



MERSEYSIDE
CYCLING
CAMPAIGN

cycling

UK

MERSEYSIDE

PEDALPRESS

AUTUMN / WINTER 2017

FREE



No need to make every journey seem like an expedition

Look at how UK cycling is depicted in the media and you could be forgiven for thinking that if you go out on your bike without wearing high viz jackets, padded shorts, lycra shorts or tights and all of the other 'cycling specific' clothing which is on offer, you are placing yourself in real danger.

However, over the years I have realised that sometimes you just want to nip out for a bike without the fuff of getting changed with the inevitable hunt for that missing glove or arm warmer. Sometimes you simply want to be able to drop by the shops or go for a walk without clip clopping in cleated shoes. Sometimes you don't want to look like a 'cyclist' when you are not in the saddle.

Now make no mistake, I do own and wear a lot of this cycling kit from time to time and it can be very comfy if you are out for a day doing a lot of miles with little time out of the saddle. But the reality is that many of us simply don't

have the time, capacity or inclination to do these 'epic' rides and instead try to squeeze cycling into our daily routines and enjoy its benefits while getting from A to B.

The reality is that all sorts of people cycle and at times the stereotypical look you get from the familiar cycling kit, can give the impression that you have to be sporty to use what is simply a mode of transport.

In reality, all you need is a bike that works, a lock, lights and the ability to fix a puncture and you are pretty much all set to go. That of course doesn't mean you will not be tempted by lots of nice gear out there and will want to buy it. But leave that for birthday presents or Christmas and just get out and use your bike! After all, it is not having the kit that makes you a 'proper' cyclist, but being able to use your bike as often as you can and for as many journeys as possible!

Alan Johnson

Safe pass operation in action

Merseyside Road Safety Partnership Safer Roads team has introduced Operation Safe Pass with the aim of educating drivers about the minimum space needed when overtaking cyclists in order to ensure they can use the roads safely.

The Highway Code stipulate that motorists should give cyclists at least the same distance as vehicles when overtaking and anyone encroaching within the safe passing distance – widely considered to be a minimum of 1.5metres – runs the risk of being prosecuted for driving without due care and attention.

In early August the police ran the scheme in Smithdown Road and Ullet Road. The operation saw drivers who failed to give cyclists the minimum safe space pulled over by the police and given advice about the potential dangers of their driving. During the operation, motorists were pulled over and an educational cycle mat was used

to demonstrate the actual distance they should leave when overtaking a cyclist. Leaflets explaining the importance of safe pass were also handed out and information was provided to passing members of the public and bike users.

The police stopped, spoke to and educated 143 motorists and 89 private hire and Hackney carriages over the time period in relation to safe pass.

With 34 committing moving traffic offences in some format, construction and use and some more serious document offences.



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

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

Committee

President: Lewis Lesley

Chair: Alan Johnson

merseysidecyclingcampaign@hotmail.co.uk

Campaign Secretary: Andrew Grimblby

merseysidecyclingcampaign@hotmail.co.uk

Membership Secretary: Stella Shackel

merseysidecyclingcampaign@hotmail.co.uk

Treasurer: Chris Beazer

Media: Don Thompson

Pedal Press editors: Don Thompson and Slim Smith

pedalpress@merseycycle.org.uk

Website Officer: Martin Dunschen

Technical Officer (Design): Philip Winston

Technical Officer (Planning): Roland Graham

Membership

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

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

Website www.merseycycle.org.uk

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

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

MCC monthly meetings

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Pedal Press newsletter dates

Spring 2016 issue copy deadline: 17 January 2018. Members' help with the newsletter, including writing articles, taking photos, providing reviews and proofreading is always very welcome.

Liverpool City Region road safety strategy

We welcome the production of a Strategy, but have serious concerns that it will do very little to reduce road casualties.

During the four years of 2012-2015 (the last four years for which we have figures), there were 96 road deaths in Merseyside. Like the 96 people in the Hillsborough tragedy, these 96 people left home expecting to return safely, but were never again seen alive by their families. Unlike Hillsborough, very little has been done to prevent a recurrence, and so another 96 people are now dying on Merseyside's roads over the coming four years 2017-2020.

Merseyside needs an effective road safety strategy, not just to prevent these 96 deaths, but also to prevent the 2,200 serious injuries and the 14,000 other injuries that will occur, and to remove the widespread fear of taking healthy exercise by walking and cycling.

