

PEDAL PRESS



MERSEYSIDE
CYCLING
CAMPAIGN

cycling
UK
MERSEYSIDE



MADE TO
move
MERSEYSIDE

WINTER/SPRING 2020 • FREE

Liverpool City Council active travel forum

20mph speed limits

Ian Wiggins, team leader for traffic management and road safety at Liverpool City Council (LCC), spoke to the group about the 20mph city wide programme. He outlined progress made and said that the current situation is that LCC is at the monitoring and evaluation stage. They are currently cleaning the data and creating the summaries.

A 20mph limit was introduced on some roads in 2014, supported by an advertising campaign. There was an initial reduction in speed on these roads, but then speed increased again.

The summary report will go to LCC cabinet in February or March depending on time taken for completion of the data analysis.

Enforcement and signing were also discussed with the distinction between limits and zones (self-enforcing with traffic calming) being highlighted. The cost of implementing traffic calming and the legal signing of limits which can be sign heavy.

Police report

Paul Mountford said the police are using speed cameras and camera vans to catch speeders, in 2019 6000 speeders were caught on 30mph roads.

The police have new 'ranger' equipment and a trial of this caught 100 speeders in two hours. Unfortunately the police do not have enough office staff to process all the data and so speed cameras are not always switched on.

Paul presented statistics about the situation with regards to reporting and follow up of close passing in the Liverpool City Region (LCR) (see box below). Plans and ideas for 2020 include better promotion of the police website reporting process; improvements to the online reporting process; case highlighting via social media and the press; media/marketing campaigns and engagement; and 'close pass' operations.

2019 traffic statistics

In 2019 in Merseyside there were:

- 2,149 collisions
- 341 collisions involved a cyclist
- 449 people were killed or seriously injured (down from 499 in 2018)
- 79 of these were cyclists (one fatality) (down from 80 in 2018)

In 2019:

- 141 'close passes' were reported to Merseyside Police using the police website
- 24 drivers were prosecuted/offered NDORS course
- 80 drivers received an advisory letter

SUD scheme update

Speke Corridor, Loop Line entrance improvements – LCR is currently working on procurement of the design for the Speke-Garston element and the Loop Line improvements are still going through approval processes internally.

Schools projects

LCC is working with Sustrans and Living Streets in various schools across the city and its traffic management and road safety team are looking at a city wide LCC-specific School Streets programme. They will identify three primary schools to trial a pilot on closing roads near the schools.

Lou Henderson of Sustrans gave an update on the Sustrans School Neighbourhoods project. They are currently assessing nine schools and will identify the four schools that will be awarded the funding with ongoing behaviour change work in the remaining schools (see page 7).

Loop Line feasibility study

Simon O'Brien and Jayne Rodgers started going on site with consultants to work on a feasibility and options plans for connecting the Loop Line, canal and promenade.



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 at Fodder Canteen, 65a Norfolk Street, L1 0BE, 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
 Co-chair: Don Thompson
 Co-chair: Eddy Taylor
 Secretary: Andrew Grimby
 Membership Secretary: Stella Shackel
 Treasurer: Chris Beazer
 Media: Don Thompson
 Campaign email merseysidecyclingcampaign@hotmail.co.uk
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Twitter [@merseycyclists](https://twitter.com/merseycyclists)

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The views expressed in *Pedal Press* are not necessarily those of Merseyside Cycling Campaign

JOIN THE CAMPAIGN

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

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

Sign up at www.merseycycle.org.uk

Cycling champion update

Simon O'Brien and Jayne Rodgers have been identifying a draft network for the city. The idea is that when the proposed network is completed, any time a project arises that could implement part of the scheme, it can be easily identified.

Simon also spoke about the network mapping exercise being undertaken. The draft network plan will be brought to the next meeting and as at this stage it is only available in paper copy.

He also talked about his new role at LCR and how he hoped that this would enable him to make a very real difference in the future. He was planning to visit all the local authorities in the LCR over the coming weeks with a view to identifying some quick wins with infrastructure updates.

Simon is inviting senior officers to come and see the Waltham Forest scheme.

Both Jayne Rodgers and Simon O'Brien think there is a change of attitude at the top, but that it's like turning a large ship around, slow.

