle friendly transport network that also engages and provides social inclusion for many. A safe route to school, work or to



shop is what many of us want without feeling intimidated by other road users.

After the heartwarming vision that Chris Boardman iterated in a video shown by Ross Adams, the forum members were given the opportunity to let the team know how they envisaged a safer environment in which to live, work and cycle. Some of the suggestions included:

- A means to report problem area where there is conflict between cyclists and other users.
- A whole carriage dedicated to cyclists on the Merseyrail network similar to that of Northern Ireland.
- A central hub where information can be easily accessed about cycling

groups and rides that are meeting and taking place in your area.

- More signs for cyclists around the area to allow them to easily navigate from one place to another with distances to local amenities and transport hubs and shops.

All very good ideas and if any readers have any more ideas that they wish to voice then please write to cycling@sefton.gov.uk. The team at Sefton is very keen to listen to your ideas and in an effort to ensure your voice is heard they have asked how often you wish to meet and the consensus was on a quarterly basis.

Ian Bailey

www.southportvisitor.co.uk

Wirral Bikeathon Sunday, 11 June 2017

The Wirral Bikeathon is a charity bike ride through the Wirral aiming to raise money by sponsorship to support Bloodwise (formerly known as Leukaemia and Lymphoma Research). It is designed as a fun day out for individuals and families. Two routes of 14 and 28 miles are available: both start and finish in Arrowse Country Park. T-shirts are in the entry packs and a commemorative medal is awarded to all who finish the ride. All who finish will also receive a free day membership at Total Fitness Prenton.

All riders will be entered into a prize draw to win either a Chris Boardman bike (presented by Chris himself) or a one month family membership to Total Fitness Prenton.



The total raised for Bloodwise since 1999, when the first bikeathon took place, is £880,000 and the aim is to pass the £1 million in the next two years.

For those who do not wish to take part, but who would like to assist, there are lots of volunteering opportunities. www.wirralbikeathon.com

Campaign Diary

MCC monthly meetings

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.



Space for Cycling rides on 22 April

22 April is International Earth Day, and together with other cycling campaign groups all over the country who organise events and rides in their area, we are planning to show our love of cycling in a rally also here in Liverpool.

The current plan is to gather on 22 April from 11am at the Pier Head in Liverpool. We will have banners and flags from CyclingUK and hope that you and your friends and family will come, ideally with your bicycle, and show support for this sustainable and eco friendly form of transport and send a message to our city leaders that we want to be able to use our bicycles safely and want them to support and invest in meaningful and useful infrastructure for cycling. You could bring your own banner and/or decorate your bicycle.

More details on the plans will be added to our website, so please keep checking for updates: www.mersecycle.org.uk/wp/space-for-cycling-rally-22nd-april

We would also appreciate volunteers to help organise and promote the event, email merseysidecyclingcampaign@hotmail.co.uk

Mayoral elections

Remember to vote in the Mayoral Election on 4 May. If you're not registered to vote, go to: www.gov.uk/register-to-vote

Liverpool Cycle Forum

28 June 2017, 17.30-19.15, Bikeright, 24 Derby Road, L5 9PR

Wirral Bikeathon

Charity bike ride on Sunday 11 June - see opposite.



Cycling UK Merseyside rides

Cycling UK Merseyside arranges rides on Sundays, Wednesdays, Fridays and beginner/family rides on the occasional Saturday. Details of Friday rides are posted on the club website. Runs lists for Sundays, Wednesdays and Saturdays are attached. There will however be an alternative B+ ride arranged on some Wednesdays and these rides will be published on the club web site.

Most rides start from these locations: Birkenhead Central Station, Costa Coffee, Hunts Cross station, or Elif café. Occasionally runs will start from Eureka cafe.