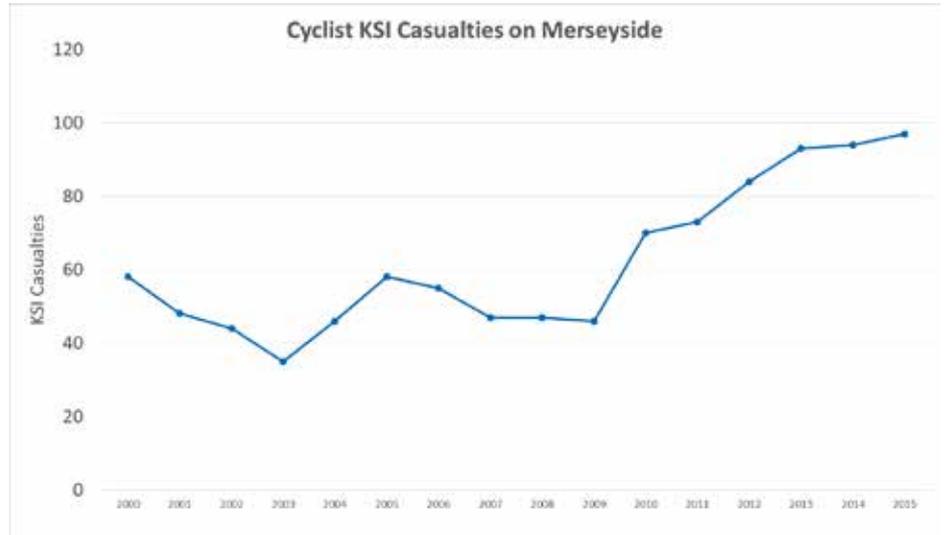
We have serious concerns about all aspects of the recently published LCR Road Safety Strategy 2017-2020.

Considering it (and rating it) under 10 headings:

1. What is the vision? The vision in the Strategy of zero road deaths is excellent, as is the interim target reduction in KSIs to less than 400 per year by 2020. However, there is no mention of removing the fear of motor vehicles when walking and cycling that is causing so much ill health in Merseyside, or of making roads accessible for all road users of all needs, or of reducing vehicle numbers to reduce pollution. So overall the vision should be judged FAIR.

2. What is the current situation? The summary in the Strategy is POOR, e.g. (a) the emphasis in the Strategy is on blaming road users for injuries and deaths rather than accepting that casualties occur because of the unsafe road system that has been created, and that road danger needs to be reduced; and (b) the high rate of child pedestrian KSIs per 100,000 children (second worst in Great Britain) is ignored.

3. What has been done recently and did it work? The Strategy is POOR, e.g. it overclaims responsibility for the fall in numbers of child pedestrian casualties, ignoring the decline in children walking independently.



4. What options could be included? The Strategy is POOR. There should be a review of best practice interventions, but only a very limited range of measures are considered in the Strategy, e.g. there is no reference to 20mph speed limits, or the comprehensive Safe System approach as implemented in the Netherlands.

5. What options should be selected? The Strategy is POOR. To meet the target KSI reductions, there needs to be a radical, new, Safe System approach to road safety, but the measures included in the Strategy are little different to those that have failed to reduce casualties over the last five years. The Strategy should include a discussion of which options have been selected, and which have not, and why - but this is absent. For example, there is no indication why greater use of 20mph speed limits has been left out of the Strategy.

6. How will the most vulnerable be cared for? The Strategy is POOR. The most vulnerable road users are (a) child pedestrians, and (b) adult pedestrians with disabilities, but the Strategy includes no special measures for them. Even worse, child pedestrians have been excluded from the groups that have been identified as areas of concern, which ignores Merseyside's high rate of child pedestrian KSIs.

7. What resources will be allocated and when? The Strategy is POOR - it includes no funding commitments or timescales.

8. Is the Strategy as good as it can

be? The process of writing the Strategy has been POOR. There was no public consultation on the Strategy; and scrutiny procedures in the region are not working properly, e.g. in 2014, Liverpool City Council announced an inquiry into its poor road casualty figures, but the Scrutiny Committee never produced a report.

9. How will the Strategy be monitored? The Strategy is POOR. It states that "We will develop a monitoring and evaluation plan", but this should have been done already.

10. Do we have the right culture? The road safety culture in the region is POOR. We need a caring, competent and committed approach to road safety, but the Strategy does not show it. We need urgency, but it has taken over two years to produce the Strategy, and now that it has been produced, the local authorities should be announcing and publicising their own strategies, but there is no sign of this happening.

In summary, we feel that the Strategy is very poor, that it shows a failure in safeguarding children, that it will do little to reduce road danger, that this will result in a further 96 road deaths in Merseyside in the four years covered by the Strategy, and that a revision, update or supplementary plan is needed.

Ian Campbell, Wirral Pedestrians Association

Andrew Grimley, Merseyside Cycling Campaign

Eleanor Foster, Liverpool Pedestrians Association

Park Lane road improvements consultation



Images courtesy Liverpool City Council

To improve pedestrian and cycling facilities within the city, Liverpool City Region Combined Authority is planning to create a continuous cycle route to the Baltic Triangle along Park Lane to connect with Jamaica Street. The cycle route will connect the existing Radial Route 10 (from Otterspool) to the proposed Liverpool City Centre Connectivity scheme along The Strand. An additional link to the National Cycle Network Route 56 along Duke Street (via Forrest Street) will also be created. Pedestrians will benefit from upgraded footways and street lighting, as well as improved crossing facilities.

