

# PEDALPRESS



MERSEYSIDE  
CYCLING  
CAMPAIGN

**cycling**  
UK  
MERSEYSIDE

**Protest and  
cycle ride**

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**Plans for the  
planners**

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**15 steps  
to make  
Merseyside  
move**

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# Eleven years to prevent catastrophic climate change - and the role of cycling

In October 2018, the Intergovernmental Panel on Climate Change (IPCC) produced its SR15 report on what's needed to prevent catastrophic climate change that would involve droughts, storms, floods, loss of agricultural land, hundreds of millions of climate refugees, civil unrest, wars and the breakdown of civilisation.

The report stresses the importance of limiting the average temperature rise to 1.5 deg. (the rise is already 1 deg.) and shows that to do this, we need to halve world greenhouse gas emissions by 2030 and tail them off soon after.

The report shows that limiting warming to 1.5 deg. will need rapid, unprecedented and far-reaching transitions in all aspects of society including transport.

The call for urgent radical action has been met with indifference by most of the world's media, politicians and government officials - which is no surprise given their similar response to previous IPCC reports and to other crucial reports such as those showing the enormous health and economic benefits from a large investment in walking and cycling, both from improved air quality and from reduction in inactivity.

Fortunately, the IPCC SR15 report has not been completely

ignored. A new class of leader has emerged (the world's teenagers), and climate campaigners have been energised. The school strikes by Greta Thunberg and tens of thousands of other teenagers around the world are making an impact, and the Extinction Rebellion group has grown from a dozen people last summer to hundreds of groups in dozens of countries.

The rationale for these more radical approaches is that the relationship between governments and citizens is based on what is known as the social compact. Citizens in a democracy delegate decision making to politicians and officials who have an obligation to act competently and in the interests of the whole population. When politicians and officials break the social compact and make bad decisions due to incompetence, cowardice, self-interest etc, then citizens have an obligation to complain, to protest, and if necessary to take part in civil disobedience.

The law recognises that civil disobedience should be treated differently to law-breaking in other circumstances, and that the people involved have often been recognised as justified in their actions in retrospect. Non-violent

civil disobedience in defence of a safe climate has in the last few months taken the form of unauthorised street protests and marches, blocking of the entrances of government buildings, spray-chalking, and lengthy disruptions of council meetings.

The relevance of all this to cycling is of course that halving greenhouse gas emissions by 2030 will require a more or less halving of motor vehicle traffic, and the opportunity and necessity for a big increase in cycling. But it seems likely that this will not be easily achieved.

Anyone interested in joining the battle against the corrupt decision making that we currently suffer should look out for the protests now being organised:

- protests by the Liverpool and Wirral groups of Extinction Rebellion (on Facebook and Twitter)
- the Merseyside school climate strikes and rallies - next on 15 March - at 11:00 am at St George's Hall, Liverpool (to be confirmed)
- the 300 Bikes rides
- the international Extinction Rebellion protests from 15 April - the UK group is planning to bring London to a halt for two weeks.

**Ian Campbell**  
carbonindependent.org

1.5°

LIMIT NEEDED  
TO PREVENT  
CATASTROPHE



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):  
Roland Graham

Campaign email  
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Facebook [@mersecycle](https://www.facebook.com/mersecycle)

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

## PEDALPRESS

Pedal Press newsletter dates:

Summer 2019 issue copy deadline:  
10 May 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](mailto: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](http://www.mersecycle.org.uk)

# Reporting traffic incidents to the police

I've been riding with front and rear cameras for about a year now. I commute by bike on Wirral and, whilst my daily journey tends to be incident free, I always had that nagging feeling at some point video evidence of an incident would come in handy. My cameras are quite discrete – a rear one mounted to the seat post (which doubles as a my main rear light) whilst the front is a tiny thing that clips to my rucksack strap.

In the first six months or so I only felt the need to report four close calls to Merseyside Police (one was a little more than a close call to be honest), all of which were dealt with well. NIPs sent out, taxi licensing authorities alerted, etc.

I was then approached for some advice on a new initiative by the officer I had been dealing with. She encouraged me to start reporting any incident where I felt the driver hadn't given me enough space. If the police agreed that it was a close pass, the driver would be sent a letter notifying them of the incident along with a screen shot showing them how close they came.

Since 26 November I've reported 27 separate incidents. I think I've only been on my bike for 40 days since that date which gives a good idea of how often a driver whizzes by my elbow. 21 of them have been dealt with by way of a letter or, for a few of the very close ones, with an NIP and a likely awareness course for the driver (or court appearance if they decline that offer). There have been two where the police didn't feel it was close enough for a letter, three where I only had rear footage so they decided not to act and one where I left it too late for them to contact the driver.