Simon talked about the 'belligerence and intransigence' of council officers, but reckoned that the chief executive was 'reading the riot act' to them.

On Princes Avenue, Simon said it was 'worse than doing nothing at all' and will cause aggression to cyclists continuing to use the road. He said that he thought once the scheme is finished it will become clear to the Council that getting on and off at either end is a major problem and he is telling them they will have to fix it quickly.

Bike Life Survey

On the Bike Life survey, John Smith said it's been done and he's seen a draft report which was 'very good'. The Bike Life report is almost ready for launch but will not be available to see until the launch so as not to undermine the impact. This is going to be a strong report based on a good sample of the non-active travelling public.

He also said that Chris Boardman said the Bike Life survey that was done in Manchester was instrumental in him getting funding for his schemes there.

LCWIP

The Local Cycling and Walking Infrastructure Plan (LCWIP) document has been published and approved by the DfT. The document is available at <https://bit.ly/37Yorpd>

The plan is set and is focused on the corridors identified by the PCT tool process. The on-going consultation on the corridor implementation and detail will take place in line with implementation and design. The two corridors that are currently being taken forward in Wirral and Runcorn are being developed to full business case for TCF funding.

LCR Active Travel Forum

John Smith said the LCR Active Travel Forum has not yet convened. LCR Active Travel document has now been published.

Design work on the two Wirral LCR schemes has been awarded contract to ProjectCentre who did the Waltham Forest scheme.

Reporting traffic incidents

Merseyside is now part of the national system Nextbase. www.nextbase.com

The system is used by Merseyside Police to monitor and process incidents and is a much more streamlined platform for viewing and acting on reports.

Alternatively file an online report at www.merseyside.police.uk then choose 'Report' followed by 'Road traffic incident'. You'll be given a reference crime reference number at the end which you can use to follow up if needed.

It's very useful to have video footage, which you're required to upload by using Dropbox or WeTransfer for the officers to download the footage from. Two minutes either side of the incident is needed as well.

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

Pothole reporting

Cycling UK set up **FillThatHole** so all road users can have an easy way to report potholes and road defects wherever you find them. Cycling UK contacts the right people to get the roads repaired.

www.fillthathole.org.uk

Local council pothole reporting

Liverpool bit.ly/2WLLePv

Wirral bit.ly/2LITuyF

St Helens bit.ly/2VwD9gt

Knowsley bit.ly/2HTfgsw

Sefton bit.ly/2VsuVpA

Halton bit.ly/2LILSw3



Made to Move Merseyside update

Manchester is a long way ahead of Merseyside in creating a liveable city, this is because it has a plan (Made to Move Manchester), and has worked out the cost of doing it properly (£55 per head per annum = £1.4 billion). Manchester has this figure in its budget even though it doesn't have that money sitting in its bank account. Its ambition is not limited by what money it is being given. Liverpool City Region (LCR)



by contrast seems to be limiting its ambition to what it is being given – i.e. there's £160m over 10 years so that is what will get spent (=£10 per head per annum).

A key message therefore has to be that LCR should have a clear plan – Made to Move Merseyside – with a proper budget ambition (£55 per head, per annum = £800 million total).

- 1 Publish in 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.



Disabled cyclists and the deficit model of disability

There is currently very little knowledge or research about disabled people who cycle, and as such, they remain invisible and excluded from public policy, debates and infrastructure. Despite cycling forming a key aspect of mobility and health promotion for disabled people, it remains absent from both cycling policy generally, and disability-specific policy regarding mobility, health and exercise. The lack of knowledge and information has significant impacts in terms of barriers and access to cycling and mobility.

My own experience is also testament to these impacts. It was only through a chance meeting at a disability conference that I discovered that other people with physical disabilities cycled, and that there was an organisation local to me set up to facilitate this. Until then I had only ever considered my experience to be an anomaly rather than a common characteristic of disabled people. This discovery was not only important in terms of empowering me to make rights claims about my use of a bicycle as a mobility aid, but it was also key to me being able to continue cycling (a handcycle) when I became a full-time wheelchair-user.

The contrast between public knowledge and policy, and the experiences of people with disabilities is stark. There is virtually no policy or infrastructure which recognises or facilitates disabled people cycling, despite cycling being crucial to mobility.

