

# PEDAL PRESS



MERSEYSIDE  
CYCLING  
CAMPAIGN

cycling  
UK  
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Cycling UK  
Merseyside  
keeps Eastham  
Re-Cycling



- Judicial review called for on Rimrose Valley plans
- How can Merseyside Police make cycling safer?
- Road safety consultations

# Withdrawal Symptoms

Not so long ago, I had to stop cycling for a little while following hospital surgery. Thankfully, it happened in December and coincided with some of the worst weather we had experienced all year. It would have been a lot more frustrating had my enforced absence taken place during the spring or summer.

Trudging around Wallasey and Liverpool on foot however, reminded me of how quickly a journey can be with even the most sedate cycle ride. Ten or fifteen minute rides by bike had become forty minute walks. Even if I was given a lift, I was struck how much the traffic was and of course finding a parking space amidst the congestion added to what appeared to be a quick trip out. The weather may well have been poor, but I was soon missing my bike and its efficiency over other means of getting about.

Walking did allow me to properly look at the off road cycling facilities which had appeared in recent years and which shared the space with pedestrians. It is fair to say that some were not bad and worked well where they avoided having to use difficult junctions. But far too many expected cyclists to give way

when crossing side roads causing a stop/start journey with lots of looking over shoulders to check it was safe to cross. While the transport planners technical manuals might instruct them to design facilities in this way, they undermine the bike's efficiency, leaving experienced cyclists to stick to the road and many others feeling that suitable routes are not available.

Merseyside Cycling Campaign have continued to remind highways engineers of the shortcomings of these facilities and while they sometimes seek our assistance at an early stage, there are too many schemes where opportunities are missed to use public money to establish the best possible cycling facilities which go beyond looking good on a plan and actually working in practice.

The Campaign will continue in 2018 to seek to work with the authorities in the City Region and invite them to listen from those whose main form of transport is a bike and who are well placed to advise upon how public funding for cycle facilities can actually be used to increase the numbers cycling in our area.

Happy cycling in 2018!

**Alan Johnson**

## News updates

### MCC MEMBERSHIP

If you joined the campaign since about June 2017 and have never received any emails from us (via mailchimp or otherwise), this was because we had a problem with the online registration form. Please get in touch by email to [merseysidecyclingcampaign@hotmail.co.uk](mailto:merseysidecyclingcampaign@hotmail.co.uk).

### DOCKS ROAD CYCLE ROUTE

The first element of the Regent Road project involves the laying of new pavements and road resurfacing with the creation of new footpaths to begin in February, followed by a purpose built cycle lane which will open up a new 13 mile riverside route from Formby in Sefton to the city centre.

A seven mile southern cycle lane will then connect to Otterspool when

the proposed upgrade to The Strand is completed.

Preliminary groundworks have begun to address culverts and drainage with the first phase, starting at the city centre heading north to the Bascule Bridge at Stanley Dock, expected to be completed in Summer 2018. The second phase which goes north of the bridge is scheduled to complete the following summer.

### NEW CITYBIKE STATION

Isla Gladstone Car Park Station at Stanley Park is now up and running for all citybike Liverpool members.

Unfortunately due to vandalism, the Sefton Park cafe citybike station has been temporarily removed.

St James Street bike station has been temporarily removed for highway works on Park Lane.



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

The Campaign's monthly general meeting is held in the Baltic Fleet pub, 33a Wapping, Liverpool L1 8DQ on the third Monday of each month. Business starts at 6pm. The agenda includes opportunities to discuss current issues and planning matters. All welcome.

### Committee

President: Lewis Lesley

Chair: Alan Johnson

[merseysidecyclingcampaign@hotmail.co.uk](mailto:merseysidecyclingcampaign@hotmail.co.uk)

Campaign Secretary: Andrew Grimbley

[merseysidecyclingcampaign@hotmail.co.uk](mailto:merseysidecyclingcampaign@hotmail.co.uk)

Membership Secretary: Stella Shackel

[merseysidecyclingcampaign@hotmail.co.uk](mailto:merseysidecyclingcampaign@hotmail.co.uk)

Treasurer: Chris Beazer

Media: Don Thompson

Pedal Press editors: Don Thompson and Slim Smith

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

Website Officer: Martin Dunschen

Technical Officer (Design): Philip Winston

Technical Officer (Planning): Roland Graham

Website [www.merseycycle.org.uk](http://www.merseycycle.org.uk)

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

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

## 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

Summer 2018 issue copy deadline: 18 April 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)

# Judicial review called for on Rimrose Valley plans



**C**alls for a judicial review as anger grows over Highways England decision to put road through Rimrose Valley Country Park.

Local people and Sefton Councillors have reacted strongly after Highways England announced their preferred option for a road through the Rimrose Valley Country Park. Leader of Sefton Council, councillor Maher has called for a judicial review saying that “communities have felt absolutely devastated” by the decision. The call for a judicial review has been supported by the Campaign for Better Transport and by the Rimrose Valley Friends.