The new online reporting system is very easy to use. You're required to upload the footage by using Dropbox or WeTransfer for the officers to download the footage from. Two minutes either side of the incident is needed as well.



27  
REPORTS IN  
3  
MONTHS

I'm not sure if I can keep up with my recent levels of reporting so I'd encourage other riders to start reporting incidents. From my conversations with officers I'm really impressed with how seriously they are taking the safety of folks on bikes. I know from conversations online that not all forces across the country are taking a similar line, so hats off to Merseyside Police.

It's also been quite handy in terms of highlighting key roads (or even sections of road) that are almost

designed to cause conflict. There are certain spots where I can almost guarantee a close pass will occur. I know what it's like to be behind the wheel of a car and be faced with the choice of backing off the accelerator or taking a chance and squeezing through. I understand that many choose the latter without necessarily meaning any harm, but the impact of these decisions is what puts so many people off cycling on our hostile roads.

Thanks again to Merseyside Police for encouraging me to tell my (almost daily) story. Hopefully if more do the same we can help to make things a little safer for the current small crop of people that choose to ride a bike each day and, ideally, build a stronger case for the infrastructure we so urgently need. If anyone would like any camera advice, feel free to contact me on Twitter.

## Ed Lamb

Twitter: @edwardlamb

- To file an online report visit [www.merseyside.police.uk](http://www.merseyside.police.uk) then choose 'Report' followed by 'Road traffic incident' and follow your nose from there. It's an intuitive system that has improved a lot in the past few months. You'll be given a reference crime reference number at the end which you can use to follow up if needed.

## Collideoscope

Collideoscope invites you to report cycling collisions and near misses in the UK. It collects the reports together and makes the data available to planners, researchers and campaigners with the aim of making our roads safer for all. Collideoscope is a joint project from mySociety and the Merseyside Road Safety Partnership.

You can report actual collisions between a bicycle and another vehicle, or near misses where an incident was averted. Additionally you may report incidents where no other vehicle was involved, such as collisions or near misses with pedestrians, street furniture... or anything else.

Do not report incidents that have been reported to the police and are under investigation as this might prejudice any resulting court case.

[www.collideoscope.org.uk](http://www.collideoscope.org.uk)



## 300 Bikes: a cycling protest event in Liverpool

**W**hen people think of Liverpool, they're not likely to conjure up thoughts of bikes. Why? For one, Liverpool's cycling infrastructure is not prioritised like other transport systems in Liverpool. With no more than two significant routes designated for cyclists, and as more people begin to cycle, this needs to change.

Change: this is what the group 'Citizen Cyclist', leader unknown, campaigned for on Saturday morning. A large number of people, with bikes in tow, gathered on the frosty doorstep of St George's Hall. They were ready to show strength and solidarity, by riding from St. George's to Mann Island, passing Liverpool's Town Hall on their route. As 2019 is set to be 'The Year of the Environment' in Liverpool, this event is hopefully one of many catalysts that will lead to changing attitudes in the city.

I spoke to the chair of Merseyside Cycling Campaign (MCC), Alan Johnson. He gave me more information about this event, and shed some light on the issues that cyclists face on a day-to-day basis.

### Why are you doing this today?

The primary reason here is a frustration from cyclists in the city region that not enough is being done to accommodate our needs, which are decent infrastructure, and to encourage and regulate better driving behaviour. The city could be a fantastic cycling city, it's potentially an easy place to cycle around. Unfortunately, over many years, though cycling has increased, it's increased despite the lack of effort from local public bodies to improve the cycling infrastructure. This frustration is increased by the fact that there are some really good ideas from offices in the public bodies, but unfortunately it doesn't seem



like the political leadership is taking place. Hopefully that is going to change soon, and those ideas will be converted into some proper cycling facilities and better regulation of poor driving behaviour.

### Do you think drivers are not used to cyclists, is that the problem?

I think there is a problem with, not everybody, but I think there is a problem with some people when they're driving. They don't expect to see cyclists and they don't know how to behave around them. It's possibly because of a lack of training, and a lot of them don't ride bikes themselves so they don't know how to overtake someone in the most polite way. There is a hard core of people who I would describe as prejudiced against cyclists. I don't



understand why, but they are, and I think often the infrastructure isn't designed to discourage this poor behaviour. I think there is a lot that can be done, but I think we need the political will, and bolder, brave decision making from local politicians.

