

# PEDALPRESS



MERSEYSIDE  
CYCLING  
CAMPAIGN

cycling  
UK  
MERSEYSIDE

SUMMER 2018 • FREE



# Privilege and discrimination



**D**ifficult one this. In her book *Why I am No Longer Talking to White People about Race*, Renni Eddo-Lodge describes the trials and tribulations of taking up cycle commuting in London. She explains how 'an uncomfortable truth' dawned on her as she realised how infrastructure was not designed to accommodate 'parents with buggies, or people using wheelchairs, or people with mobility issues'. She went on to say that it was only when she had to carry her cycle, that she appreciated how society can unintentionally cause discrimination and how the majority not being affected by these issues, find it difficult to understand how the minority or 'outsiders' are the victims of less favourable treatment.

Reading her book reinforced my concerns that those of us who choose to cycle can sometimes feel like an oppressed minority and that despite the most rational and reasonable of arguments, those responsible for providing and regulating transportation, frequently fail to do little more than offer token facilities. And that these facilities must under no circumstances inconvenience the current dominant modes of transport, namely cars and other motorised vehicles.

Now, being a cyclist is not 'protected' under the Equality Act 2010 and understandably so – when we leave our bikes behind, many of us will be restored to the 'respectability' of being (probably)

middle class, (possibly) middle aged and (more often than not), male. Indeed, it does raise the question, of whether the media's use of the term Middle Aged Men in Lycra ('MAMIL'), is actually prompted by the dominance of one particular section of society, caused by a nation which fails to properly accommodate cyclists of all ages, genders, races, abilities and other characteristics.

While I see lots of women, children, people with disabilities and people of colour cycling in Merseyside, the fact still remains that able bodied white males dominate and if that is the case, does this mean that the provision of 'facilities' for cyclists and the regulation of poor driver behaviour is discriminatory?

I raise this question not to cause offence to anyone, but for all of us to consider how we make cycling accessible to everyone.

In Chris Boardman's *Made to Move* report for Greater Manchester he argues that for cycling infrastructure to be effective, it must be attractive to a nine year old child. While I cannot speak for Greater Manchester, I doubt that many would agree that much of Merseyside's infrastructure fits this description. But despite this, there is no reason why we cannot seek to achieve this goal and it is time for those responsible to show courage and make this wonderful activity truly accessible for all.

**Alan Johnson**



MERSEYSIDE  
CYCLING  
CAMPAIGN

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

The Campaign's monthly general meeting is held in 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

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## 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](http://www.merseycycle.org.uk)

Pedal Press newsletter dates

**Autumn 2018 issue copy deadline: 10**

**September 2018.** Members' help with the newsletter, including writing articles, taking photos, providing reviews and proofreading is always very welcome.

[pedalpress@merseycycle.org.uk](mailto:pedalpress@merseycycle.org.uk)

# Parking in cycle lanes next to Bellrive School

Members of the Campaign noticed that the mandatory cycle lanes adjacent to Bellerive School near Sefton Park were frequently being used for parking by motorists. Some Campaign members have tried talking to parents who stop in these cycle lanes to drop off their children, pointing out that there is perfectly legal parking nearby.

One MCC member reported that she fell off her bike there when she had to go around a minibus parked in the cycle lane and a car waiting at the lights suddenly opened its passenger door. She contacted the police who told her that it was the Council's job to deal with parking matters. She also contacted the Bellerive School to point out that their minibus driver had caused this problem, but she received no reply.

The Campaign believes that the police were wrong in their statement to our member, enforcement regarding statutory cycle lanes is their job. It is possible to complain about failure of professional standards by police officers at [www.merseyside.police.uk/contact-us/making-a-complaint](http://www.merseyside.police.uk/contact-us/making-a-complaint)

Bellerive School was recently redeveloped and its planning application stated: 'The ethos of this development relies on the promotion of pedestrian and cycle usage. To accommodate this there will be secure bike storage incorporated into the school grounds.' The cycle parking is actually located round the back of the school by the rubbish bins and had no cycles parked there when the Campaign visited.