The deficit model

Disability is not a neutral term – no one is entirely disabled, nor is anyone one hundred percent “able”. The dominant perception of disability emerges from a deficit approach, which emphasises “deficiency and intrinsic flaws” in the individual and focuses on what they “cannot do”.

This binary positioning is nowhere more apparent than in the Paralympic Games. It may appear paradoxical to suggest this, but only athletes with certain disabilities can participate and Paralympians are depicted as “inspiring”, “heroic” individuals who have “overcome” their disability.

The depiction of the heroic paralympian is particularly concerning in terms of government policy, which has increasingly targeted the welfare system for sick and disabled people.

Cycling as mobility

Cycling is commonly depicted as an elite sport, which gives the impression that it is a specialist activity that requires specific bodily forms and prowess, rather than something that is possible for the majority of people. Cycling is often easier than walking or wheelchair propulsion for people with physical disabilities and a recent Transport for London survey found that 70% of disabled people living in London said that they were able to cycle (although only 6% actually did so on a regular basis).

One disabled cyclist says: “I just find it easier to get around because I am limited in the distance that I can walk, but I don’t really think I am limited in the distance I can cycle. I just love cycling, it’s a fantastic way for me to get around; otherwise, I wouldn’t be able to.”

Disabled cyclists encounter barriers to cycling, including poor infrastructure, such as cycle paths being accessible to non-standard cycles, problems with roadways such as potholes, camber and cycle parking facilities. There is also the cost of cycles, especially non-standard cycles.

The attitudinal barriers faced by disabled cyclists varies depending on the visibility of their disability and the kind of cycle that they use. People who ride standard bicycles are mostly invisible as disabled



people and are often confronted with refusals to accept that they are disabled.

People who use non-standard cycles face a different set of issues and attitudinal barriers which arise from being visibly “different”, even if this “difference” is not always immediately associated with disability. This difference elicits attention and interactions which can be both positive and negative.

Recently, in response to the campaign work of organisations such as Wheels for Wellbeing, there have been some significant local policy developments. These include the development of The London Cycling Design Standards, which uses the dimensions and capacities of a non-standard, three-wheeled cycle as the basis around which to develop cycle infrastructure and policy. However, this approach remains a minority rather than the norm, and there is much work to be done and much change needed before disabled people achieve equal rights to mobility, physical activity and access public spaces and facilities.

Kay Inckle

This is an extract from an academic paper that can be read at dsq-sds.org/article/view/6513

“I am limited in the distance that I can walk, but I don’t really think I am limited in the distance I can cycle”

Where are all the female cyclists?



Having been an inner-city London cyclist since I was able to sit up, I am now a forty-two year old Liverpool cyclist. I don't run a car at all, choosing to continue as a cyclist for now.

Despite factors such as higher volume of traffic and more, bigger roads, and the mythical London road rage, I feel more at risk as a cyclist here than in London.

This is simply because the drivers of Liverpool are less likely to be expecting to see a cyclist. London drivers are fully expecting swarms of cyclists – and often have a lungful of expletives at the ready.

The cyclists that ignite their ire would usually be the ones on 'fixies' arrogantly sailing through red lights, lycra-clad commuters swarming together during rush hour, or the swollen ranks of the new breed of less experienced couriers.

The vast majority of all cyclists in both London and Liverpool I encounter whilst out on the road are male. In fact, it usually feels like all the most visible players in the road traffic systems in both cities are male.

I firmly believe in cyclists' right to use the road. I also, as a cyclist, believe in following the rules of the road as diligently as the best driver. I do not believe that cyclists

have special dispensation to break the rules of the road.

However, I do acknowledge that the bicycle, being non-engine powered, nimble on its (usually but not exclusively) single-track line, narrow and relatively light, is able to be more versatile in its traversing without posing a threat, than a car or other engine powered vehicle.

I also acknowledge that people of all ages and life stages, need to be tolerated to a certain degree on the pavement, whilst learning

“Are we in a society where a group of teenage girls do not feel safe on an urban cycle ride?”

Why don't girls cycle?

The Irish Times published an article asking “Why are so few teenage girls cycling to school?” They reported that only one in 250 girls cycle to school in Ireland

Everything from being self-conscious on a bike to how school skirts make it difficult to cycle to more serious issues of being harassed by boys and men for being on a bike were the reasons given for not cycling.