**Do the local politicians know that you're doing this today**

I believe so, but as is often the case, they will say they're very busy and unable to come. I do appreciate today is very cold and icy so I understand that, but I think we do need more politicians who really lead on cycling and champion cycling. I know it's happening nationally with some politicians but locally there's not enough, and I think we need more local politicians actually riding bikes.

**Do you think the city's infrastructure makes it dangerous to cycle in Liverpool?**

I don't think cycling is necessarily dangerous but I think the perception is the problem. People feel in danger, and that's often because of lack of courtesy from drivers, and also because the infrastructure isn't clear and comprehensive. But it could be a lot better, it really could. *(continues over)*

6

A P R I L  
THE NEXT  
300 BIKES

Photo: Ed Lamb



On Saturday 2 February myself and my son William (regular readers may know how from last issue's cover) and I headed across to Liverpool for the '300 Bikes' event in Liverpool City Centre.

It was a glorious winter's morning and, as we waited near the steps of St. George's Hall, more and more riders began to turn up. Did we reach the magical 300 number? Perhaps not, but given the relatively small number of people the Facebook event probably reached, I think we can call it a great success.

After a photo shoot we headed down the cobbles and around the roundabout, on to Dale Street. Traffic was politely brought to a halt to allow us all through. I think a few eyebrows were probably raised by the site of a seven-year-old on a bike, calmly cruising through one of Liverpool's busiest junctions. Mission accomplished.

The convoy headed up to the Town Hall. Bikes and riders of all kinds on show. Road bikes, cargo bikes, trailers, folks young and old. It was so quiet we could actually talk to each other. On a road in Liverpool. Incredible. A couple of chaps even recognised William from the magazine cover which made his day (if you're reading this Steve Rotherham - he's still waiting for the call).

We stopped at the Town Hall and a casual 'die in' was set in motion. Again, Will thought this was fantastic. I hope a few folks in the Town Hall stopped to ask what was happening.

We then rolled down to Mann Island. Another couple of temporary road blocks were put in place for safe passage. This did catch the eye of the police who came to the scene, but I'm not sure if anything came of it aside from a talking to. No harm done, eh?

A second event has been called for early April so hopefully the event can grow throughout 2019, and perhaps a longer route around the city could be arranged. I'm not clever enough to know how easy marshall that might be on an unofficial basis.

Well done to all involved. Here's to seeing more children cycling on the streets of Liverpool in the years ahead.

**Ed Lamb**  
Twitter: @edwardlamb

*Below: cyclists pedal to Mann Island  
Bottom: outside the town hall, an impromptu die-in*



Video grabs courtesy Julian Taylor



## 300 Bikes in La La Land, La

With the film awards season in full swing, I have a look at previous winners of Oscars on BBC iPlayer. In Damian Chazelle's gloriously colourful Los Angeles musical *La La Land*, the film opens with a traffic jam on a Los Angeles flyover which turns into a magnificent song and dance routine. Wonderful to watch, but sadly a fantasy as anyone who watches congested traffic along Liverpool's Strand at rush hour will know – a lot of tragedy and black comedy perhaps, but little singing, dancing or music.

But a few weeks ago, Merseyside cyclists came to the rescue with their own spontaneous form of street theatre at the 300 Bikes event. Despite seasonally cold and icy conditions, lots of cyclists of all ages and styles met at St Georges Hall. Demonstrating that there is safety in numbers, the ride headed off to Dale Street and encountered generally good natured traffic, curious perhaps at the diverse bunch of riders enjoying the day.

The theatre began without warning outside the Town Hall on Dale Street when many riders fell onto the ground and staged a 'die in' and lay for a few moment on the road. Although perhaps not as well choreographed as *La La Land*'s opening sequence, it was nonetheless colourful and made the important point that too many cyclists are killed or injured on our roads. Indeed, it perfectly illustrated the fact that these casualties are not just statistics, but people from all backgrounds who are simply trying to get from A to B. It even got a small audience who seemed impressed with the spectacle that they were lucky to witness.

The ride then resumed and made an impressive convoy crossing the Strand before ending up outside Merseytravel's offices at Mann Island.

What is surprising about events such as these is how enjoyable they are, even when though they seek to make a serious point. Sharing the road with other cyclists and achieving a critical mass that gets other vehicles driving more carefully and slowly can be very empowering. It also reveals how little impact large groups of cyclists have upon traffic and that on a busy Saturday, it was the number of cars that caused the congestion, not those participating in 300 Bikes.

But that is not the end of this event as more are planned. It's well worth coming along and taking part in a bike ride that explores the city and which reassures you that there are loads of fellow Merseysiders out there who want to make the roads safer to cycle in and who want the City Region, Merseytravel, Merseyside Police and local authorities to do more about this.