The Campaign contacted local Green Party councillor Tom Crone who arranged a meeting with the head of the school. MCC attended the meeting, as did councillor Anna Key. The meeting discussed the ongoing problem of parking on the designated cycle lanes outside of the school and the risk that was creating to cyclists and other vulnerable road users. Once these issues were explained to the Head, she was receptive to the School reminding parents and staff that the lanes must not be parked on.

MCC is thankful to Tom Crone and Anna Key as local elected members for arranging and attending this meeting. Additionally, they confirmed that they would explore with the Council, the possibility of additional measures to reinforce the integrity of the cycle lane in addition to enforcement measures.

In the meantime we will continue to monitor the situation both at Bellerive and also at other Schools across Merseyside where cycle lanes are in place. Any readers who know of other schools where this is a problem should not hesitate to get in touch with Merseyside Cycling Campaign'



## Garston to Hale Village route closed off

It used to be possible to cycle from Garston through to Hale Village without encountering any roads, along the lovely Mersey estuary route. As a Liverpool resident and cyclist, I was very disappointed to find that the pathway at the rear of the airport, commonly used by cyclists and pedestrians has been closed off.

I have used this route over number of years to get from Garston to Hale Village. I was very sad to see that this has been closed off with palisade fencing.

The Mersey estuary is one of Liverpool's greatest features, being the highest tier of ecosystem designated by Europe. Liverpool airport is situated in one the most deprived areas of the north-west, with high levels of obesity and poor health outcomes.

I contacted the airport and received this response: "We have been advised that due to subsidence access is no longer possible due to the risk to users.

This land is owned by Peel Holdings who have confirmed that signage had been put in place to notify users. As it would appear that the signage is not in place, their team will be revisiting the site to make good."

Peel Holdings has confirmed that it has closed the path behind Liverpool airport for safety reasons.

A representative said that the clay banks had started to subside and this has made it hazardous. Peel said that the clay banks were protected by the highest environmental designation RAMSAR. [jncc.defra.gov.uk/page-161](http://jncc.defra.gov.uk/page-161)

The representative said fixing the problem wasn't simple because permission would be needed to undertake any works on the land. He said that they recognised the disappointment that walkers and cyclists must feel but they had to protect people on their land.

An update is promised soon, it will reported here. If you dont know already; Liverpool airport has published an expansion plan with scope for improved amenities in a the local area. Perhaps some of the "106" (planning-offset money), can be used to create new cycling routes in an newly created estuary park.

**Timothy Williams**



## Liverpool Nightrider raises funds for the Whitechapel Centre

Liverpool Nightrider is a 50km or 100km moonlit cycle ride taking place on 14 and 15 July. It is a non-competitive event all about having a good time, cycling together and raising funds for the Whitechapel Centre.

This action-packed event includes all the city's iconic landmarks and legendary musical heritage sites. The first 50km loop starts with a ride through the Mersey Tunnel (which will be closed to other traffic) over to the Wirral Peninsula.

Highlights include the Royal Liverpool Golf Club, West Kirby and Port Sunlight, plus there are spectacular views back over the city centre.

Loop 2 takes in some world-famous landmarks: Liverpool's historic waterfront, Albert Dock, Echo Arena, Cavern Club, Empire Theatre, Penny Lane, Strawberry Fields, Knotty Ash, Anfield Stadium (Liverpool FC) and Goodison Park (Everton FC). Full support, back up and regular break stops

are provided throughout the night, along with a well-earned breakfast and medal at the finish.

There is a £39 registration fee and a commitment to raising £175 minimum sponsorship for St Joseph's Hospice which is only partially funded by the NHS making fundraising a vital part of the hospice's work. It needs to raise £8,750 every day to keep services running.

[www.whitechapelcentre.co.uk/nightrider-liverpool](http://www.whitechapelcentre.co.uk/nightrider-liverpool)

# Collideoscope

In 2014, along with Integrated Transport Planning (ITP), we created Collideoscope – a service based on our FixMyStreet Platform to map collisions and near misses between motor vehicles and cyclists.

Through a mix of imported Department of Transport data and user submitted reports, the service highlighted potential dangerous hotspots before cyclists were killed or seriously injured.