Overall, there is a lot to like about the scheme, although it is more likely to be attractive to less confident cyclists and those who are more confident will continue to use the road.

Enforcement of parking which conflicts with or occupies any of the facilities proposed once constructed, is essential to make this work. Often, schemes are spoiled by habitual parking in a way which makes access or use of a route along its entire length without interruption difficult

or impossible, especially for those who cycle and have a disability, (which can be a significant group).

It is disappointing that where the route is interrupted by minor side roads, cyclists are not given right of way and provided

The measures proposed include:

- Carriageway and footway resurfacing.
- Upgrade of street lighting.
- Segregated cycle tracks.
- Improved bus stop infrastructure.
- Upgrade and slight relocation of the existing pelican crossing near Tabley Street to a modern Puffin signal crossing.
- New Toucan crossing near Forest St.
- Cycle access at Forest Street to join NCN Route 56
- Direction signs to Upper Parliament St and to the proposed Liverpool City Centre Connectivity scheme along The Strand via Pownall Street.
- Waiting restrictions (no waiting at any time).
- Shared use permit/pay & display parking bays.

with crossings of a similar design to those used in many parts of mainland Europe. Organisations such as Cycling UK have demonstrated that for cyclists the head/neck rotation required to look out for traffic approaching these junctions from behind them on the road is significant and for those with health issues affecting the neck or with visual impairments affecting peripheral vision, the lack of a right of way can have a disproportionate adverse impact and be potentially discriminatory on those with disabilities. It is far easier (and there are fewer physical issues as minimal head/neck movement is required), for those using the road to give way to cyclists at a crossing, especially as the user of the cycle route will be continuing along the main route and should have the priority.

The arrangement for the roundabout is not good enough as the route ceases before St James Street when it could carry on around the roundabout while giving an option for those heading towards Jamaica Street to leave, (compare with the route in the opposite direction from Jamaica Street).

Alan Johnson

Updates

Liverpool One cycle parking

Liverpool One said it would suggest spaces for cycle parking by the end of July, which now seems to have slipped to October.

Princes Avenue

After the first round of consultations,

the Princes Avenue STEP scheme (see *Pedal Press* Summer 2017 issue) has had revisions made to it and there will be a second consultation.

Mersey Gateway bridge

The new Mersey Gateway bridge from Runcorn to Widnes is now open. There will be no cycle routes across the new bridge, or probably on the new linking roads as they're dual carriageways with limited exits.

The old Silver Jubilee bridge is closed to all traffic except cyclists and pedestrians who will be able to use the footway in the evenings and at weekends. Weekdays from Monday 6 Nov, a free shuttle bus service will take people (and their bikes) across the river when overhead work is happening. Running every 15 minutes 07.30-16.00 from Runcorn, at the end of the viaduct near Doctor's Bridge, and in Widnes at the end of Waterloo Road junction with West Bank Street.

www.merseygateway.co.uk

A41 - Chester Street, Birkenhead proposals

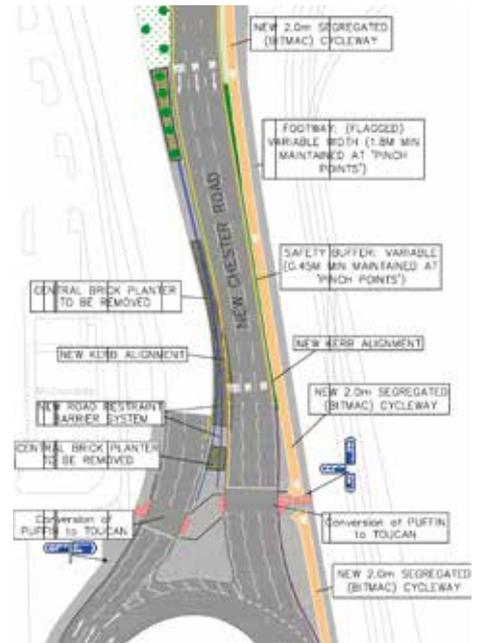
Improvements to the busy A41 between Campbeltown Road and Abbey Street, Birkenhead have been proposed. A new segregated off-road cycle lane/improved footpath will be provided along the east side of the A41 - Chester Street, to improve safety and the connectivity of the Wirral Circular Trail Route. To the north, via existing on and off-road sections of the Wirral Circular Trail, cyclists will be able to connect to the Priory Trading Estate and, via the promenade, onwards to Morpeth Wharf, Wirral Waters Tower Road development and the John Moores Lairdside Training Centre and new Maritime Hub at Tower Wharf. To the south, cyclists will be directed to the Turbine Business Park, the Business Park and employment along the Rock Ferry trading estates, including

the John Moores University Maritime education and training facility.

The existing Puffin crossing directly adjacent to the Rock Park McDonalds Restaurant will also be upgraded to a new cycle friendly Toucan crossing that will serve and connect directly into this new link.