Highways England undertook a consultation exercise which looked at two options:

“Option A – upgrading the existing A5036 road with junction improvements at Hawthorne Road, Netherton Way and Copy Lane. At the Hawthorne Road and Copy Lane junctions, additional capacity will be provided by widening the existing A5036 to allow three lanes through the junction in both directions. At the Netherton Way junction, additional capacity will be provided with the construction of a new signalised roundabout with through lanes for the A5036.”

“Option B – a new dual carriageway bypass through the Rimrose Valley connecting Princess Way to Broom’s Cross Road. A new signalised roundabout will be provided at the junction between Broom’s Cross Road, Brickwall Lane and the new bypass. Broom’s Cross Road will be upgraded to dual carriageway from this point to the junction with Switch Island.

Edge Lane and Lydiat Lane will be diverted onto new bridges over the new bypass.”

Despite Option A being the most popular option with consultees, Highways England decided to opt for Option B.

There is anger that other options including a tunnel were not considered despite the fact that Highways England have recently committed to two new tunnels as part of a £4.4 – £6.2 billion project for the lower Thames crossing. People are also questioning whether rail options for carrying freight have been properly considered.

A concern that is shared by Merseyside Cycling Campaign members is the effect of such a road on the ability of people to access the Rimrose Valley whether on foot or by bike. Many local people enjoy the Valley for its green environment but also as a safe, environmentally friendly, traffic-free link between Seaforth/Waterloo/Crosby and the Canal and Litherland on the other side.

The Valley is an important part of a wider walking and cycling network in the North Merseyside area as well as being a designated Local Wildlife Site that links to the adjacent canal. Clearly putting a busy road down the middle would have a dramatic impact on these important functions with consequential effects on health and wellbeing and the environment and important links between different communities.

**Eddy Taylor**

Highways England decision information: <http://bit.ly/2Dsk22M>  
[facebook.com/SaveRimroseValley](https://www.facebook.com/SaveRimroseValley)  
[www.rimrosevalleyfriends.org](http://www.rimrosevalleyfriends.org)

## Deaths from air pollution

The national total figure is 40,000 deaths per year. Public Health England gives a breakdown of deaths from particulate pollution by local authority. Figures for Merseyside are: Knowsley–77;

Liverpool–239; Sefton–145; St Helens–98; Wirral–166.

The average number of life-years lost per person is about 10. As well as the loss of life, there is also the illness before death, and non-fatal cases of asthma and so on.

**Ian Campbell**

# How can Merseyside Police make cycling safer?

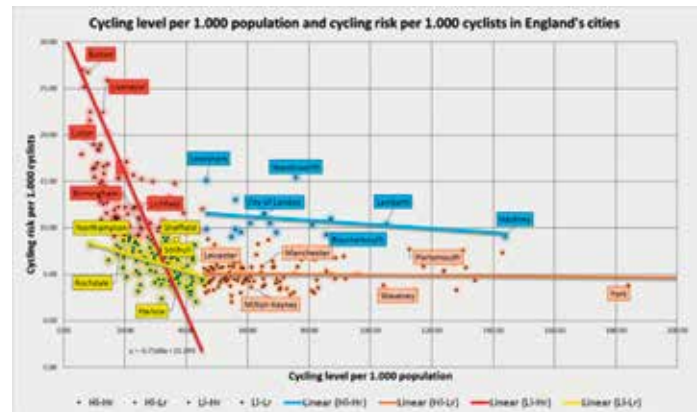
The three 'EEE' measures to improve the safety and convenience for people-on-cycles are Engineering, Education and Enforcement. Road Engineering i.e. protected cycle ways, is the responsibility of the council while Education (of motorists and people-on-cycles) and Enforcement (of traffic law, speed limits, etc) is the joint responsibility of police and council. In my experience over the last year, Merseyside Police has finally started paying attention to the safety of vulnerable road users, as evidenced by a small, but helpful team of police officers dedicated to enforcing appropriate standards of driving.

## Why is cycling uptake so low in Merseyside?

Not a week goes by without another BMJ article showing the individual and long-term public-health benefits of cycling-to-work, ranging from reduced risk of cancer to lower risks of dying from heart disease and other life-style related diseases such as diabetes. If you add in the additional environmental benefits (less congestion and fewer cars, hence better air quality), you could be forgiven for concluding that everyone who lives in a 5-mile radius from their work place would surely be cycling to work. The reality is of course different; a very small percentage of adults cycle to work (<2% in Merseyside) and the percentage of children cycling to school is even smaller. People don't cycle to work because it is often stressful and it is being perceived as an unsafe mode of transport; it has nothing to do with the weather and little to do with people being too lazy.