Since the launch of Collideoscope, cycling has seen even more of an increase in popularity, and we suspect that there have been numerous new initiatives and campaigns developed to highlight and tackle the dangers faced by cyclists through insufficient provision of safe cycling infrastructure and dangerous driving.

So a recent approach from the Merseyside Road Safety Partnership (MRSP) was of great interest: they wanted to explore how we might revisit this task and determine if Collideoscope still has a role to play – or whether some

other approach might be more beneficial.

Over the next three months, with the help of funding from MRSP, we plan to carry out a fresh discovery exercise to identify up to date user needs around collision prevention, and also determine how well served these issues are already by other similar initiatives around the country.

In addition to speaking to cyclists, campaign groups and safety experts, we'll also be working with MRSP and in particular the Cycling Safety team within Merseyside Police to better understand how submission of reports can actually contribute to the development of actionable policy.

We'd also like to better understand the process of evidence submission, especially video evidence, in cases of near misses and collisions, and improve how that might lead to appropriate enforcement action.

For the moment we're approaching all of this with a very open mind. We're not

going to assume that Collideoscope as it currently exists is necessarily the correct approach, and even if it does have a role to play we suspect it may need to be substantially altered to cater to any newly identified user needs.

I've spoken to a selection of MCC members, and they've all been really helpful. So, big thanks to everyone who volunteered their time.

We'll be combining the things I've learned from those interviews, with our findings from similar interviews with police forces and local council stakeholders, to work out which features or workflows would make collideoscope.org.uk more valuable to the cycling community, and to campaigners looking to improve cycling and pedestrian safety.

We like to work out in the open as much as possible at mySociety, so expect a few more blog posts in the coming months, with updates on how the project's going.

**Zarino Zappia**

## Bike Life

Southampton, Greater Cambridge, Liverpool City Region and the London Borough of Tower Hamlets have joined Bike Life – a partnership project run by the walking and cycling charity Sustrans – which is designed to help UK cities normalise cycling.

The local authorities in each region and city will be working with Sustrans to produce reports capturing data on infrastructure, travel habits, public attitudes and the impact of cycling, due to be published in 2020 and 2022.

In total 14 cities and regions are due to participate in the project between 2018 and 2022. Collectively they cover almost 14 million people or 20% of the entire UK population.

Bike Life was founded in 2014 in seven major UK cities to help local authorities build the case for cycling and inform planning at a local level whilst shaping the political and funding landscape for active travel across the UK.

Bike Life has been used to develop cycling strategies, justify investment



and delivery of schemes, support air quality plans, and demonstrate the benefits of cycling in cities for residents. Most recently the Greater Manchester Combined Authority used evidence from Bike Life to demonstrate public support for a bold new strategy for cycling. This has already paved the way for an investment of £160m for active travel.

Steve Rotherham Metro Mayor of the Liverpool City Region, said:

"As Metro Mayor of the Liverpool City Region, I have pledged that we

will promote and champion sustainable transport. Cycling is a healthy form of transport and we are working in partnership to make it more attractive and accessible to encourage more people to take it up. We are delighted to be part of the national BikeLife programme and look forward to working alongside the other participant areas to make the most of this great opportunity."

The Danish capital of Copenhagen is the most bicycle-friendly city in the world. The Government has invested over £35 per head each year on cycling and a network of segregated cycle routes on almost all main roads and bridges across the city since 2004. In 2016, 41% of trips to work and education in the city were made by bike and 76% of Copenhagener's feel secure when cycling.

Currently, there's a huge variation in active travel spending across the UK and many cities are facing a significant fall in funding.

[www.sustrans.org.uk/bikelife](http://www.sustrans.org.uk/bikelife).

# Nutrition and cycling

**H**ave you ever had 'The Bonk'? The sensation of jelly legs after some hard riding is known to most of us. It represents a failure to supply our muscles with energy in the form of glucose. Most simply, our energy source is taken in via many different foodstuffs, from instantly available pure sugar, to whole grains which contain complex starches which must be digested into simple sugars from which energy can be derived to power our muscles.