The intention is to provide a high quality alternative to using the busy main A41 carriageway, Mersey Tunnel approach / exit roads and a long section of road tunnel, all of which are particularly unattractive to cyclists; this new facility could improve safety, usage and connectivity, but the usual failure to include a proper crossing where the route intersects with roads is an issue.

www.wirral.gov.uk/highways



Rimrose Valley petition started

Rimrose Valley Country Park is an oasis of green in the middle of a built-up area of Sefton, Merseyside.

For centuries it's been cherished by local people who use it for walking and cycling, enjoying its fresh air and tranquility. It includes a wetland nature reserve with orchids, water voles and an abundance of birdlife. But now Highways England wants to build a dual carriageway right through its heart.

Friends of Rimrose Valley Country Park says: "A road tearing through Rimrose Valley would mark the end of this essential green space."

Highways England wants to make more space for traffic to and from the Port of Liverpool, which is set to expand over the next decade. But there must be a better way. For instance, upgrading the rail freight infrastructure serving the port, much of which dates back to Victorian times, would allow more rail freight services, each of which can remove 77 lorries from the roads.

Local people have set up a petition urging the Transport Secretary not to allow this horribly destructive road; we'll be supporting them all we can.

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

Sefton ignores own guidance

Sustrans has expressed concern that there will be a loss traffic free walking and cycling in Formby. It says cyclists will be required to use the carriageway for 65m in a Formby housing development.

Sustrans said: "This is not an acceptable solution, particularly given the increased traffic that will be caused by almost 100 new households. The route is well used by families with small children and elderly cyclists and they should be given the same level of protection from traffic and high quality route to enjoy. Traffic free provision should be provided of a minimum of 2.5m width, preferably 3m."

The masterplan in the first planning application showed two proposed footpaths from the south of the development linking onto National Cycle Network 810. Concerned MCC supporter Liz said, "Sefton's own docs show that footpaths in areas of high cycle usage should actually be 3m wide. The developer is providing 2m wide footpaths."

There has been no proper assessment of the junction at Barton Heys Rd / Andrews Lane which is where the cycle path currently comes out. This is part of the new Sefton Loop!"

Ten Streets public consultation has begun

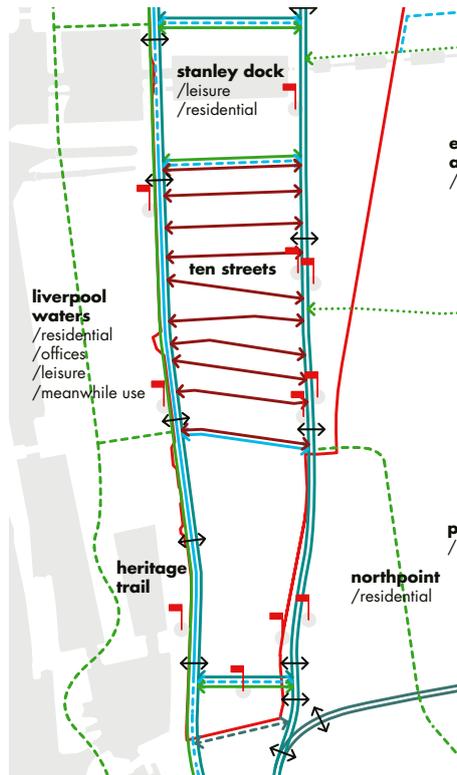
A public consultation on the proposed transformation of 125 acres of former docklands in Liverpool has begun.

The event is inviting feedback on the draft masterplan which includes establishing a creativity district in the Ten Streets area of north Liverpool.

Liverpool City Council's cabinet have approved the draft Spatial Regeneration Framework (SRF) and the public consultation will be at the Titanic Hotel in Stanley Dock, which lies within the city's World Heritage Site.

There will also be a series of public roadshow events to be held across the city at FACT on Tuesday 24, October from 12pm to 6pm and RIBA, Mann Island on Monday, 6 November from 12pm to 6pm.

The draft Ten Streets SRF will also be available online to view on the Ten Streets website with feedback forms available to collate comments. The



deadline for responses will be Tuesday, 21 November.

Joe Anderson, Mayor of Liverpool, said: "Ten Streets has phenomenal potential to transform North Liverpool and the city's future economy. This new framework document will no doubt be of huge interest to everyone who wants to see the transformation of this part of north Liverpool and the public consultation will be critical to shaping its direction."

The proposed creativity district lies within the poorest ward in the UK - Kirkdale - has the potential for up to 1 million square foot of development and the council is keen to attract creative companies and enterprises to flourish alongside artistic organisations.

As a predominantly creative and employment district, the proposals for Ten Streets is designed to complement other emerging employment areas like the Knowledge Quarter and Liverpool Waters. www.tenstreetsliverpool.co.uk

Cliff pedals away with award

Cliff, from Prescot, came to an evening Pedal Away ride last September. Having not ridden a bike for over 50 years he struggled with a relatively short ride of an hour along the Liverpool Loop Line and even fell off a couple of times. His personal challenges were whether there was a bike big enough for him, self-confidence issues and remembering how to ride a bike.