So come and join in...la! So come and join in...la!

**Alan Johnson**

### **Are there any future events you'd like to promote?**

There will be some under the Year of the Environment, we'll be publicising some bike rides. I can't tell you exactly what they will be, but Merseyside Cycling Campaign's website promotes events on a regular basis, and also on most forms of social media. I encourage anyone who's interested in supporting cycling to join MCC because it's free, and the more people that give a voice to cycling, the more likely we are to bring about change. That benefits everyone.

### **Do you think you need more young people to join?**

We certainly do. I think there are a lot of young people cycling but probably not as many getting involved in political campaigns like this, and I would welcome them to come along because cycling is a great activity. It's not expensive, and it gives you so much empowerment and liberation in getting around the city, it's brilliant.

### **What's the best way to get involved?**

I would suggest liking our Facebook page, or visiting the website and asking to join us. We will get in touch with you and suggest all the things you can do. It can be anything. You don't have to be sitting in a meeting talking, you can be doing something fun: organising an event, helping out during an event, doing some photography or art, anything. It's all about promoting cycling.

From Alan's words, it is clear that this campaign is of great importance in bringing about political change in the city. Though the desired number of 300 was not reached, this large body of cyclists showed solidarity and determination regardless. This event highlighted one of the important issues in Liverpool that needs to be more widely discussed, in line with Liverpool's 2019 'Year of the Environment'. Perhaps, change is in the air.

**Amanda Stanley**

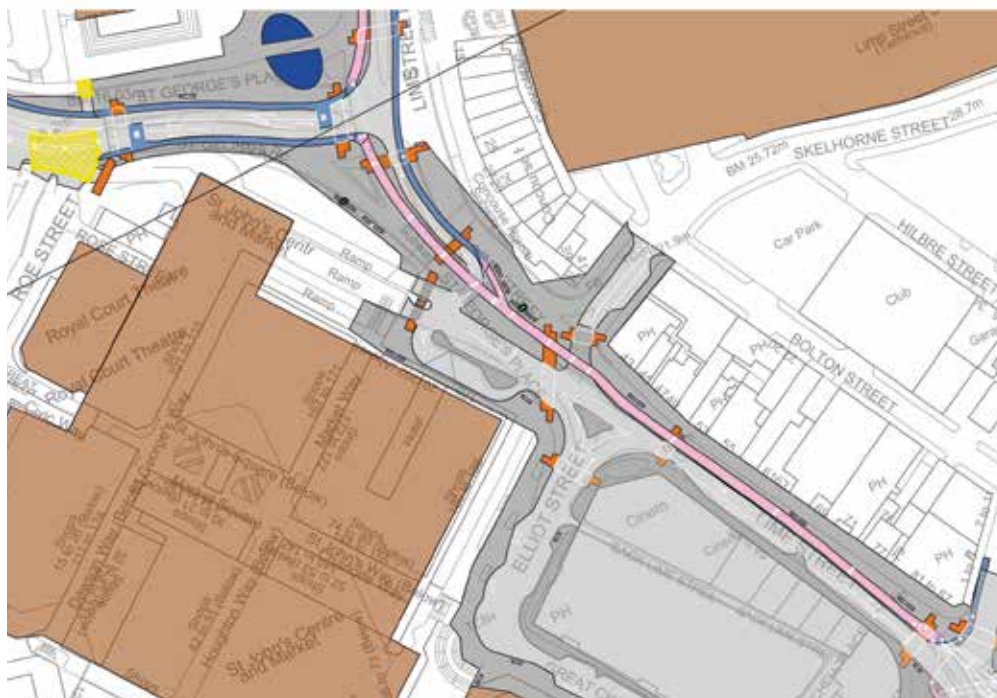
Originally published in [thesphinx.co.uk](http://thesphinx.co.uk)

The next 300 Bikes is 6 April 2019

*Cyclists outside the Merseytravel offices on Mann Island*

# Some solutions to the Lime Street plan problem

In the last issue we reported on Liverpool City Council's consultation plan for Lime Street, which failed to include any cycling provision. To assist the council in correcting this mistake, MCC has drawn up plans which show how it could be done



I attended the consultation exercise on the proposals for Lime St. Like many there, I was dismayed at the omission of any serious cycle provision, though it had been indicated in the earlier iteration.

I have had useful comments from members of Merseyside Cycling campaign, some of which I have incorporated in these draft plans showing a possible configuration with some features which could be adopted.