For a list of the rides and information: www.merseysidectc.com

Women's Festival of Cycling

Throughout July 2017, Cycling UK will be celebrating women who cycle and helping those who need extra encouragement to take up cycling. Whether you cycle five miles or 500, on or off-road, be part of the Women's Festival of Cycling by registering a ride.

www.cyclinguk.org/womensfestivalofcycling

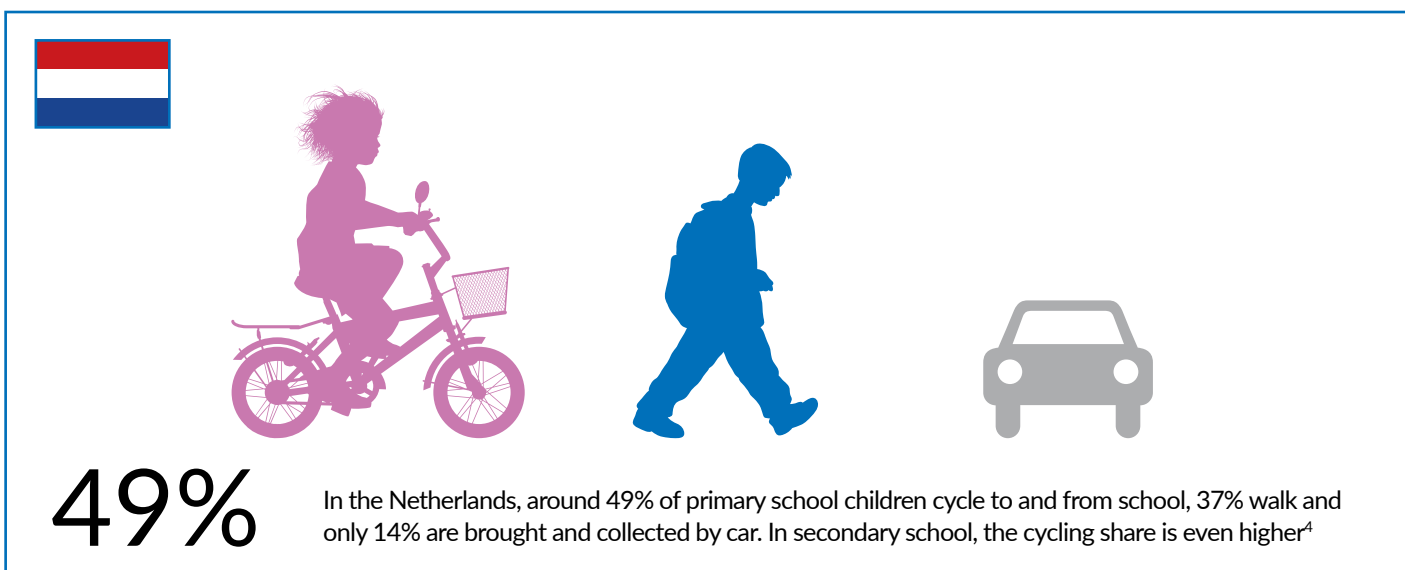
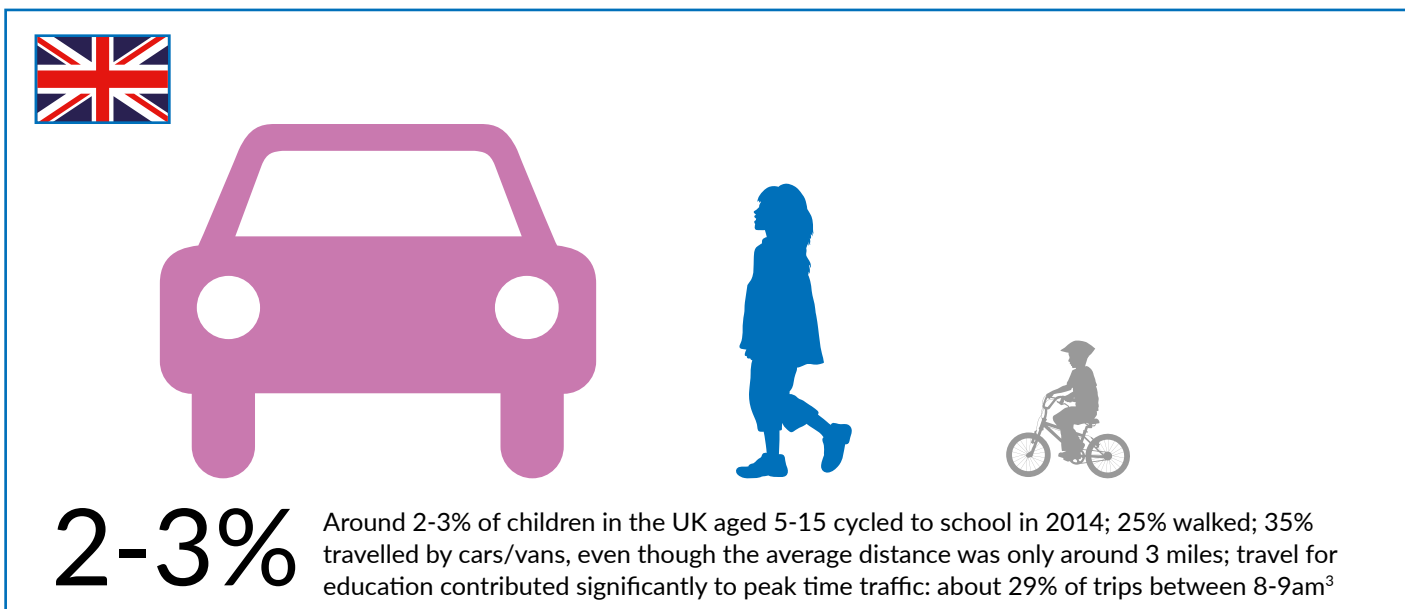