Lara Gillespie, Irish champion cyclist said that girls need to realise that boys get just as nervous and self-conscious about cycling but they push through it. “Girls care too much about what other people think. Cycling is often the easiest, quickest way to get places and you can feel the air in your lungs. I also think it is family responsibility to get children on bikes from a young age so it's something they are comfortable doing.”

<https://bit.ly/2HeSGws>

to ride, and ride as part of a road traffic system.

Apart from the terrifying, surreal, and regularly occurring experience of actually looking drivers straight in the eye on the road and still having them casually reversing into me, or turning left into me, or slowly but surely compressing me in their blind spot having trapped me there by never, ever looking in their left hand mirror, the one other stand-out differential in cycling between London and Liverpool, is the number of boys, young men, and men cycling in the dark with no lights.

What the flippety hey is that all about? I can possibly imagine the young people's perspectives – I remember freezing rather than wear a coat. You just want to make those statements.

Maybe they feel like safety features are for wimps. But what of the parents and carers of these people? Do they furnish their bikes with lights and then the riders take them off? Or are they just not even giving them lights?

I have really admired the skills of quite a few young male cyclists in this city. They can wheelie. From an early age, some of them. They are amazing ambassadors for the sheer joy of the physicality of cycling.

But what of the girls? They are not out on their bikes. Are we still living in a society where a group of teenage girls would not feel safe on a group urban cycle ride? Are the perceived dangers the boys on bikes, the threat of nefarious pedestrian adults, or the threat of the unaware drivers?

Or is it overwhelming culturally driven and nothing to do with perceived dangers? What are the real reasons females of all ages are not using bikes on the roads?

I would love to know why cycling for transport and also for leisure, in groups and solo, seems such a profoundly unpopular choice amongst the girls and all women.

L Glanville

Sustrans schools streets project in West Derby

Sustrans is working with children, parents and local residents at nine schools in the West Derby area of Liverpool to develop new street designs and improve safety around the school gate. The designs focus on making it easier for children to walk and cycle to school and creating calmer, greener places for everyone.

West Derby has high levels of traffic congestion, air pollution and road accidents. The two-mile area includes Blackmoor Park Infant school, where six-year-old Bobby Collieran was knocked over and killed in October 2014, when walking home from school.

Children and the local community are the chief designers for their own school streets. They attend a series of activities and workshops to help advise the Sustrans team about the problems they face on their daily journeys and work with designers to come up with practical ways to solve them.

Sustrans' team will also look at how schools can link with existing walking and cycling routes, including the nearby



Schools in the West Derby project

Holly Lodge College for Girls
 Broughton Hall Catholic High School
 Blackmoor Park Infant School
 Blackmoor Park Junior School
 Mab Lane Mixed Primary School
 St Paul and St Timothy Catholic Infant School
 St Paul Catholic Junior School
 Cardinal Heenan Catholic High School for Boys
 St Mary's CE Primary School

Liverpool Loop Line, to make it easier for children to travel by foot or bicycle. Four schools will have the chance to win funding of £20,000 per school, to make infrastructure and other changes to make their street safer and more attractive.

One of the children in the project suggested installing a machine to shoot custard at cars that come too close to the school. That and other proposals will be carefully considered.

<https://bit.ly/31vKgKE>

Baltic Triangle consultation

Public consultation has now begun on the future development of the Baltic Triangle. Liverpool City Council has commissioned a Strategic Regeneration Framework (SRF) for the area. The idea is that the SRF will create a clear direction for the future growth of the area to ensure that the Baltic Triangle grows 'in an appropriate and sustainable way'.

Once the SRF is adopted as a Supplementary Planning Document (SPD) it will become a material consideration in the determination of planning applications.

Although this consultation is a little late in the day, it does seem to be a good attempt to stop any



Visualisation of Jamaica Street from the consultation

further damage being done by unchecked development. Cycling is given serious attention and we can only hope that planners abide

by the framework set out here.