I welcome the underlying principle of curtailing the through-routes for motorised traffic. The traffic flows along most of the main routes (London Rd, Brownlow Hill, St John's Lane) would seem likely to remain >10,000 AADT, which suggests (from DMRB INTERIM ADVICE NOTE 195/16 Table 2.2.2) that cycle paths separate from the highway are warranted.

- For the northern stretch of Lime St, there should be separate northbound and southbound

routes, so that cyclists coming from London Rd are not required to cross the highway twice. This path should have priority over traffic entering from Lord Nelson St. To accommodate the proposed coach and taxi provision, it may be acceptable to drop this to highway level with the coaches / taxis crossing the path, rather than mixing pedestrians and cyclists at this potentially restricted location. Best would be to have the cycle track at an intermediate position so that the coaches/taxis must ramp up from the carriageway to make that crossing.

- If the proposal for a cycle track using the Churchill Way South flyover is implemented (or an alternative route on a similar alignment) then it may make sense to also include a southbound link on the western side of Lime St, which should of course have priority over any vehicle exit from the top part of William Brown St. If not on the

flyover alignment, the alternative provision of a link on William Brown St must be provided.

- The traffic (and cycle) volumes warrants separate cycle tracks (or at least cycle lanes) in both directions on London Rd, and there should be suitable provision across the junction for accessing whichever route to Dale St.

- The traffic (and cycle) volumes warrant a cycle route on St Johns Lane. There is ample space for tracks on both sides. Details at the lower end will depend on how cycle connectivity is to be maintained along the Victoria St corridor.

- The southern link of Lime St is likely to have at least 3000 AADT (just from the car park and bus journeys), warranting cycle lanes (which could be at carriageway level) but it probably makes sense to have a two-way cycle path at footpath level running on the east side of the street, so that it does not interfere with loading bays on the west side. Again, this should have priority over the side streets (Skelhorne St, Copperas Hill and the access road to the St Johns car park).

- Ranelagh Street and Place should be configured to provide a rational and safe way for cyclists to enter and exit the city centre – as a matter of urgency. It is not acceptable to expect a diversion around Great Charlotte St. There is space for at least an uphill cycle lane on Ranelagh St (treat as a footpath-level track above the junction with Gt Charlotte St). Suitable links should be provided to the promised cycle tracks on Brownlow Hill.

- There should be ample frequent cycle-parking. Every significant building should have at least one stand close by each major entrance. Those indicated on the attached plans are not meant to indicate all that is needed for Lime St Station or the main shopping buildings.

**Dai Gwynne**

Download plans: [mersecycle.org.uk](http://mersecycle.org.uk)

A section of one of the detailed plans. Full plans are on the MCC website

5  
PLANS  
SUBMITTED

0  
RESPONSE  
FROM LCC



## The Liverpool-Chester ride

The annual Liverpool-Chester-Liverpool bike ride was marred in 2018 by the decision to open the Mersey tunnel to motor traffic earlier than in previous years. This resulted in cyclists being put in a unpleasant and dangerous single lane with motor traffic going past. Talks have been held with Merseytravel, but no change has been made to the 2019 event. The Liverpool Cycle Forum is writing to merseytravel to try to get the previous, safer, arrangements reinstated.

### “It was terrifying”

It was terrifying. I witnessed a horrendous accident that could have easily resulted in death in such a small space as buses passed within inches. My son was terrified too.

We will not take part again.

**Dean Jones**

I did the 50m LC bike ride. It was well organised, nice lanes on the Wirral, no major problems apart from some impatient drivers.

Returning to Liverpool at

13:15 via the tunnel was the low point. Cycling along fast cars/buses with little segregation, noisy environment, poor air quality is not appropriate for a cycling event.

Would not do it again for that reason. Not appropriate as a family event.

**Sophie Wuerger**

After supporting this ride for 22 years I have decided that I cannot put both my health and life in danger whilst paying to do so.

I just want to put forward my view on this and cannot believe that I am the only person who feels like this. The ride is supposed to be a fun family day but there is no fun in riding through the tunnel with traffic coming at you in a lane that is made smaller and more dangerous by cones. I witnessed it all first hand last year and cannot be party to something so ridiculous.

How is this supposed to encourage people to get on bikes and get healthy, it is counter productive.

**Tracy Hitchmough**

## MCC Wirral group notes

**Wirral Active Travel Forum 12/12/2018:** All the items we had raised were discussed although not always with a satisfactory outcome. Cllr Mary Jordan was absent as was Amanda Keenan.

- The Tower Road Scheme presentation by Ian Parkinson. No answers to our complaints of piecemeal approach. Likely to take many years to complete it. Positive reception about need for links to north side of the East Float.