Wanting to lose weight and increase his fitness levels with cardio-vascular exercise, hitting the gym was not something Cliff wanted to do. He had previously tried football, badminton, swimming, gym workouts.

Cliff went from cycling eight miles on our Thursday evening ride to changing his busy work schedule (he runs a residential home) so he could also fit in our Tuesday morning Court Hey park rides (12+ miles) and then do our Thursday rides at Kirkby (20 miles), Cliff has come a long way!

This April he did a 170 mile charity ride from the Lake District to Rainhill. Cliff trained hard for it, joining both Pedal Away rides at Court Hey and



Kirkby during the winter to help clock up training miles. He raised nearly £2,000 for charity; he reckoned he got so much sponsorship because nobody believed he could do it. He was determined not to let them down.

One year on from that first ride Cliff has won Adult Active Achiever of the year in Knowsley. The awards took place at Knowsley Leisure and Culture Park and rewarded individuals, teams and schools who have made great achievements in sports or culture, or who have helped and inspired others to do so.

www.cycling.org.uk

The Gary Clark Memorial Cup

Merseyside Cycling Campaign is keen to identify the next recipient of the Gary Clark Memorial Cup.

Gary was a motorcyclist with Merseyside Police but was fatally injured in a bicycle accident in 2001 on his way home from work.

His family were keen to support the Campaign with a bursary to promote cycling and cycle safety, so over the last few years we have awarded a Cup and a small purse to help the recipient with this goal.

In 2016 it was awarded to Whitefield Primary School, Liverpool for innovative cycling ideas and the Cup has pride of place in there school.

We are hoping to finalise those names for this year's award shortly but if you know someone who you feel has done something special to develop, promote or enthuse others to 'get on a bike' do let us know!

Don Thompson

New plans for Citybike scheme

Liverpool's Citybike scheme is to be brought under council control as part of a plan which could also see it expanded to neighbouring boroughs.

The cycle rental scheme has grown considerably since it was launched in 2014 and there are now around 1,000 bikes available for hire from 140 docking stations across Liverpool.

But it requires an annual subsidy to cover the costs of repairs and maintenance and to save money LCC is bringing the scheme in-house from operator Hourbike.

LCC's data shows that 80% of cycle hires come from just 20% of the docking stations and it is considering removing the least popular docking stations. A total of 33 stations which have less than 25 hires a month are being removed.

Councillor Steve Munby, Cabinet member for highways, said: "We are



committed to keeping it running, but given the financial pressures we are under, we need to look hard at making savings where we can such as by removing docking stations which are not used and other ideas such as expanding it to neighbouring areas. Council borders are artificial, so it is sensible to look at

giving people the option of being able to cycle up the coast to Sefton or take the Mersey Ferry across to Wirral and leave the bikes there without needing to worry about bringing them back."

The council has received approaches from several dockless scheme operators such as Mobike and ofo, but as yet has not had talks with any of them on whether to allow them to operate here as it has committed to continuing with Citybike.

CITYBIKE IN NUMBERS

- 34 – average rental time in minutes
- 140 – docking stations
- 1,000 – bikes
- 32,000 – active users
- 300,000 – rentals to date
- 1.4 million – miles cycled to date
- 9am and 5pm weekdays / 12 – 4pm weekends – most popular rental times

Bike & Go offers schemes for businesses

Merseyrail's Bike & Go cycle hire scheme is available at 70 stations in the area. It is trying to attract businesses to invest in bike hire schemes

With its corporate scheme, staff can rent a bike for up to 72 hours from their chosen train station and take it anywhere they want, including business meetings, before returning it to any participating train station. It can also offer bespoke plans to suit each business.



"The mental and physical benefits of cycling to work are well known," said David O'Leary, director of Bike & Go. "Those benefits alone can result in improved productivity through a reduction in staff absence.

"When employees experience reduced stress levels, they are happier and enjoy greater wellbeing, so it makes sense that that has the potential to positively affect productivity."

www.bikeandgo.co.uk

Bikeright to train delivery company cyclists

BikeRight has been commissioned by Merseytravel to run a project for Cycling Related Employment in the Transport Sector across the Liverpool City Region to recruit adults who are unemployed, work 16 hours or less per week, or are on a zero hours contract.

During November there is a Three day Cycle for Work Training Course which is aimed at people who are a zero hours or wish to become a cycle delivery rider for Deliveroo, UberEats, cycle couriers or people working in the care sector. This



course is supported by the Merseyside Road Safety Partnership and aims to prepare anyone who wishes to work in this industry a basic grounding in riding their bike in as safe a manner as possible, plan delivery routes and how to maintain their own bike to ensure maximum working time is available.

So far there have been 54 unique individual jobseekers booked onto various elements of the programme.

www.bikeright.co.uk/merseyside/employment

Try indoor cycling with Flamme Rouge



As the nights draw in and Christmas is looming, many of us look to find ways of keeping the cycling going through the winter while avoiding the discomfort of the increasingly unpredictable weather.