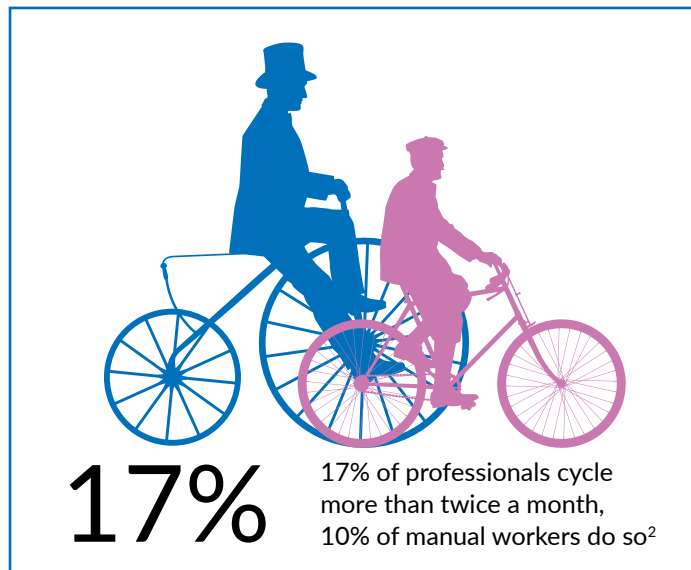
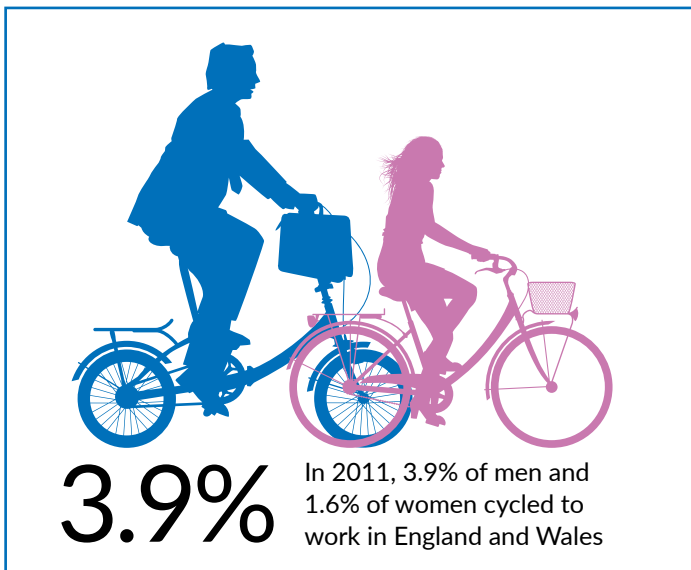
Pedal Press newsletter dates

Summer issue copy deadline: 1 June 2017. Members' help with the newsletter, including writing articles, taking photos, providing reviews and proofreading is always very welcome.



Dickinson cycle shop in Tunnel Road c1947

Who cycles to work or school?



1. 2011 census; 2. CyclingUK.org; 3. CyclingUK.org; 4. European Commission "Attitudes Of Europeans Towards Urban Mobility" December 2013