When we are not exercising, food energy is stored until it is needed to power our pedals, until then it is converted from sugars into glycogen and stored in muscles and the liver. Taken at its most, the simpler, mono and di-saccharide sugars in our food, move rapidly into the blood where they trigger insulin release from the pancreas; in this way, a 'spike' (or sudden increase in concentration) of sugar in the blood produces a similar spike of insulin from the pancreas; this then drives sugar into tissues, where it can provide energy to drive cell physiological processes, or in particular be converted into its storage form of muscle or liver glycogen whence,

at a later time, it can be broken down, back into sugar.

Our bodies are not designed to assimilate and handle the massive quantities of sugars in energy drinks like Lucozade and High5; the large amounts, and rapidity of rise in blood levels of, glucose and insulin can then be followed by a converse and drastic fall in blood glucose as the sugar is rapidly metabolised. This transient nature of our expected energy source can thus trigger a bout of hypoglycaemia, or low blood sugar. This is the effect that we call 'the bonk' due to the rapid absorption and blood spikes of sugar and then insulin.

How can we tame this process? The secret is to reduce our intake of free sugars to what our bodies can handle safely and less addictively, substituting less 'sugary' foods such as nuts, whole grains (e.g. cereals, biscuits and bread), brown rice and pasta, beans, in which complex carbohydrates are more slowly broken down into sugar and do not produce the large sugar spikes that in turn trigger such large surges of insulin release. The blood concentrations of sugar and then insulin resulting from

these foods remain relatively low, and are not followed by sudden and drastic drops in blood sugar as in 'the bonk'.

The transition to wholegrain foods can be challenging as sugar is addictive, acting as it does, on the same brain receptors as cocaine. Nonetheless, transferring your energy intake into a much higher content of whole grains such as nuts, wholegrain cereals and breads, beans and legumes, can provide excellent energy and replenish glycogen stores, and can still be accompanied by a little sugar (dried fruits, banana, figs) for instant power at the bottom of that steep climb. Think a large piece of wholegrain bread with banana (some complex carbs and some easily accessed sugars) and maybe some strawberry jam (full on sugar) if you need to start the energy flow immediately.

Please reply with your thoughts and ideas.

**Derek Gould** (who is not a nutritionist but is a vegan and has a background in medical practice (retired)) and **Alessandro Beltramini** (who is a brilliant tour leader and believer in wholegrains for cycling and life).



Satisfied customers at Eastham Centre Community Cycle Hub. Three children and two adults were kitted out with recycled bikes and helmets, all within budget of £100

## Cycle pods

Liverpool City Council is looking for organisations to take on the management of eight Cycle Pods that are located across the city. They were gifted to LCC by Liverpool Community Health in 2016 but they are not being used to their full potential as there is limited capacity within the Council's Sports Development team to maintain and facilitate their use.

There has been informal interest in managing some of the Cycle Pods from community groups but to ensure a fair and transparent process to identify the groups who are able to assume the day to day management of the cycle pods, the opportunity will be advertised to community and not for profit organisations and applications assessed for suitability and sustainability.

The Cycle Pods are large metal containers containing cycles and ancillary equipment such as helmets, lights etc.

## Leeds-Liverpool Canal closures

I have just cycled the Leeds Liverpool canal from Liverpool to the TPT just after Maghull, a nice bumpy ride as per usual. The metal lattice bridge over the canal that links the towpath from one side to the other just near the New Strand shooting centre is closed, due to the metal chequered plate surface being rusted through. I reported it last week and the Canals And River Trust have closed the bridge, but it's possible to divert down the side, and hunt for a route out.

Also due to a canal wall burst at Melling, after the Aintree horse ride field, the Leeds Liverpool canal is short of water from the Stanley Locks to Melling for about 10 miles. There are quite a few bikes in the canal. The path is bit muddy and the canal is closed before the breach, with metal fencing and a chatty security guard with a huge dog is stopping all access at this point. Divert left and then keep left through a gate or over it on the right and along a bumpy track to the next bridge, and onwards.