As Chris Boardman pointed out, "you should not have to be brave to bicycle"<sup>[1]</sup>, but unfortunately, bravery and persistence is what you need to commute on a bicycle given the current poor provision for cycling in many UK cities, including Liverpool. As many commuters will know, barely a week goes by without harassment and intimidation, being bullied just for using the road, intimidation, honking, too many close passes, aggressive driving, speeding, being told to use the cycle lane (which is usually blocked by cars or full of pot holes and debris), being shouted at for not wearing hiz-vis etc. Many of my colleagues who started cycling or would like to cycle to work, have given up on it because they don't want to put themselves through this unpleasant and hostile experience every day. The @AlternativeDFT rightly says that we need cycling infrastructure so that everyone is able to reap the well-documented health benefits without having to run the gauntlet daily.

Merseyside, and Liverpool in particular, has a poor track record on cycling uptake and cycling safety. Cycling level for Liverpool is at the very low end, while cycling risk is second highest in UK,



only exceeded by Bolton (based on an unverified source from the internet). The poor safety record is confirmed by the DfT data (available on [www.wacm.org.uk](http://www.wacm.org.uk)): Merseyside is the worst Metropolitan area for cycling, with a KSI rate roughly twice as high as Greater Manchester. For children, the numbers are even worse: KSIs in Merseyside are more than twice the national average.

Over the last couple of decades it has become apparent that the only intervention that significantly increases cycling safety and thereby cycling as a mode of transport, are protected cycle lanes. In my limited experience, Merseyside's cycling infrastructure has not improved during the last decade. 'Educating cyclists' (bikeability; 'be-safe-be-seen'<sup>[2]</sup>) has achieved very little since it is usually not the cyclists' behaviour that needs changing, but the infrastructure.

Merseyside Police can't build cycling infrastructure, but the force can contribute to the safety of cyclists by enforcing appropriate standards of driving: by educating motorists, by enforcing the law (speed limit enforcement) and by making sure motorists adhere to the highway code (when overtaking cyclists; blocking ASLs).

## Examples of Best Practice

WMP has started the #OpClosePass<sup>[3]</sup>, but many police forces are now following suit, notably Surrey Police<sup>[4,5]</sup>, but also Greater Manchester<sup>[6]</sup> and Dorset Police. @SurreyRoadCops uses its twitter account to educate drivers also about legal issues related to cycling, not only close passes. A recent report on the effectiveness of #OpClosePass<sup>[7]</sup> mentioned some of the shortcomings of the Merseyside Police approach: the campaign is 'invisible' on social media (it is on @MerseyFire). The emphasis is on education and engagement; no prosecutions as of November 2017.

|                       | RESPONSIBILITY   | INTERVENTION | EFFECTIVENESS |   |
|-----------------------|------------------|--------------|---------------|---|
| ENGINEERING           | Council          | LOW          | HIGH          | Almost no protected cycle ways in Merseyside  |
| EDUCATION of cyclists | Council & Police | HIGH         | LOW           | Bikeability training without the provision of protected cycle ways is known to be ineffective |
| of motorists          |                  | LOW          | ?             | Some evidence that #OpClosePass of WM police has reduced casualties for vulnerable road users |
| ENFORCEMENT           | Mostly Police    | LOW          | HIGH          |   |



The officers involved in Merseyside's #SafePass initiative (Dan Holdsworth and two other officers) are dedicated, helpful and well-informed. Dan has always responded to each email promptly and has always acted upon video evidence. But a team of three people is not sufficient to make it an effective campaign.

Visibility on the @MerPolTraffic twitter account would be a start – like WMP, Surrey, Manchester etc. A second problem is that reporting dangerous driving by calling 101 is still a lottery; I have received on several occasions incorrect advice from poorly trained Merseyside Police officers, e.g. “only if the cyclist gets hit by the car the police can be involved” (I could go on...). Thirdly, reporting sub-standard driving is still difficult. The #SafePass team currently only accepts videos (<25MB) via email. In its current form, it is still not very user-friendly hence discouraging people from reporting unacceptable driving behaviour. Apparently a new online facility to report dangerous driving is being set up. Fourth, speeding cars are frightening for cyclists and video

evidence obtained from cycle cameras is currently not used by the police to penalise speeding offences. In general, Merseyside Police seems to do very little to enforce speed limits, particular in 20mph roads which cyclists will invariably seek out for safety reasons. On my regular route to work, about 90% of the cars break the speed limit – driving 30 or 40mph in a 20mph zone is the norm in Liverpool.

The current #SafePass team at Merseyside is doing a great job given their limited resources. To really tackle the serious road safety problem for vulnerable road users in Merseyside requires major improvements in infrastructure; still, policing speed limits and safe overtaking would make a huge difference to people commuting on bicycles.

**Sophie Weurger**

- [1] <http://bit.ly/2njOaST> [2] <http://bit.ly/2Egu4Bj>
- [3] <http://bit.ly/2cvK0p0> [4] <http://bit.ly/2nfmBVu>
- [5] <http://bit.ly/2EdeCWt> [6] <http://bit.ly/2FoJHGd>
- [7] <http://bit.ly/2DHMFJj>

## Paddington Village cycle path consultation



Merseyside Cycling Campaign has discussed the Paddington Village plan that has been circulated. Our main concern is that the plan circulated does not give enough information for us to make any meaningful comments and is inadequate for consultation purposes.