- The Merseyside City Area Local Cycling & Walking Implementation Plan (LCWIP) will no longer be adopting Sustrans guidelines but instead hopes to use the London Cycle Design Guide instead. The LCWIP will expect individual metropolitan authorities to link into the strategic network. Will this apply to the existing parts of the Wallasey network? The main link of interest will be from New Brighton to Birkenhead but no details of how it will be routed in a green corridor, it may possibly route via Wallasey Central Park.

- Julie Barnes gave an update of progress for local cycle route provision – East Float [Wallasey bank]; Duke St phases 1&2; New Chester Road from St Paul's Road to Bolton Road; New Chester Road in Carlett Park area. Also a £40k programme for cycle parking repairs and replacement.

- Metro mayor is to allocate £1 million to each borough for town centre improvement schemes.

- Suggestions for a better location for the Wirral forum were discussed with the suggestion of Wallasey Town Hall being unpopular because of poor public transport services.

**Tower Road Consultation Response:** We have submitted our comments on the scheme. Still worried about the piecemeal approach and long time scales for scheme. Need to expedite the implementation of the Wallasey – Birkenhead corridor. No mention of how 20mph speeds for motor traffic will be achieved and problems of choice for cyclists wishing to move from off road cycleway to main carriageway. Still no proper designs for cyclists crossing building access points. Will cyclists be expected to slow down HGVs? Need for more info about “Civilised Streets”.

**LCR “Active Travel Forum”.** Useful but it was felt that John Smith appeared to be the only driver of the scheme without experienced officers. A need for greater dedication to the process from Merseytravel is needed. Contrast with Greater Manchester with its “Cycling and Walking” board chaired by Andy Burnham. Overall, it was felt that this initial meeting failed to tackle the need to lay down the basic rules and structure to cover the operation of this new LCR forum.



Video grabs courtesy Paul Rogers



# Made to move in Merseyside

**M**anchester City Region has adopted a 15-step 'Made to Move' programme and we would like Merseyside to create its own version of this. We have drafted these 15 steps to raise awareness of the problems facing the region – very high KSIs (Killed or Seriously Injured), congestion, pollution, CO2/climate change – and the potential benefits of cycling to deal with them.

**1** Publish in 2019/2020 a detailed, Liverpool City Region-wide local walking and cycling infrastructure plan (LCWIP) in collaboration with districts and following Department for Transport Guidance Including involvement of stakeholder groups on the project board from the start of the process.

**2** Establish a ring-fenced, 10 year, £826,722 (GM = £1.5 billion) infrastructure fund, starting with a short term LCR Mayor's Active Streets Fund to kick-start delivery for walking and cycling. With over 386 (GM = 700) miles of main corridors connecting across Liverpool City Region, this is the scale of network we need to aim for.

**3** Develop a new, total highway design guide and sign up to the Global Street Design Guide.

**4** Deliver temporary street improvements to trial new schemes for local communities.

**5** Ensure all upcoming public realm and infrastructure investments, alongside all related policy programmes, have walking and cycling integrated at the development stage.

**6** Develop a mechanism to capture and share the value of future health benefits derived from changing how we travel.

**7** Work with industry to find alternatives to heavy freight and reduce excess lorry and van travel in urban areas including actively opposing the creation of a road through Rimrose Valley.

**8** Partner with schools and local authorities to make cycling and walking the first choice for the school run, and take action on traffic and parking around schools.

**9** Deliver year on year reductions to the risk per km travelled, by establishing a task force to improve safety on roads and junctions to take significant steps towards the adopted Vision Zero target.

**10** Call for devolved powers to enforce moving traffic offences, and develop strategies for reducing anti-social driving, through public spaces protection orders and enforcement against parking in cycle lanes.

**11** Prioritise investment based on the measurement of people movement, rather than motor-traffic, and integrate with a new street satisfaction index.

**12** Ensure local communities are engaged and supported in the development and use of new infrastructure and programmes.

**13** Deliver greater levels of public access to bikes across Liverpool City Region, working with the private sector and voluntary groups to deliver low cost and innovative solutions.

**14** Work with local businesses to help shape our new network and achieve a culture-shift on commuting.

**15** Launch our own version of a 'Summer Streets' festival, creating low car town and city centres to trial street closures on the network.