Worth a ride to see an emptying canal, the birds are swimming around but can't get up onto the banks, hopefully they will be ok.

**Paul a cyclist**



*The temporary dam*



*Stanley Locks at the end of the Leeds Liverpool Canal*

## Manchester sprints ahead of Liverpool with Beelines routes

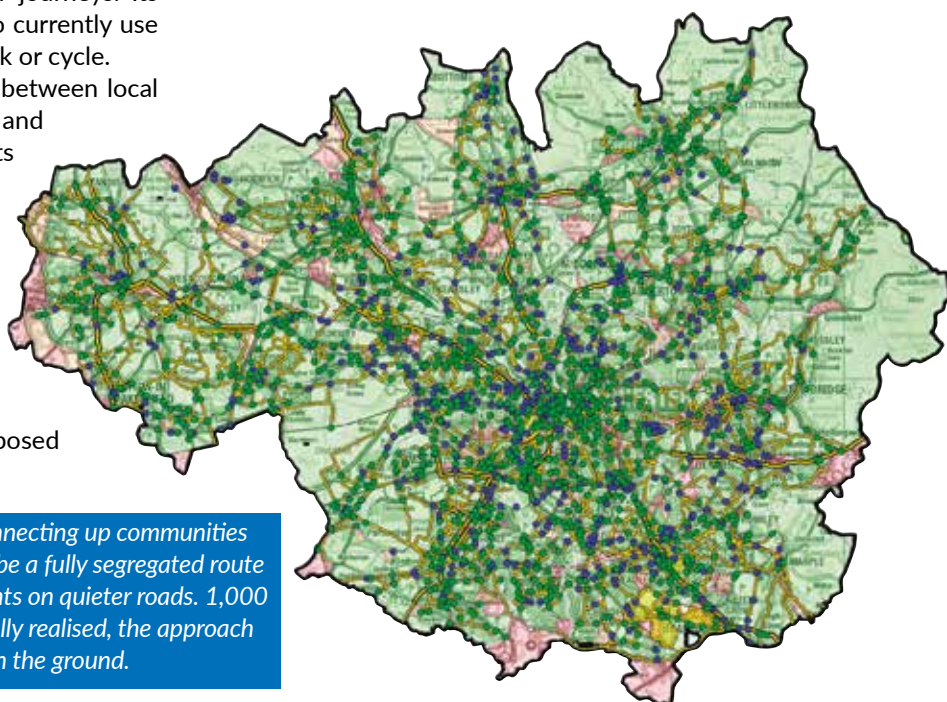
Greater Manchester is to spend £160m of the Transforming Cities Fund on cycling, bringing the total spend on cycling and walking in Greater Manchester to around £500m. This funding is at the levels seen in Copenhagen and Amsterdam and higher than in any other UK city, according to Chris Boardman, the region's walking and cycling commissioner.

The proposed network is not designed for people who already cycle or walk for the majority of their journeys. Its focus is to enable the two thirds of people who currently use their car as their main mode of transport, to walk or cycle.

The plan is to provide easy crossing points, between local roads, thereby unlocking opportunities to walk and cycle. These strategically-placed crossing points will feed local bike traffic into the more costly, fully-segregated routes, enabling even longer journeys to be made actively.

To help ensure consistency across Greater Manchester's network, the idea is to have a single identity that will be applied across all ten local authorities. The design of the Beelines network uses the symbol of the worker bee and will be a crucial aspect of the proposed wayfinding system.

In contrast, Liverpool City Region has £135 million of TCF to spend over four years. This has not been allocated yet and the emerging Local Cycling and Walking Infrastructure Plan will play a significant role, but as yet MCC has heard nothing about this. MCC raised this at the Liverpool Cycling Forum and the attendant officers and members said they would investigate. MCC has previously asked to be involved in consultations, but LCR has not been in contact.



*Beelines are routes that get people from A to B, connecting up communities across the whole of Greater Manchester. They can be a fully segregated route or a network connected via a series of crossing points on quieter roads. 1,000 miles of routes will be delivered if this proposal is fully realised, the approach is largely reliant on wayfinding signage and paint on the ground.*

# Keep the red stuff in

The benefits of cycling far outweigh the dangers or risk of accident, but accidents do happen, and quite often it is not the cyclist's fault, so it is sensible to teach all cyclists first aid.