Some will get on a turbo trainer and grind out some miles in solitary confinement while trying to stop the sweat drip on your bike and avoid the inevitable truth that you are not quite the athlete you thought you were.

However, accepting my limitations when it comes to cycle sport I have instead opted for virtual thrill of road cycling and this year bought the popular board game 'Flamme Rouge', where for 30 to 45 minutes a time, I can be part of the professional peleton and try and win a stage of the Tour de France.

Joking aside though, this is a really great game and an example of the incredible renaissance which has taken place in the board gaming world during the last 20 years and it is something which is genuinely accessible for the whole family.

Flamme Rouge is described as a fast paced tactical bike racing game and that is a fair assessment. Each player controls a team of two riders; a Rouleur and a Spinteur and naturally the goal is to get one of your riders first across the finish line. No dice are involved and instead players move their

riders by drawing and playing cards representing movement from each rider's deck and thereby depleting their remaining stamina to get to the finish. The skill in this game is to use good positioning and slipstreaming to save energy and to keep enough movement for the final push for the finish.

Easy to learn rules and a 30 minute to 45 minute duration makes this a very accessible game and something that cyclists and non-cyclists alike will enjoy. The jigsaw pieces which make up the board allow for numerous course designs and rules for hills adds another dimension. I have even been told that there is an app to create a full length tour and there is an expansion in the offing with narrow cobbled road pieces which means you can even recreate a Flanders Classic finish!

I would definitely recommend this game and am happy to meet up with any MCC members who want to try it out. I did check if the 'Sugar and Dice' board games café in the Baltic Quarter had a copy among its hundreds of games, but as yet it hasn't. However, it can be ordered from most board games shops easily enough.

Its only disadvantage is that you won't burn off many mince pies this Christmas taking this game for a spin.

Alan Johnson

Trans Pennine Trail introduces new local leaflet

The Trans Pennine Trail (TPT) has produced a new local leaflet available for the Liverpool area for walkers, cyclists and horse riders.

Starting at its most westerly terminus in Southport, the Trail travels via Liverpool over 370 miles across the north of England until it reaches its most easterly points of Hull and Hornsea.

This well-signposted route is open throughout the year and entry is free to all users. The Trail connects with many local railway stations and bus stops

permitting public transport to be used at the beginning and end of your day out on the Trail. Car parking is provided at several places where the Trail intersects roads.

The TPT begins its easterly journey at Aintree Racecourse. From here it's just a



short journey until you reach the green corridor of the Liverpool Loop Line which is owned and maintained by Sustrans.

The Trail through Liverpool enables visitors and local residents to walk and cycle to many local parks including Walton Hall Park, Croxteth Hall & Country Park, Sefton Park and Princes Park.

The Liverpool leaflet is available locally from Liverpool's libraries and Lifestyles centres. Or send your name and address to transportation@liverpool.gov.uk www.transpenninetrail.org.uk

Cycling UK Community Cycle Club programme



The programme consults with established community groups to determine how cycling can play a role in their current activities and creates a cost-effective and sustainable network of Community Cycle Clubs across a

region. Our approach ensures that local leaders, community volunteers or paid officers are trained to deliver a broad range of cycling activities (Learn to Ride (Lose the Stabilizers), Guided Rides, Cycle Maintenance and Puncture Repair

Workshops, Dr Bike and more).

Cycling UK Development Officers adopt a personal and community centred approach. They work with groups to create an activity plan to increase cycling, which matches the needs and interests of the group while addressing any barriers they may have towards cycling on a regular basis. Community clubs are used as a platform to engage new and returning cyclists to get out there and enjoy the freedom of cycling.

Cycling UK provide the club with support to increase their delivery skills and capacity to enable the group to start and continue to incorporate cycling as a regular activity.

Community Cycle Club members are supported to increase their cycling activities to deliver social, health or economic benefits across the community.

www.cyclinguk.org/community-cycle-clubs

Email: Chris.Alston@cyclingUK.org

Tel: 07467336843.

Chris Alston

Vision Zero presentation influences LCC

This Vision Zero presentation was made to Liverpool City Council on 20th September 2017. It was presented by MCC member Derek Gould and was a Green Party motion. Vision Zero was then favoured by the elected Mayor and then voted for and adopted by the Council.

I am a retired NHS consultant and medical researcher and stand here, today, seeking your support for the Vision Zero motion which you will consider later this evening. Although proposed by the Green Party Group, it could have been penned by any, currently represented on the City Council.

Indeed, who here would not set zero as the goal for deaths and serious injuries on our roads?

It has often been said that the ultimate penalty of death should not result from the most trivial of lapses of concentration. Yet our current transport culture appears to tolerate a mix, where occupants of fast and heavy vehicles can run alongside those that are slower,

vulnerable and unprotected, leaving little margin for error.