# 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 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<sup>1</sup>, Calisa coffee shop<sup>2</sup>, Hunts cross Station<sup>3</sup>, Elif café<sup>4</sup>, the Eureka cafe<sup>5</sup> or other point selected by the runs leader. Joint C/D runs with Century RC will start at Spike Island<sup>9</sup> with a pickup for D riders at the Dormouse tearooms<sup>8</sup>. Most joint trail rides will start at Pickering's Pasture<sup>10</sup>. Liverpool riders intending to ride from Birkenhead Central to the Eureka café for the start of a ride should liaise, using the google group, facebook, Whats App group 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 Café or Calisa cafe there will usually be a pick up at the Blue Anchor pub<sup>6</sup> and occasionally Ormskirk Station<sup>7</sup>. For rides starting at Birkenhead Central there will be a pick up at the Eureka café<sup>5</sup>. 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 is 84 Childwall Priory Rd, Liverpool L16 7PF.

3 Hunts Cross Station is in Speke Road, L25 0NN.

4 Elif café is just before the Childwall 5 Ways roundabout, Liverpool 16.

5 Eureka Café is at Two Mills, Parkgate Road, Woodbank, Chester CH1 6EZ [see also [www.eurekacyclistscafe.co.uk](http://www.eurekacyclistscafe.co.uk)] If travelling by train the café 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

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

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. If in doubt contact the runs leader as follows:

HF	07887 623870
DG	07817 072644
DJ	07972 163370
GJ	0151 2222839 / 07597055683
KM	07400 797474
DT	07963 432568
RN	07964362693
SS	07914492319

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.

All riders should ideally carry a pump, a spare tube or two and a puncture repair kit. Riders should also check the weather forecast and wear suitable clothing.

## Other cycling events

### Merseyside Cycling Campaign meetings

MCC meets on the third Monday of the month. 6pm. See website for details [merseycycle.org.uk](http://merseycycle.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](mailto:activetravel@sefton.gov.uk) [sefton.gov.uk/activetravelsefton.co.uk](http://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](https://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.

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](http://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](mailto:wirralcycling@gmail.com) or at [wirralcycling.org.uk](http://wirralcycling.org.uk)

Date	Start	Depart	Destination	Leader	Cat	NB
<b>MARCH</b>						
Fri 1	Spike island	9.30	Trail ride	SS		1
Sun 3	Eureka	10.30	Waterways,Wrexham	GJ	B	
Wed 6	Ormskirk	10.30	Delph Dive Centre	RB		3
Sat 9	Spike Island	9.30	Cheshire Lanes	SS	C/D 2	
Sun 10	Birkenhead Cent	9.10	Pantasaph	DG	B	
Wed 13	Eureka	10.30	Cheshire Lanes	MS	B	
Sun 17	Hunts X	9.00	Parbold	DT	B	
Wed 20	Calisa	9.30	Twin Lakes Croston	DG	B	4
Sat 23	Spike Island	9.30	Cheshire lanes	SS	C/D 2	
Sun 24	Eureka	10.30	Holywell	DJ	B	
Wed 27	Eureka	10.30	Tattenhall Marina	HF	B	
Sun 31	Blue Anchor	10.15	Delph Dive Centre	KM	B	5

## APRIL

Wed 3	Calisa	9.30	Fir Tree Farm	DT	B	4
Fri 5	Spike Island	9.30	Trail ride	SS		1
Sat 6	Spike Island	9.30	Cheshire Lanes	SS	C/D 2	
Sun 7	Calisa	9.30	Social Parbold	DJ	B	
Wed 10	Calisa	9.30	MeCycles	DG	B	4
Sun 14	Eureka	10.30	Foxecote	DN	B	
Wed 17	Calisa	9.30	Brandreth Barn	DT	B	4
Sat 20	Spike Island	9.30	Cheshire lanes	SS	C/D 2	
Sun 21	Eureka	10.30	Bunbury	GJ	B	
Wed 24	Eureka	10.30	St Pio's	SS	B	
Sun 28	Blue Anchor	10.15	Lancs lanes	RB	B	5

## MAY

Wed 1	Calisa	9.30	MeCycles	DT	B	4
Fri 3	Calisa	9.30	Trail ride	SS		1
Sat 4	Spike Island	9.30	Cheshire Lanes	SS	C/D 2	
Sun 5	Eureka	10.30	Llandegla	DG	B	
Wed 8	Eureka	10.30	Panorama	MS	A	
Sun 12	Hunts X	9.00	Lymm	DJ	B	
Wed 15	Eureka	10.30	Tarporley	MS	B	
Sun 19	Eureka	10.30	Pet Cemetery	GJ	B	
Wed 22	Calisa	9.30	Twin Lakes Croston	SS	B	4
Sun 26	Hunts X	9.00	Cheshire Lanes	KM	B	
Wed 29	Eureka	10.30	Holt	HF	B	