We need to see a lot more detail about access to the Paddington Village site and be advised of dimensions of the cycle path, traffic lights etc.

On the limited plan that was circulated, we can see is that there are access roads cutting across the cycling and pedestrian paths from Minshull Street and Irving Street. Pedestrians and cyclists are to somehow fend for themselves crossing in the path of delivery lorries. This is entirely inadequate, there needs to be a continuous prioritised and raised cycle and pedestrian route at these points.

The plan also seems to have created conflict points between pedestrians and cyclists where people will be standing in the cycle lane waiting to cross the road. This is bad design.

Merseyside has the worst statistics for pedestrian and cyclist casualties in the country, these vulnerable road users need protecting. This plan does not, as claimed, “provide a safe route for cyclists”.

We have met with the engineers who designed the plan and put our views on the need for continuous cycle routes.

# Road safety consultations

We met with the Police and Crime Commissioner, Jane Kennedy, in November to discuss a range of issues. We asked about the Liverpool City Region Road Safety Strategy and, in particular, whether the target reduction in serious injuries will be achieved with the current measures (the target reduction is from 599 per year currently to less than 400 by 2020), what other measures are needed, and that the latest road casualty figures include very high child cyclist casualties. We noted the marked contrast between the promotion of Bikeability training for children whilst most decision makers in the region would not cycle or allow their children to cycle because they feel it is too dangerous. Indeed, at a site inspection in 2017, an Amey road engineer who was involved in designing a Liverpool cycle facility, could not cycle to the meeting because his company had health and safety concerns.

The high average vehicle speeds in Liverpool were compared to lower figures for Manchester, initiating a discussion on a need for more speed cameras, more infrastructure for cycling, including along major routes, and the paradox whereby some engineers and politicians seem to have assumed that high vehicle speeds are a necessity. Jane Kennedy agreed that 'Speed is killing people' and is pushing for lower vehicle speeds, and stated that enforcement drives down the KSI figures, though acknowledging that Vision Zero Merseyside requires a mind shift. It was noted that the safety of the Netherlands comes from a hierarchy of pedestrians, cyclists, trams and motor vehicles.

In promoting high standards of driving whilst maintaining transparency of purpose and wider 'buy-in', it was felt that Police vehicles must not be parked on pavements, particularly after the recent deaths of two children (one on the Wirral) from vans being driven on to pavements to park. Another concern was that current Merseyside Police guidance on 20mph speed limit enforcement refers to obsolete national guidelines.



Jane Kennedy, Merseyside Police and Crime Commissioner

Jane Kennedy is meeting Councillor Steve Munby soon, to discuss road safety and is considering a Merseyside roads policing strategy, or elaboration of the current Police and Crime Plan. This may update the Merseyside Police guidelines on 20mph speed limit enforcement. More tweeting by Merseyside Police about road safety is on the cards, including speed limit enforcement (like West Midlands Police). The PCC is to ask the Government, via the Association of PCCs, for speeding and other fines to be hypothecated, in whole or in part, to

## Jane Kennedy agreed that 'Speed is killing people'

fund the costs of Police enforcement, particularly under the current, austere conditions.

We also met with Sean Traynor, Head of Highways and Transportation, Knowsley Council. There was agreement that the region needs to do more on road safety since the numbers of casualties are not acceptable. The ultimate vision should be one of zero deaths and serious injuries though no single organisation has all the answers and a partnership approach is needed, with all constructive contributions

welcomed. It is known that enforcement of speed limits reduces casualties, and it was agreed that its unpopularity with some drivers should not prevent its use. There should be a continuing constructive dialogue between all interested parties.

Sean Traynor reported on an Aintree A&E consultant who is keen to set up a foundation to reduce road casualties (and other forms of trauma including knife crime and falls). Further, a Liverpool academic department is interested in helping to answer road safety questions via student projects.

Regarding the Local, Short Journeys Strategy, an Implementation Plan is scheduled for development early in 2018. At the same time, agreements are being drawn up for the Combined Authority to take over the Key Route Network (roughly the key 10% roads in the region), perhaps from 2020. Transport for the North will be consulting soon on a transport strategy extending up to 2050.

We raised the following points:

- Whilst the prediction of future prosperity in the Region currently uses increasing motor vehicle mileages as a metric, might prosperity and health not equally be promoted using planned reduction of motor vehicle mileage alongside increasing walking and cycling (as is planned for London)?
- Should we accept that roads are dangerous places and that children must be told to take responsibility for their own safety? Or should we, instead, design roads according to Safe System principles where we accept that people make mistakes, and that a mistake by a road user should not lead to anyone's death or serious injury? Indeed, this is exemplified in the Dutch Sustainable Safety road system, as well as in rail and air safety systems which have delivered zero rail and air passenger deaths for several years.
- Lastly, we speculated as to what extent the fall in Merseyside child casualties over the last few decades is due to children walking less.