For too long, this infrastructure has supported a terrible and lasting toll of death and injury which has simply been accepted, seeming easier, more convenient and cheaper than fabricating an alternative. It must, though, be clear to all in this room that the legacy of Merseyside's appalling road KSI figures is neither sustainable nor acceptable.

Today's safety in aviation, healthcare and the railways reflects the implementation of safe systems. Now, Sweden's total safe systems concept has shown the mitigating impacts of intense cooperation across police, planners and highways engineers, on road transport.

The Vision Zero proposal reflects only what has happened in London, Vienna and many other places including 25 US cities. Vision Zero is a goal that puts the protection of vulnerable people, whether walking, cycling or mobility-impaired, at the top of the road user hierarchy. It drives targets that curtail the misery of death

and injury, reduce the work and cost of accident and emergency departments and benefit public health medicine by removing the paralysis of daily fear, liberating millions of city dwellers through the oxygen of active travel.

Indeed, the new Liverpool City Region Road Safety Strategy includes a commitment to a vision of zero road deaths. It was unanimously agreed at the Combined Authority on 14th July this year, where there was Liverpool City Council representation. The Police and Crime Commissioner, Jane Kennedy has added her support by way of a fifth priority, committing the police force to road safety policies.

For the sake of the people and visitors of this great City, I urge you to lend your strongest support to the motion before you. In common with policy makers around the world, please vote, this evening, for the irrefutable goal of a vision of zero deaths and serious injuries on our roads.

Lawrence Brown, Derek Gould

Events

Sefton Cycle Chat Tuesday 25th July

Our third 'chat' of the year took place back in July; once again we gave an overview of what we had been working on within cycling in Sefton since the first 'chat' in January and provided an update on the actions raised from the spring get together.

These included the role out of the close pass initiative that has been adopted here in Sefton from the original piece of work delivered by West Midlands Police. The initiative sees unmarked police officers cycling whilst recording footage of potential close pass manoeuvres and then re-educating offenders as to the correct distance to safely pass cyclists; the three events saw 21 motorists spoken to and a further two prosecutions. We informed the meeting that further close pass initiatives will be delivered across the borough in due course. We also dealt with the issue surrounding the temporary closure of the Fisherman's Path crossing and went on to look at infrastructure improvements that would be welcomed in the future, to help cyclists navigate their way through the borough more easily.

The chat was once again well received and Mecycle were, as ever, excellent hosts; the next chat will be on Tuesday 7th November.

Michelle Langshaw

Cycle and recycle

Information and advice on cycling and also on recycling. Saturday 28 October 12.00-14.00. Ullet Road Church, York Avenue.

Liverpool Cycle Forum

Wednesday 6 December 2017, 17.30-19.15, Venue TBA

Sefton Cycle Chat

Tuesday 7th November, MeCycle Cafe, 59 Station Road, Ainsdale, PR8 3HH, 18.00-20.00.

activetravelsefton.co.uk

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



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
Monday to Saturday 8am - 8pm
Sunday 10am - 8pm

Liverpool cycling projects wheels for all

Wheels for All

Cycling for all abilities

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

Merseyside Cycling Campaign AGM

Saturday 25 November 2017

Refreshments available from 10:00 for 10:30 start

KIND Centre, 19 Back Canning Street, Liverpool, L8 7PB

Stephen Yip who has been the force behind Kids In Need & Distress since 1975 has once again invited the Campaign to hold its Annual General Meeting at the Centre. If you wish to bring along a Christmas present for a boy/girl 10/12 yr old Stephen will be most appreciative as will indeed the recipients.

www.kind.org.uk

Cycling UK Merseyside AGM

Monday 13th November 2017

Quaker Meeting House, 22 School Lane, Liverpool L1 3BT

18:30 – 21:00

Followed by presentation from member Alaina of her amazing journey from The Arctic to The Med.

Cycle Liverpool South Bike Rides

Every Sunday leaving at 10.30am prompt.

Meet at the Eros statue in Sefton Park (next to the café). A trained team of cycle leaders will guide you through a range of routes all beginning in Aigburth, south Liverpool, and taking approximately 1-1.5 hours.

The rides have been planned to appeal to beginners and those who feel their skills have become a bit rusty, but everyone is welcome. The emphasis is on fun and discovery. Under 18s must be accompanied by an adult. Please arrive in plenty of time for your bike to be checked over and for an introduction to the ride.

facebook.com/CycleLiverpoolSouth

Cycle Speke

Every Saturday at 10am (for 10.15am start)

For a free friendly bike ride, meet at Speke Fire Station, Cartwrights Farm Road, L24 1UY.

Pool bikes and cycle helmets are available free of charge. Rides are led by trained Cycle Leaders and are suitable for most abilities and last for around 2½ hours, including a coffee stop. Every few weeks a longer ride is planned.

www.facebook.com/CycleSpeke

janevduff@gmail.com.