My experience of cyclists is that they are always interested in making their cycle lighter and going faster and first aid is low down on their list of priorities.

Within the general population there is a lack of first aid knowledge as it is not on the national school curriculum.

Cycling specific first aid should be relevant to the cyclist's world and should include:

- Scene safety
- Road rash
- Blood loss
- Fractured collar bones
- Head and neck injuries
- Resuscitation in trauma

The watch words are:

- Do no harm
- Keep the red stuff in
- Hold the head
- Do not move the casualty unless their life is threatened
- Never straighten limbs
- When in Doubt ring 999 / 112

## A short history

The presentation took three months to write as I had to research the subject thoroughly, and even sent to the USA for books, I had it peer reviewed by fellow paramedics and have delivered to my own cycling club, Liverpool Century RC, it was very much appreciated. In the audience was a fellow paramedic and a doctor from Liverpool Royal, both of whom said we must get this out to the cycling community as it is very important information, I have started to give the CD out to local cycling clubs and they love it.

I have written the presentation as a self learning resource and in such a way any first responder, first aider, paramedic or doctor can give the talk to their own club.

Why totally free, well it's about saving lives and nothing else.

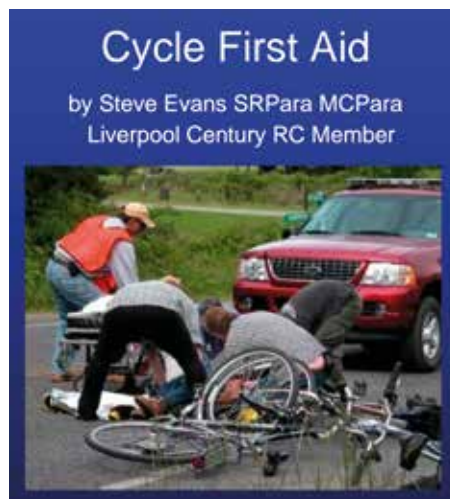
The resource has been featured in Cycling Fitness and Cycling Plus



magazine, and the journal of the Association of British Cycling Coaches.

## Paramedics need x-ray vision

We can all get caught out. Recently, on a Sunday club ride, one of our senior members crashed right in front of me, landing on his side on the grass verge. After checking him over for major injuries and that he had not broken his hip, I said: "Look I haven't got x-ray vision, so why don't I shoot back to my car, it is only 12 miles back, and take you home." The next moment, he is on his bike cycling down



the road and, on arrival at home, his wife phones for an ambulance. When it arrives, the paramedic says: "Look mate I haven't got x-ray vision so lets pop you into to hospital." It turns out he had a hair line fracture of the pelvis. The moral of the story these senior cyclists are tough old birds.

## First aid awareness does work

After a club night of cycling first aid, the members were out on a ride, when one of them had a crash, knocking himself unconscious. The ride leader remembered the words 'hold the head and don't move the casualty'. An ambulance was sent for and the doctors at the hospital praised the ride leader saying: "You saved this man's spinal cord and life." The member is now walking around and starting to ride.

## Cycle first aid equipment

How much equipment is needed? Well, I want a £130,000 fully equipped emergency ambulance.

Weight and bulk are always going to be a problem and mountain bikers are quite often miles from the nearest road.

So what we need is something to clean the wound, something to stop the bleeding, something to support injured limbs, something to give protection from infection.

There are many good first aid kits out there already.

It would be wrong to expect the ride leader to carry everything including a defibrillator, but if everyone carried at least one bandage each, you would have enough in most situations. Buffs can be used to stop bleeding but also used as a sling. Wash wounds with clean water and not energy drinks

### Steve Evans MBE

Retired paramedic training manager, cyclist and Cycling UK member  
Available to give a 90 minute presentation to local cycle clubs

[steevans5571@gmail.com](mailto:steevans5571@gmail.com)

Web friendly version e-book

[www.issue.com/carltonreid/docs/firstaidforcyclists](http://www.issue.com/carltonreid/docs/firstaidforcyclists)



# Bloodwise Wirral Bikeathon 2018



*The Mayor of Wirral at the grand depart*

Blood, Sweat and Gears enable Wirral cyclists to raise vital funds for the fight against Leukaemia and Lymphoma.