Ian Campbell, Derek Gould

# MCC Annual General Meeting

The Merseyside Cycling Campaign Annual General Meeting was held on the 25th November 2017. MCC chair Alan Johnson discussed some of the various forums that MCC members input into. Princes Park scheme is being progressed by Liverpool City Council. Alan discussed statistics collated by Ian Campbell. It is apparent based on The Department for Transport figures for 2016 that Merseyside continues to be the worst police area for deaths and serious injury (life changing) involving vulnerable road users. Furthermore Liverpool has the worst figures within Merseyside.

Pedestrians – with a rate 59% above the national average

Child cyclists – with a rate over twice the national average, three times the rate of Manchester and five times the rate of London.

Ian Campbell and Derek Gould have recently met with Jane Kennedy, Police and Crime Commissioner for Merseyside. Jane Kennedy has recognised that this is an important issue on Merseyside.

## MCC Vision

The Vision is what MCC is proposing to achieve. Its purpose: Merseyside Cycling Campaign (MCC) has worked, since 1980, with other cycling and pedestrian groups, the general public, statutory, environmental and political bodies, to achieve its Vision for cycling on Merseyside.

Today, MCC's Vision for Liverpool City Region is as a better place to live, where cycling is as safe and pleasant as it is in Amsterdam, York, Copenhagen and many other progressive cities, and where anyone can make any journey by bike as part of a sustainable transport network; this will have economic, social,



environmental and health benefits for all including a more active population and lower levels of pollution, road casualties and congestion, in a region that is widely accessible to cyclists and pedestrians, with more sociable and peaceful streets and public places.

## Communications Strategy

Suggestions included reaching out to members and increasing the membership. It was also suggested having a Communications Strategy, which may include standard statements regarding how new members can get involved and what happens next. Also suggested that Communications Strategy includes a list of contacts for press release. MCC hotmail address to be included in Communication Strategy.

## Events

MCC Stand during cycle week. Also stand at HSBC ride supported by MCC members. Lawrence Brown Green Party recycling event. 100 people attended rally at Pier Head to support Space 4 Cycling. Events continue to be most significant

for signing up new members. Also can link to Cycling UK where members are interested in taking part in group rides.

## Membership report

- MCC now has 549 members.
- MCC has members in 29 of 30 wards on Merseyside
- MCC Googlegroup: 115 members – not all are MCC members
- Twitter @mersecyclists Number of followers now: 755
- Facebook @mersecycle 175 followers
- Website: Over the last year (November 2016 - November 2017) we had 500 visitors per month to the website.

## Wirral Area Report

Andrew Hodgson reported that Wirral group meet monthly. Andrew also attends Wirral active travel forum. Local Journey Strategy needs to be consulted at an early stage. Design of schemes in Wirral is poor such as cycle lanes giving way on side roads.

## Election of Officers

President: Lewis Lesley  
 Chair: Alan Johnson  
 Media: Don Thompson  
 Press Releases: Tim William  
 Treasurer: Chris Beazer  
 Editor: Don Thomson, Slim Smith and Edward Taylor  
 Secretary: Andrew Grimbley  
 Membership Secretary: Stella Shackel  
 Googlegroup: Stella Shackel  
 Website: Martin Dunschen  
 Technical Officer - Design: Phil Winston  
 Technical Officer - Planning: Roland Graham  
 Charity Officer – review of advantages/disadvantages: Peter Bates

## Safety audit of traffic light junctions without pedestrian crossings

The latest data confirm that Liverpool currently has the worst KSI (Killed or Seriously Injured) figures for metropolitan boroughs in the country for pedestrian and cyclist road casualties. Councillor Lawrence Brown says that

providing pedestrian crossing facilities at main, traffic light junctions where none currently exist is a priority for the Liverpool City Council to achieve safer roads for pedestrians and other vulnerable road users. He is asking the

Council to arrange for an audit of these road junctions with a view to developing a capital programme supporting the installation of safe crossings. LCC's Neighbourhood Services Committee will discuss this at its meeting on 6 February.

## Metal Birds 2 Metal Men [MB2MM]

Few people know about it, but a peaceful green route leads away from the urban chaos of Liverpool city centre to Crosby beach, taking in some of the city's most historic sites along the way and revealing nature at the heart of the city.

A good start for this mainly off ride is the Pier Head, the route is suitable for all bikes including the Citybike.

Passing close to where the Tate & Lyle sugar factory used to be, where people swam in the warm canal – the factory used the canal water in its production process and when it was discharged back into the waterway it had been pleasantly warmed up encouraging proliferation of species of fish familiar with warmer climes.

Following the Leeds & Liverpool Canal away from the city, passing old warehouses – many now transformed into trendy flats – you can identify the areas where narrowboats plying their cargo would have been loaded and unloaded.