Cycling UK Merseyside events

Runs List Sundays Oct to December 2017

CUKM and LCRC - Collaboration RIDES -2017 (Oct/Nov/Dec)

C: mainly flat, 30-50 miles: Ave. pace 10-12 mph: For fit beginners/prospective members.

D: mainly flat: 10-20 miles: Ave. pace 10-12 mph: For beginners and family rides→†

October

C/D (combined) Ride: **Saturday 14th October** Cheshire Lanes LCRC/CUKM

D Ride: **Saturday 28 October** (See CTC Merseyside website-Runs list!) CUKM/LCRC

C/D (combined) Ride: **Sunday 29th October** Lancs Lanes LCRC/CUKM

November

C/D (combined) Ride: **Saturday 11th November** Cheshire Lanes LCRC/CUKM

D Ride: **Saturday 25th November** (see CTC Merseyside website Runs list!!) CUKM/LCRC

C/D (combined) Ride: **Sunday 26th November** Lancs Lanes LCRC/CUKM

December

C/D (combined) Ride: **Saturday 9th December** (Cheshire Lanes)

D Ride: **Saturday 30th December** (see CTC Merseyside website Runs list!) CTC led

C/D (combined) Ride: Sunday 31st December.(Lancs lanes)

COMBINED C and D Rides only!

The C Ride will Start at 10:00am from meet up locations as follows;

(for Lancs Lanes): Knowsley Leisure Centre Car Park:

(for Cheshire Lanes): Spike Island Car Park:

Meeting up with **D Rides** which will start at 11:00 am from meet up locations as follows;

(for LancsLanes): Lay By at Windle Island:

(for Cheshire Lanes): Lane outside The Doormouse; PLEASE PARK AWAY from HOUSES

www.merseysidectc.com

Wirral Celebration Ride Saturday 29 July 2017

As part of the Women's Festival of Cycling, Cycling UK staff and Trustees, partners and supporters all came together to run an impressive road event in Wirral, offering three different ride distances exclusively for women.

Despite the weather being touch and go, nothing could dampen the spirits of over 80 women who took part in Cycling UK's women-focused ride on Saturday 29 July, named the Wirral Celebration Ride.

An all female band of ride leaders from a variety of organisations including Breeze and Pedalaway, came together under the banner of Cycling UK's Women's Festival of Cycling to run three different ride distances. On the day, four groups took part in the 35 mile route, three on the 15 mile route and one on the five mile route.

A number of participants said they had never cycled as far as 15 or 35 miles before, but found the atmosphere and support of the groups helped spur them on to achieving their furthest distance yet.

Wild Wales Challenge 2017 Sunday, 11 June 2017

This year will mark the 33rd edition of this most prestigious cycling event, which features a different route each year, but always set amidst the spectacular scenery of North Wales.

Josh Morris reported the event for News North Wales: "A Cycling Wales event has been hailed the best ever



Sara Braidwood, Breeze Network, passes the Merseyside Sports Partnership Baton to Cycling UK's Janet Atherton

A large number of women took the opportunity to challenge themselves in different ways, by riding as part of a new group or in a new area. The 35 mile ride followed the route of the Wirral Circular Trail, with stops for lunch and refreshments, with the 15 and five mile routes taking the coastal path. Everyone who took part was treated to a goodie bag and certificate to celebrate their achievement.

Cycling UK's Community Development Officer for Liverpool City region, Chris Alston said: "There was a really friendly supportive atmosphere in

the groups and we are very grateful to everyone who took part, especially the Ride Leaders who enabled us to cater for such a large number of participants. It's very encouraging to hear people at the end of their rides swapping numbers and making plans to cycle more often. That is one of the core objectives we were looking to achieve through the Women's Festival of Cycling."

The team were also delighted to welcome Councillor Ann McLachlan, the Mayor of Wirral, to proceedings who chatted to cyclists and congratulated participants for their efforts.

after hundreds of riders set off for nearly 90 miles of riding across the Denbighshire, Conwy and Gwynedd countryside.

The 33rd annual Wild Wales challenge left Bala Pavilion on Sunday, waved on their way by Mayor of Bala, Dorothea Evans. Riders of all standards made their way up to Abergele via Llyn Brenig and Llansannan before returning via Llanfair TH and Pentrefoelas and

rounding Afon Tryweryn.

Around 650 riders took on a huge variety of steep climbs and swooping descents on small B roads away from traffic at steady paces with a prize on offer for the cycling club with the biggest number of finishers. The event was organised by Cycling UK Merseyside, formerly the Cycle Touring Club, with riders attending from far and wide.

Arthur Winstanley, 60, of Liverpool Phoenix Cycling Club, said: "This year's route was the best ever.

"There was virtually 90 traffic free miles out there. How hard is that today?"

"The view from the top of the climb coming up out of Nebo near Llanrwst were a real highlight."

He added: "Unlike many of today's organised sportive rides, it's not run at profit.

"The whole thing is all run, marshalled and staffed by volunteers from beginning to end."

Don Thompson