On 10th June, nearly 1100 cyclists departed Arrowe Park, Wirral, to ride the 20h Wirral Bikeathon. With a 14 or 28-mile route to choose from, the Bikeathon is very much a family friendly event and well suited to new cyclists.

Prior to the start, local bike shops 'The Bike Shop Moreton & West Kirby' offered free bike checks and additional technical support throughout. Councillor Geoffrey Watt, recently elected Mayor of Wirral, greeted the early starters and gave the riders some words of encouragement before the grand depart. Merseyside Police's Safer Roads Unit were also at the start offering free cycle helmets and water bottles to anyone who required one.



*Young volunteers, Leila, Yvie and Finley, helping promote Bike Week UK and Big Bike Revival*

Whilst the riders pedalled around the roads and trails, Cycling UK took the opportunity to promote National

Bike Week and their Community Cycle Club programme. They were joined by volunteers from the Eastham Centre Cycle Hub, who have partnered Cycling UK for the Big Bike Revival 2018, another initiative encouraging more people to cycle.

Hope4All Ride Leader, Stan Horne said: "Great day, great weather, great company, great cause and a nice cold beer at the end. What more do you want as a cyclist?"



*Hope4All CCC members with Chris Boardman*

Having completed the ride on his hybrid, former Olympic gold medallist and event patron, Chris Boardman, posed with participants at the ever-popular selfie stand. Members of Cycling UK Community Cycle Club 'Hope4All CCC' took Chris up on the offer, having completed the 28 mile route.

Congratulations go out to Mr John Hodges, who won the Boardman Bike raffle prize, kindly donated by Chris Boardman and exhibited by the BikeHut team from Halfords Bromborough.



*Boardman Bikes from Halfords Bromborough*

The 20th Wirral Bikeathon was a huge success. With £45,000 pledged, the Bikeathon has now raised £965,000 for the charity 'Bloodwise'. Let's hope they reach their £1million target next year.

**Chris Alston**



## Cycling UK Merseyside events

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

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

### Pick Up Points

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Date	Start	Depart	Destination	Leader	Cat
<b>JULY</b>					
Sun 1	Hunts X	9.30	Arley Hall (Women Only)	SM	6
Sun 1	Eureka	10.30	Elephant & Castle	TS	B
Wed 4	Eureka	10.30	St Pio's, Pantasaph	DG	B
Fri 6	Spike Island	9.30	Trail ride [MTB recommended]	SS	
Sun 8	Blue Anchor	10.00	Lancs Lanes	MD/DG	B 3
Wed 11	Eureka	10.30	Ruthin	HF	B
Thur 12	Otters Cafe	18.30		SS	C/D
Sat 14	Spike Island	9.30	Cheshire Lanes	SS	C/D 2
Sun 15	Calisa	9.00	Lancs lanes	DT	B 4
Wed 18	Chester Stn	9.30	Mow Cop	MS	A
Sun 22	Eureka	10.30	Tarporley	DG	B
Wed 25	Eureka	10.30	Cheshire Lanes	DN	B
Thur 26	Otters Cafe	18.30		SS	C/D
Sat 28	Spike Island	9.30	Cheshire lanes	SS	C/D 2
Sun 29	Eureka	10.30	Pet Cemetery	GJ	B

## AUGUST

Wed 1	Blue Anchor	10.30	Lancs Lanes	RB	B 5
Fri 3	Spike Island	9.30	Trail ride [MTB recommended]	SS	
Sun 5	Hunts X	9.00	Cheshire Lanes	DN	B
Wed 8	Eureka	10.30	Malpas	DG	B
Thur 9	Otters Cafe	18.30		SS	C/D
Sat 11	Spike Island	9.30	Cheshire Lanes	SS	C/D 2
Sun 12	Eureka	10.30	Brymbo	DJ	B
Wed 15	Eureka	10.30		Holt	GJ B
Sun 19	Calisa	9.30	Johnson's Farm	SM	B
Wed 22	Eureka	9.30	Prees Heath	MS	A
Thur 23	Otters Cafe	18.30		SS	C/D
Sat 25	Spike Island	9.30	Cheshire Lanes	SS	C/D 2
Sun 26	Wild Wales Challenge				