Riders and walkers using this route should chance upon a wealth of nature, including herons, coots, moorhens, seabirds and, if they are very lucky, the illusive water voles.

The rider will pass through Rimrose Valley Local Nature Reserve before crossing the northern arterial road via the toucan crossing then on to Crosby beach, our destination and a chance to see and photograph the famous statues created by Antony Gormley iron men of Another Place, as well as time for some refreshments.

The route is very quiet and people who come on the ride are always amazed by the abundance of nature on this green route out of the city that is mainly off road or on very quiet roads. Most of the people we pass are fishermen on the canal.

Starting from the Pier Head, riders can expect to be back at the Pier Head after a pleasant four hours.

A number of cafes including the Lakeside Bar & Bistro, alongside the Marina and the Waterloo Café can be found around the Metal Men.

**Don Thompson**

More information <http://bit.ly/2E9LrUr>

## Wandering with Paul the Cyclist

### CYCLE ROUTES

- The new cycle lane has been opened at the A540, near the Eureka cycle cafe. The bus stop has been moved and a new longer turn right lane for North Wales installed. A big thank you, to Peter Williams, (North Wales CTC rep), for his perseverance in getting it done and Highways England for designing and doing the work. Now the cycle lane just needs extending back towards Hadlow Road, and forward to Capenhurst Lane.
- The new cycle lanes from Ashville road, near Birkenhead Park and onwards onto Duke Street Birkenhead, are now open in both directions and all nicely done. Car drivers are still parking at the end of it near the Birkenhead Park station, blocking the route, it needs a bollard to stop them obstructing the route.



- Further up the same route, Fishermans Crossing, near Formby woods, and Freshfield station, Merseyrail Northern Line, has been upgraded to a pedestrian gate, a chicane, non-slip surface, solar-powered cats-eyes and signage. There are also Network Rail crossing attendants there from 06.00 to 23.59 every day, just say hello to them, nice chaps. Have a look at my YouTube videos of the route and the crossing.
- A new on-road cycle lane and junction improvements are planned by Wirral Council along the A41, from the Rock Ferry bypass roundabout to the traffic lights in New Ferry, along the old road not on the actual bypass.
- The Four Bridges route linking the Wallasey/Seacombe Ferry terminal to Birkenhead and the Wirral Coastal trail still closed to all traffic, a new lift-bridge is being built, a minibus is in operation now with better signage. Video of the cycle route is also on my You Tube website, if you dont want to go by the free bus.

- The cycle route at Altcar army camp, a nice on and off road route all tarmaced from the Crosby Iron Men Statues, to Formby woods, the narrow wooden bridge at the Formby end is being replaced after almost collapsing. An alternative cycle route is planned while work is ongoing. The bridge has now been replaced and a very nice job done by the contractors.

### TRAINS

- Hamilton Square station is now issuing Saveaways on a Walrus card, and a Saveaway allows you to use the Mersey Ferry for one single journey, all Merseyrail trains and other trains within Merseyside and also to Chester and Ellesmere Port. Saveaways can't be bought at ferry terminals, but can be bought at any Paypoint shop, other Merseyrail stations are soon to be introducing Walrus cards. Some great loops or one way rides can be made £5.20 per person per day [www.merseytravel.gov.uk/Tickets/compare-tickets/](http://www.merseytravel.gov.uk/Tickets/compare-tickets/)

- Merseyrail trains have dedicated spaces for four bikes on all three-car trains, second door of the first and last coach, tip up seats, please try not to use the first and last passenger door, or store your bike in the disabled wheelchair space. If you need to store bikes in doorways always stand with bikes and allow passengers to get off, some platforms alternate between sides of the train, and if your bike is leaning against the door and it opens it may well fall onto the platform.

### BIKE SHOPS

- K Cycles at Eastham Crossroads on the A41, now appears to be a Giant bikes stockist, moving from Raleigh and has had new branding as such.
- Cycle Surgery further up the A41, (opposite the old Carlett Park College) has ceased to sell bikes, its just a runners and ski shop now, mail-order is still available on the internet.

**Paul Rogers a cyclist**

[www.twitter.com/cyclist13](http://www.twitter.com/cyclist13)

[www.youtube.co.uk/thesadcyclist](http://www.youtube.co.uk/thesadcyclist)



## Merseyside Cycling Campaign meetings

**Monday 19 February, Monday 19 March, Monday 16 April.**  
6pm Baltic Fleet pub, 33a Wapping, Liverpool L1 8DQ  
[mersecycle.org.uk](http://mersecycle.org.uk)

## Liverpool City Council Cycle Forum

**Wednesday 28 March 2018, 17.30-19.15, Venue TBA**

## Sefton Cycle Chat

**Tuesday 6th March**

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

**January 20th, February 17th, March 17th, April 21st**  
Contact Janet 0771 928 2243

[www.wirralbicyclebelles.blogspot.com](http://www.wirralbicyclebelles.blogspot.com)

## Ditch Your Stabilisers

**Tuesday 13th February**

Free sessions for families offering support, advice and guidance from our enthusiastic and knowledgeable staff to help children aged four years upwards learn to ride independently without stabilisers. These hands on sessions offer the perfect opportunity to give your children a head start with their cycling.