The consultation runs until 20 March and can be accessed at: <https://bit.ly/2SXLCeZ>

Three heads better than one

The bicycle provides budget travel for many of us, but for the young men who arrived from Eritrea seeking asylum on Merseyside it has also given them the opportunity to teach the volunteers a thing or two. Asylum Link Merseyside has been collecting, repairing and 'selling' bikes for a number of years now. When they arrive at the 'Bike Shed' we do our best to ensure they are refurbished to a safe and secure condition so they can be sold for what donations people can afford.

So, if you have any spare parts lying around that you think will help us keep the variety of bikes we need to get working again –

mainly mountain bikes, but road bikes as well, we'd be very grateful for your donations. We have been pleased to accept a number of complete bikes, delivered from those of us who have progressed to better bikes or have no use for older bikes.

So check the garage and sheds and if you think you can help let *Pedal Press* know and we'll do the rest!

Here we are wrestling with one very rusty bottom bracket but by placing it in the vice – smiles appeared when we eventually released the obstinate lock ring.

Don Thompson

pedalpress@merseycycle.org.uk

www.asylumlink.org.uk



LCR Cycling Commissioner

Today was something of a pilgrimage. Just on the train having spent the day walking and cycling around the much vaunted Waltham Forest 'mini Holland' in North East London and I have to say it was inspiring. What I was particularly taken by were the many modal gateways or in other words blocking certain streets to through traffic except pedestrians and bikes. We were sauntering down the middle of the road in peace and quiet in traffic mad London and the only thing we could hear was the birds. The main point about these clever road closures is that they are cheap and the effect is instant. Most houses still have cars but they just don't use them because its not so convenient and the only traffic is people coming home driving carefully down their own street. Waltham as many of you will know have coupled this type of thinking with high quality segregated bike lanes on the main highways including – wait for it Liverpool – the junctions. It's like another world and it was all done in five years or so. Food for thought indeed.

In other news, Liverpool Cycling and Walking Officer, Jayne Rodgers and I spent a couple of days riding around the North and South of the city with consultant engineers looking into the possibilities to join up the Loop Line with the Prom in the South and the Loop Line and Bootle New Strand back to the city centre via either the Leeds Liverpool Canal or Vauxhall Road in the North. Will keep you posted on that one. I have also started visiting the boroughs of the region to find out the potential for properly segregated cycle paths all over the area. I am going to be fit by summer!

The map I have been drawing up for Liverpool is now being digitised then I will get everyone involved with the nitty gritty of why and where any routes will be.

I use the term 'will go' pointedly. Whilst there are still some executive decision makers stuck in the past, I have been in constant contact with both Liverpool Mayor Joe Anderson and Metro Mayor Steve Rotherham and they are both promising to finally make our region a civilised place to ride around. Also the new CEO of Liverpool City Council Tony Reeves completely gets it. Our long years of frustrating campaigning and continued faith in the best machine ever invented may actually be getting somewhere... on a safe and properly designed bike lane.

Simon O'Brien

Regular cycling events

Merseyside Cycling Campaign meetings

MCC meets on the third Monday of the month. 6pm. See website for details mersecycle.org.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

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

Wirral Cycle Belles

Short friendly cycle rides just for women using the quieter parts of the Wirral and maybe beyond. Once a month on Saturday morning, rides leave at 10am from under the company clock, Lever House on Wood Street CH62 4XB. www.wirralbicyclebelles.blogspot.com

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

Birkenhead North End Cycling Club

Wednesday, Saturday and Sunday morning club runs from the Eureka café and many more rides.

www.bnecc.co.uk

Bido Lito Cycling Club

Last Wednesday of every month for an hour's jaunt around various locations in Liverpool. As always, the rides will be free, but we urge you to secure a place by signing up on Eventbrite here: bit.ly/37Ufo8Z
Next rides: Wed 25th March, Wed 29th April

Late night adult riding

Monthly adult bike rides exploring Liverpool, on Friday evenings. Length can vary due to being open to all levels of riders but normally around 1.30-2hrs. <https://bit.ly/2T1FJNI>

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women's
FESTIVAL OF CYCLING

1-31 July 2019

Cycling UK's Women's Festival of Cycling is an ideal opportunity to get involved in cycling. Whether you already enjoy riding a bike or you want to get cycling for the first time, there are events across the UK especially for women, supporting you to enjoy the fun, friendship and freedom that riding a bike provides.