- [1] Pickup at Blue Anchor at 10.30  
 [2] Pickup for D riders at 10.30 at The Dormouse Tea rooms, Daresbury.  
 [3] Liverpool riders depart at 9.00 from Calisa  
 [4] Pickup at Blue Anchor at 10.00.  
 [5] Liverpool riders depart at 9.30 from Calisa.  
 [6] Two clubs rides today. The ride to Arley Hall is specifically an introductory ride for women.



## Merseyside Cycling Campaign meetings

**Monday 16 July, Monday 20 August, Monday 17 September.**  
 6pm Baltic Fleet pub, 33a Wapping, Liverpool L1 8DQ  
[merseycycle.org.uk](http://merseycycle.org.uk)

## Sefton Cycle Chat

**Tuesday 3rd July**

MeCycleCafe, 59 Station Road, Ainsdale, PR8 3HH, 18.00-20.00.  
[activetravelsefton.co.uk](http://activetravelsefton.co.uk)

## Wirral Cycle Belles

Saturday morning cycle rides for women. Meet in Port Sunlight (Lever House CH62 4XB). Leave at 10am - return by lunchtime

**July 14th, August 18th, September 22nd**

Contact Janet 0771 928 2243  
[www.wirralbicyclebelles.blogspot.com](http://www.wirralbicyclebelles.blogspot.com)

## St Helens Pedal Power

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

[facebook.com/StHelensPedalPower](https://facebook.com/StHelensPedalPower)



## CYCLE SPEKE

### Liverpool's Free & Fun Cycling Experience

Weekly cycling excursions in historic Liverpool and surrounding scenic countryside.

Plenty of free loan quality cycles available or bring along your own roadworthy bike.

Cycling uk affiliated. Visitors welcome.

See our facebook page for information and itinerary. Short taster rides available on request.

Qualified, experienced and friendly guides on all rides.

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

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

**Phone Stafford on 0754 873 6073**

## Eastham Centre (Wirral)

### Recycled bikes for sale



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

### Friendly volunteers who know about bikes

- Free safety checks
- Help and advise



### Donate your unwanted bikes

Proceeds to Eastham Centre Parents and Carers Association

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



0151 327  
4348  
(Centre)  
0771 928  
2243

**we are cycling**  
The cyclists' champion UK

Fundraise  
For The Whitechapel Centre

## Liverpool Nightrider 2018

Join The Whitechapel Centre's Nightrider Team for a moonlit cycle ride past some of Liverpool's most amazing landmarks!

Date: 14-15 July 2018

Distance: 50km or 100km around Liverpool and The Wirral (your choice!)

Price: £39 + raise sponsorship for The Whitechapel Centre

To sign up or for more information head to our website:

[www.whitechapelcentre.co.uk/nightrider-liverpool](http://www.whitechapelcentre.co.uk/nightrider-liverpool)



Sign up for the ride of your night & raise money to end homelessness!

The Whitechapel Centre  
Fundraising@whitechapelcentre.co.uk  
0151 207 7617



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

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

**MeCycle**, 59 Station Road, Ainsdale PR8 3HH  
Telephone: 01704 579353  
[www.mecycle.co.uk](http://www.mecycle.co.uk)  
Monday to Saturday 8am - 8pm  
Sunday 10am - 8pm



## Liverpool



## Wheels for All Cycling for all abilities



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

**Croxteth Country Park L11 1EH**

Every Monday 10am – 2pm

**Wavertree Park (near the athletics track) L15 4LE**

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

Further details contact Ian Tierney on 01925 234213

or email on [ian.tierney@cycling.org.uk](mailto:ian.tierney@cycling.org.uk)