Great News! We've now partnered up with Sefton Children's University, so by attending one of our sessions your child can now gain a stamp for their passport. Don't forget to bring passports on the day. The next sessions are 9am to 12pm

Litherland Sports Park, Boundary Lane, Litherland, L21 7L

<http://bit.ly/2Bz3j85>

## St Helens Pedal Power

A friendly volunteer led community initiative created by Sustrans. Working in partnership with St Helens council 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)



**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@cyclings.org.uk](mailto:ian.tierney@cyclings.org.uk)



## Cycling UK Merseyside events

Rides are arranged on Sundays, Wednesdays and Fridays. D rides for beginners and families are now being arranged in collaboration with Century Road Club on the occasional Thursday evening and Saturday morning. Runs lists for Sundays, Wednesdays and D rides are attached. There will however be an alternative B+ ride arranged on some Wednesdays and these rides will be published on the club web site as will details of the Friday off road/trail rides. Phase 3 of the Merseyrail loopline renewal continues. Consequently there will be no trains between Liverpool and Wirral between 30th May and 18th June.

### Starting point of rides.

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>, Costa Coffee<sup>2</sup>, Hunts Cross station<sup>3</sup> or Elif café<sup>4</sup>. Occasionally runs will start from Eureka cafe<sup>5</sup> or other point selected by the runs leader.

### 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. For rides heading north from Elif Café or Costa cafe there will be a pick up at the Blue Anchor pub and occasionally Ormskirk Station<sup>7</sup>. For rides starting at Birkenhead Central there will be a pick up at the Eureka café. Pick up times are detailed in the runs lists.

### Locations of start points and 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. Costa Coffee is at Unit 5, Gateacre Park Drive, L25 1P
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 four mile ride

from Hooton Station or a two 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.

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 may be cancelled by the designated runs leader. All riders should 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:

| Name | Telephone Number | Name | Telephone Number |
|------|------------------|------|------------------|
| AB   | 07971 130680     | KM   | 07400 797474     |
| HF   | 07887 623870     | DT   | 07963 432568     |
| DG   | 07817 072644     | RN   | 07964362693      |
| DJ   | 07972 163370     | SS   | 07914492319      |
| GJ   | 0151 2222839     |      |                  |

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.

## FEBRUARY

|        |  |
|--------|--|
| Fri 2  | Pick.Pasture 10.00 Trail [MTB recommended ] SS |
| Sun 4  | Elif 9.00 MeCycles DT B [2]                    |
| Wed 7  | B,head Cen 8.55 Loggerheads DG B               |
| Sat 10 | Spike Island 10.00 Cheshire Lanes SS C/D [3]   |
| Sun 11 | Blue Anchor 10.00 Lancs Lanes RB B             |
| Wed 14 | Costa 9.15 Rufford Marina SS B [5]             |
| Sat 17 | Spike Island 10.00 Trail SS                    |
| Sun 18 | Eureka 10.30 Malpas RN B                       |
| Wed 21 | B,head Cen 8.55 Cilcain DG B [4]               |
| Sat 24 | Otterspool 10.00 Rainhill DT D                 |
| Sun 25 | Hunts X 9.00 Lymm [trail] AB B                 |
| Wed 28 | Eureka 10.30 Delamere HF B                     |

## MARCH

|        |  |
|--------|--|
| Fri 2  | Pick. Pasture 10.00 Trail [MTB recommended] SS |
| Sun 4  | B'head Cen 9.10 Waterways Wrexham GJ B [4]     |
| Wed 7  | Blue Anchor 10.15 Delph Dive Centre RB B [1]   |
| Sat 10 | Spike Island 10.00 Cheshire lanes SS C/D [3]   |
| Sun 11 | B,head Cen 9.10 Pantasaph DG B [4]             |
| Wed 14 | Eureka 10.15 Cheshire Lanes MS B               |
| Sat 17 | Spike Island 10.00 Trail [hybrid friendly] SS  |
| Sun 18 | Hunts X 9.00 Parbold DT B [2]                  |
| Wed 21 | Costa 9.15 Twin Lakes DG B [5]                 |
| Sun 25 | Hunts X 9.00 Winsford [trail] AB B             |
| Sun 25 | Knowsley LC 10.00 Lancs Lanes SS C/D [6]       |
| Wed 28 | Eureka 10.30 Pantasaph HF B                    |
| Sat 31 | Otterspool 10.00 Crosby DT D                   |

- [1] Liverpool riders depart 9.15 from Costa, Gateacre.  
 [2] Pickup at Blue Anchor pub at 9.45 am.  
 [3] pickup for D riders at 11.00 at The Dormouse Tea rooms, Daresbury, Cheshire.  
 [4] pickup at Eureka leaving at approximately 10.30 am.  
 [5] pickup at Blue Anchor at 10.00 am.  
 [6] pickup for D riders at layby at Windle Island at 11.00 am.