There are hundreds of events where women can try out cycling in either women only groups or female friendly environments. To find out where your nearest event is taking place visit cyclinguk.org/womensfestival – and if you already cycle, why not take along a non-cycling friend?

we are cycling UK
The cyclists' champion UK

Find out more online:
www.cyclinguk.org/womensfestival
#WomensFestivalOfCycling

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Cycling UK Merseyside events



Rides are arranged on Sundays and Wednesdays. C/ D rides for beginners and families are arranged on the occasional Saturday morning and Trail rides on the occasional Friday. Friday and Saturday rides are a joint venture with Liverpool Century Road Club [LCRC].

The official start of a ride will be the point at which the designated runs leader for the ride assumes responsibility. It is the responsibility of the individual rider to arrive at either the start point or at any pick up point arranged for that ride. Riders who wish to travel to the start of a ride or to a particular pick up point together should make arrangements using the club google group. The what's app group and facebook page can be used in addition.

A complete list of start points and pickup points follows. For details of the pick up point for a particular ride please refer to the final NB column of the runs list and explanation at the end of the runs list.

Pick up points

- 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 Eureka Café is at Two Mills, Parkgate Road, Woodbank, Chester CH1 6EZ [see also 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.
- 5 Ormskirk Station is at Station Approach, Ormskirk, L39 2YN.
- 6 The Dormouse tearooms, The Smithy, Chester Rd, Daresbury, Cheshire.
- 7 Spike Island car park is situated in Mersey Road, West Bank, Widnes Cheshire, WA8 0DG
- 8 Pickering's Pasture is in Mersey View Road, Widnes, WA8 8LP
- 9 Calderstones Park, Liverpool 18. Meet Yew Tree lane car park.
- 10 McDonalds café, Aintree Shopping Park, Ormskirk Road, Liverpool L9 5AN. Nearest rail station is old Roan.
- 11 Otterspool Adventure Centre is on Otterspool Drive approx. 200 metres from the bottom of Mersey Rd. Aigburth

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 use the googlegroup to inform the club of any problems, supplemented by the What's app and facebook. 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 the google group, what's app and possibly facebook for any alterations at about 7.30 am on the morning of the ride. If in doubt contact the runs leader as follows

Name	Telephone Number
HF	07887 623870
DG	07817 072644
JH	07831098689
DJ	07972 163370
GJ	07597055683
KM	07400 797474
DT	07963 432568
SM	07503178369
SS	07914492319
MS	07714246360

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.

Date	Start	Depart	Destination	Leader	Cat	NB
MARCH						
Sun 1	Otterspool Cafe	9.30	Coastal ride	DT	C	
Wed 4	Eureka	10.30	Holt	GJ	B	
Sun 8	Hunts X	9.30	Lymm	DJ	B	
Wed 11	Birkenhead Cen	9.02	Old Ma's	DG		
Sat 14	Spike Island	9.30	Cheshire Lanes	SS	C/D	2
Sun 15	James St Station	9.30	MeCycles	DG	B	
Wed 18	Eureka	10.30	Cheshire Lanes	DN	B	
Fri 20	Spike Island	9.30	Trail ride	SS		1
Sun 22	Eureka	10.30	Bunbury	TS	B	
Wed 25	Eureka	10.30	St Pio's	DG	B	
Sat 28	Spike Island	9.30	Cheshire Lanes	SS	C/D	2
Sun 29	Hunts X	9.30	Northwich	SM	B	

APRIL

Wed 1	Eureka	10.30	Delamere	GJ	B	
Sun 5	Calisa	9.30	Parbold Social	GJ	B	3
Wed 8	Calisa	9.30	MeCycles	DT	B	3
Sat 11	Calisa	9.30	Lancs Lanes	SS	C/D	
Sun 12	Eureka	10.30	Cheshire Lanes	TS	B	
Wed 15	McDonald's	10.30	Lancs Lanes	JH	B	4
Fri 17	Spike Island	9.30	Trail Ride	SS		1
Sun 19	Calisa	9.30	Parbold	DG	B	3
Wed 22	Eureka	10.30	St Pio's	GJ	B	
Sat 25	Spike Island	9.30	Cheshire lanes	SS	C/D	2
Sun 26	Hunts X	9.30	Lower Peover	DJ	B	
Wed 29	Eureka	10.30	The Plassey	HF	B	