## JUNE

Sun 2	Chester Station	9.30	Church Minshull	MS	B	
Wed 5	Eureka	10.30	Prestatyn	MS	B	
Fri 7	Spike Island	9.30	Trail ride	SS		1
Sat 8	Spike Island	9.30	Cheshire Lanes	SS	C/D 2	
Sun 9	Eureka	10.30	Ponderosa	DG	B	
Wed 12	Eureka	10.30	River Organics	MS	B	
Sun 16	Eureka	10.30	Ellesmere	DJ	B	
Wed 19	Calisa	9.30	Lancs Lanes	SS	B	
Sat 22	Spike Island	9.30	Cheshire Lanes	SS	C/D 2	
Sun 23	Ormskirk	10.30	Cuerden Park	MS	B	3
Wed 26	Eureka	10.30	Ruthin	HF	B	
Sun 30	Eureka	10.30	Bunbury	GJ	B	

[1] Trail bike or MTB recommended for this ride [2] Pickup for D riders at 10.30 at The Dormouse Tea rooms, Daresbury [3] Liverpool riders depart at 9.00 from Calisa. Alternately catch the 9.50 train with Wirral riders to arrive at Ormskirk at 10.22 [4] Pickup at Blue Anchor at 10.30 [5] Liverpool riders depart Calisa 9.00

# Spotlight on cycle shops



## Bikes & Boards

170 Banks Rd, West Kirby CH48 0RH  
0151 625 5533

[www.bikeshopwestkirby.co.uk](http://www.bikeshopwestkirby.co.uk)

Everything from your child's first bike to servicing and preparing your race bike for that next big event. Offering the best possible cycling products, knowledge and workshop services. They also have a range of Hire Bikes and offer a collection and delivery service for new bikes or for servicing.



## Barry's Mobile Bicycle Maintenance

07738 114243

[www.barryscyclemaintenance.co.uk](http://www.barryscyclemaintenance.co.uk)

A specialist in servicing and repairs Barry and his team have been travelling around Merseyside for over eight years now making sure your bike remains on the road. With experience of servicing on the door step Barry's also has extensive experience of fleet bike maintenance having worked with Bike and Go and many of the local ride groups including pedal away and the old cycle for health. A well-stocked van of parts means that they are always ready to help. They also have particular experience with adapted bikes, trikes and quads. Barry and his team volunteer for the recycling project MerseyCycle.



## MerseyCycle

[www.mersecycle.co.uk](http://www.mersecycle.co.uk)

The recycling social enterprise was set up nearly five years ago when a bike

mechanic and a ride co-ordinator got their heads together and recognised a need for recycling. Since then MerseyCycle has grown from strength to strength with their ability to recover and refurbish unwanted bicycles. Volunteer lead, the proceeds from the sales of these bicycles go back into the project to maintain the running costs. Monthly sales are held at their base at Court Hey Park with bikes of all shapes and sizes from child's balance bikes through to mountain bikes and classic road bikes. When funding permits, they also run recycling courses teaching people mechanical skills.



## Bikeology

There was an advert on TV some years ago that told us we all needed an 'ology' so Andy has got his and his customers all feel very happy! Situated opposite ASDA on Smithdown Road he has a good range of new & secondhand stock plus full service on offer.



## Hobson Cycles

62 Walton Vale, Walton

A 100% rider owned and run business! With having experienced staff, who, are actively involved in and ride a wide range of cycle sports, we have a much more hands-on experience than many other cycle stores in the area.



## Used Bicycles

Tucked away behind the Coffee Public House in the middle of Woolton Village you'll find Stephen busy servicing or restoring a deserving cycle back to full

use. Call in and see his great range of cycles for the all ages and pockets or just to get your steed serviced.



## Formby Cycles

101-103 Altcar Road, Formby, L37 8DL

One of the country's leading cycle stores with an extensive variety of Cycles for all pockets and persuasion's



## Hoppy's Cycles

Established in 1932, Hoppy's Cycles & Angling is a family business specialising in cycling and fishing tackle. With a large selection of cycling equipment and full workshop facilities. Advice is freely given by fully experienced staff.



## Off the Rock Cycles

223 Seaview Road, Wallasey CH45 4PD

We welcome enquiries on 07515730550 / 0151 345 8358. Adam has an extensive range of Bikes from Vintage bikes to Hybrids, Road, Cyclocross, MTBs, BMX's and Kids bikes. Some times we stock tricycles/ cargo bikes and recumbents.



## Bernard Bicycles

260 Smithdown Road

Deals almost exclusively in restored cycles for all ages and prices.

To be included on this page email [pedalpress@mersecycle.org.uk](mailto:pedalpress@mersecycle.org.uk)