## Two Mills (Wirral) Early Season Challenge Ride

**Sunday, 25 March 2018 09:45**

The course follows a figure of eight, looping out to Kinnerton in one direction and Overton in the other. Entries are non-refundable or transferable and must be received before 10th March after which the charge increases to £15 for everyone and only accepted if there is space. Our limit is 200 riders. Early entry is a must to guarantee your place.

If you are riding the 50 miles do tell us how fast you plan to complete and if you want to be grouped with team mates. You will be allocated a time slot to start from 9.45am up until 10.45am. Faster four hour riders and those following the shorter 50km circuit will leave last.

Please note that when you enter you will receive a confirmation, but the route details and joining instructions will not be emailed to you until approximately seven days before the event.

[entrycentral.com/Challenge-EarlySeason-TwoMills](http://entrycentral.com/Challenge-EarlySeason-TwoMills)



## Cycle or scoot around the world in 10 days

**23 April to 4 May 2018**

Sustrans Big Pedal is the UK's largest inter-school cycling and scooting challenge inspiring pupils, staff and parents to choose two wheels for their journey to school.

Sustrans Big Pedal will run for 10 days from 23 April to 4 May 2018 and is open to individual classes as well as whole schools.

On each day, schools compete to see who can record to get as many of their pupils, staff and parents cycling or scooting to school. Your school's best five days will determine your final position, but you can log journeys on all ten days if you wish.

For schools unable to take part in the main event we have a one-day challenge, which can include cycling and scooting activities in the school day as well as on the journey to school.

To celebrate the finale of the challenge there is also the option to join our superhero fundraiser day. All money raised will help us to enable thousands of children to walk, cycle or scoot every day – making the school run safer and healthier.

Schools will be entered into daily prize draws for rewards including bike stunt shows, equipment and storage if over 15% of your school community cycle or scoot on each day of the challenge.

Register by 31 January to be entered into a prize draw to win £50 to spend in the Sustrans shop.

[bigpedal.org.uk](http://bigpedal.org.uk)

# Cycling UK Merseyside keeps Eastham Re-Cycling



Derek Gould, Chairman of Cycling UK Merseyside, presents a cheque to Eastham Centre volunteer Paul Green.

Cycling UK Merseyside kindly utilised funds raised during their annual Wild Wales Challenge Ride to support inclusive cycling and bike recycling activities at the Eastham Centre, home of Wirral Evolutions and the Eastham Community Cycle Club.

On Wednesday 17 January 2018, seven members of Cycling UK Merseyside visited the newly affiliated Eastham Community Cycle Hub for an overview of their Inclusive Cycling and Bike Re-Cycling activities. They were suitably impressed and inspired by the project which keeps beneficiaries with variety of disabilities involved in regular cycling activities.

Derek Gould, Cycling UK Merseyside said: "We were massively impressed with what we saw today at Eastham CC Hub. The cycle engineering was expert, the modifications imaginative and effective along with the organisation, design and implementation. The potential benefits to health, well-being and fitness amongst their clients can only be considerable. We are keen to return on a Friday to see it all working in practice.

In short, a job, very well implemented. We are grateful for their hospitality and delighted to have been able to input in our small way."

Having previously used funds to support Community Cycling activities, the Wild Wales Challenge Ride proceeds were put to good use as the club continued their support for inclusive cycling and bike recycling across Merseyside. Having used funds from previous challenge rides to purchase tools for Big Bike Revival Partner, MerseyCycle's Cycle

Maintenance Project, this year they provided the Eastham Community Cycle Hub with a generous contribution of £1000 to support their bike recycling workshop.

Paul Green, Eastham Community Cycle Club said: "ECCH were delighted when the Cycling UK Merseyside accepted our invitation to an informal Coffee Morning and Information exchange. A 'peloton' of Merseyside cyclists took the time to test ride our range of adapted cycles. A keen eye was cast over the and our bike recycling workshop, with some great suggestions for improvements. Following this, Derek Gould presented Eastham Parents/ Carers Association with an amazingly generous sum of £1,000 to help develop the cycle refurbishment side of the Hub. This fantastic contribution will ensure we continue to deliver cycling activities and low-cost bikes to our community"

It is fantastic to see so many people supporting bike recycling and great to see a local club using their expertise and fundraising efforts to support their local community and a very worthwhile project. Keep up the good work.

**Chris Alston**

[wirralevolutions.org](http://wirralevolutions.org)  
[cyclinguk.org/local-groups/merseyside](http://cyclinguk.org/local-groups/merseyside)



Members of Cycling UK Merseyside and Eastham Community Cycle Club with Adapted Cycles.