MAY

Sun 3	Eureka	10.30	Denbigh	MS	B	
Wed 6	Eureka	10.30	Cheshire Lanes	DT	B	
Sun 10	Ormskirk	10.30	Croston		B	5
Wed 13	Eureka	10.30	Cheshire Lanes	DN	B	
Fri 15	Calisa	9.30	Trail Ride	SS		1
Sun 17	Capenhurst St	10.30	Manor Wood Farm	SM	B	
Wed 20	Eureka	10.30	Gt. Budworth	HF	B	
Sat 23	Spike Island	9.30	Cheshire Lanes	SS	C/D	2
Sun 24	Capenhurst St	9.30	St Asaph	KM	A	
Wed 27	Calisa	9.30	Lancs Lanes	DG	B	3
Sun 31	Ormskirk	10.30	Preston Marina	DJ	B	

JUNE

Wed 3	Calisa	9.30	MeCycles	DG	B	3
Sat 6	Calisa	9.30	Lancs Lanes	SS	C/D	
Sun 7	Eureka	10.30	Ruthin	GJ	B	
Wed 10	Eureka	10.30	Llandegla MBC	HF	B	
Fri 12	Spike Island	9.30	Trail Ride	SS		1
Sun 14	Chester St	10.00	Mow Cop	MS	A	
Wed 17	McDonald's	10.30	Lancs Lanes	RB	B	4
Sat 20	Spike Island	9.30	Cheshire Lanes	SS	C/D	2
Sun 21	Chester St	10.00	Black Mountain	KM	B	
Wed 24	Eureka	10.30	Cheshire Lanes	MS	B	
Sun 28	Eureka	10.30	Malpas	TS	B	

[1] trail bike or MTB recommended

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

[3] pickup at McDonalds Aintree 10.30

[4] Liverpool riders depart at 9.30 from Calisa.

[5] this run is subject to change of destination and appointment of a runs leader



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The fastest man on two wheels

It was in the 1990s that Neil Campbell's interest in cycling led him to join the Port Sunlight Wheelers. The club is over seventy years old and can count national champions and olympic competitors among its former ranks. It currently has more than 150 members of all ages and abilities.

It was here that Neil met people who would encourage his desire to surmount the technical, mental and physical challenges required to attempt to beat the world cycle land speed record.

Those around him in the club, both past and present, demonstrated that anything was possible with hard work and enthusiasm. During his early riding days he had support of many including Andy Wilkinson and Chris Boardman. They demonstrated that records were there to be challenged and smashed.

174mph

NEIL CAMPBELL'S
CURRENT
RECORD SPEED

220mph

TARGET SPEED
HE WILL
ATTEMPT IN 2020

A quietly spoken, confident but unassuming guy Neil appeared under no illusions of the journey he is on. From those early days when he was chasing a Volkswagen Passat along the Kelsall Bypass as part of his 'training'. This last year he was in pursuit of a Porsche Cayenne hybrid down four miles of uneven concrete of a Yorkshire airfield.

One of those previous record holders that inspired Neil was Fred Rempelberg, who in October 1995 managed 167.05 mph. He has confessed as always having been "fixated by speed", which he described as the "ultimate challenge of mind over body".

This five year project has had a number of setbacks; a parachute braking system was ditched as it was causing turbulence, a scary moment when the rear wheel locked up and of course the wonderful British weather.

On 17 August 2019 Neil Campbell set a new men's

world cycling speed record of 174.339mph at Elvington Airfield, North Yorkshire.

The next trial will be at the Bonneville Flats in Utah where a six mile course and a faster pace car would be used. Campbell and his team aim to ride at a speed of 220mph plus next year.

The bike used to reach these high speeds was designed by Moss Bikes of Cheshire, utilising technology usually found in motocross machines. The bike also used small, wide tyres to add to the stability. Full face head protection was supplied by Davida, a Wirral based supplier of bespoke head protection. Neil chose a kangaroo suit complete with air bag system to offer further protection.

To find out how Neil and his team moves forward to succeed in the 220 mph record attempt in Utah later this year visit www.operationpacemaker.com

Don Thompson