



Pedal Press



Winter
2014

**“Promoting Cycling for Transport, Health
and a Better Environment”**

2014 - A Long way to Travel **By Alan Johnson**

After what seemed like an age, Liverpool City Bike hire finally arrived in Liverpool during the summer. Stands of distinctive apple green hire bikes suddenly sprung up all over Liverpool City Centre and... it seems they are getting used. While it is early days, I have seen commuters and tourists using them and on that most popular of day trips; catching a Mersey Ferry and cycling up to New Brighton! Mrs J and I recently hired a pair to get to the Baltic Quarter and although functional, they are decent enough bikes for short city centre trips. Try them out if you can. The registration is pretty easy and there are plenty of racks around.

Even more impressive was the Sky Ride preceding Stage 1 of the Tour of Britain between the Strand and Sefton Park. Despite the thousands out on their bikes, the route was never congested and it was so quiet and relaxed. Even Parliament Street's gradient didn't deter those participating – though pulling a kid's trailer kept the speed down a bit for me! Similar numbers of people in cars would have caused gridlock, but on bikes it was simply a very pleasant group of people moving quickly without conflict or impatience. I hope it is repeated, it gives a flavour of how reduced car use can improve the urban environment.

Its nice to come towards the end of 2014 with some positive cycling stories. But does it reveal a change in local government attitudes to cycling infrastructure? The first of 3 poorly publicised 'Engage Liverpool' events, one of the key note speakers was to be Klaus Bondam who is a former Mayor of Copenhagen and is now Director of the Danish Cyclists Federation. It is sad that he couldn't make the event in the end as he could have shown our local politicians and council officers the bold yet affordable steps which if taken, could turn Merseyside into Cycling City Region. I hope he sent them a copy of the speech he had prepared because at this stage Merseyside's cycling facilities are nowhere near as good as in Copenhagen.

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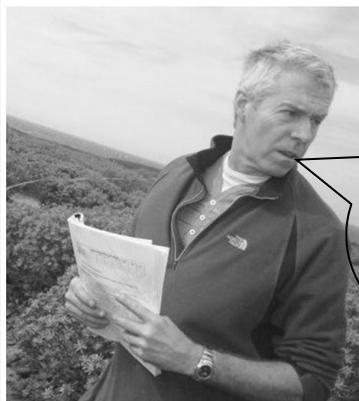
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.....and much, much more.....

Caption Competition Winner: Helen Orme



All right now, own up.
Who's got the Sat. Nav?



With the help of volunteers, the tandem club at Bradbury Fields helps over 50 Blind and Partially Sighted people to enjoy the experience and benefits of cycling. For some, this is the only chance they have to get out in the countryside. For others, it is a fantastic opportunity to become or regain fitness.

If you enjoy riding and think that with appropriate training you might like to be the front rider on a tandem, and open up the world for blind and partially sighted people on Merseyside, why not contact us for an

informal chat and if you are still interested, join us as a volunteer. One volunteer stated that "in addition to helping people get out and enjoy riding, I made some terrific friends", so come on, take the first step. Help us.

Amanda Davidson MAAT
Finance & Facilities Manager



Grand Lights Giveaway

Stella Shackell

From initial thoughts and agreement by the MCC at the last AGM that £200 from the Gary Clarke Memorial Fund could be released for this promotion...at last it is happening!

Sustrans (Janet Gregory) approached MCC with a promise of funding aided by a donation from the Wirral Cycling Group www.wirralcycling.org.uk/. Other requests for funding unfortunately did not pay off, although the Merseyside Police Casualty Reduction Unit (Sergeant Paul Mountford) and Merseyrail are very supportive. So with match funding, light sets were identified and bulk order discounts gained...220 light sets and 200 stickers (showing the logo of MCC and Sustrans) were ordered. Due to the limited funds and volunteers, it was decided to only distribute the lights within Liverpool and Wirral areas of Merseyside. In addition, the Sustrans-funded lights would only be distributed at Sustrans community hubs on the Wirral. But that has left 110 lights to be distributed at any locations MCC decides!

So from the first Monday after the clocks go back on 25th October and running until all the lights have been given out, there will be groups of volunteers at strategic locations offering free lights to cyclists without lights in return for answering a short survey. They will also be given a sticker and information/ promotional leaflets on MCC, Sustrans and the Wirral Cycling Group.



So hopefully there will be a few cyclists in Merseyside a little safer with new lights, plus a little wiser about what MCC and Sustrans do!

From 'Capital of Culture' to 'Capital of Air Pollution'. Andrew Grimby

An Experimental traffic order was put in place in 28th October 2013 in Liverpool for bus lanes to be suspended. Recently Liverpool City Council has proposed that the Experimental traffic orders are to be made permanent despite the following being revealed:-

- The review indicates pollution based around 41% of removed bus lanes to have increased, most significantly in 11%.
- Many lane removal recommendations seem arbitrary, in the face of working to expected standards. Indeed some bus lane suspensions have led to increased journey times for BOTH buses and general traffic journeys (e.g. Wavetree, Childwall Valley), yet these lanes are to be removed!
- How will the longer bus journey times benefit bus users' journeys to work, especially for the 47% of Liverpool households who have no access to a car?
- The local authority document states "A reduction in congestion levels and the free flow of traffic on the City's highway network promotes positive impact on air quality". However the document fails to address the likely impact of rising car motor traffic due to bus journeys being less competitive with car journeys.
- Recently Public Health England released statistics which reveal that in just one year 239 people in Liverpool died because of air pollution.
- It is well established that the best way to address air pollution is to improve public transport, plus a significant increase in the numbers of people cycling and walking."
- The Chartered Institute of Logistics and Transports described the trial removal of bus lanes as an "ill considered experiment".
- Many of the bus lanes were installed using contributions from grants from the EU with the express purpose of reducing air pollution.
- Air pollution monitoring stations were moved shortly before the experimental traffic order was implemented in 2013. It is therefore of great concern that the public in Liverpool is being exposed to increasingly unsafe air pollution. This will not be addressed as reliable air quality data is not available.

In summary trying to solve traffic jams with more road space is almost akin to trying to put out a fire with gasoline. Mobility requires roads, but no amount of road space will do away with traffic jams. That is because what creates traffic is not just the amount of cars, but rather the amount of car trips and their length. As more and bigger roads stimulate more and longer trips, such effect offsets whatever gains may stem from new roads in terms of traffic.

My Questions are as follows:-

1. Who we should escalate our concerns to? We have addressed our concerns to the local authority, but they are not prepared to listen.
2. Do you share our concerns that air quality monitoring is inadequate in Liverpool?
3. Is Liverpool Local Authority likely to be fined by the EU if air pollution levels worsen?
4. Will Liverpool Local Authority be made to pay back money to the EU following removal of public transport infrastructure that was installed to reduce air pollution?

Reference:

- 1) [http://www.hpa.org.uk/\[...\]/1317141074607](http://www.hpa.org.uk/[...]/1317141074607)
- 2) <http://councillors.liverpool.gov.uk/documents/s140383/Bus%20Lane%20Review%20Outcomes%20RTC10.pdf>

Railway level crossing on the Fisherman's Path, Freshfield, Sefton - Don Thompson

You will be very aware of the recent tragic death of Yasmin Jones, a young visitor to Formby who was hit by a train at the manual crossing where Fisherman's Path crosses to the Golf Course. Network Rail plans to close this crossing and replace it with what is always described as "a footbridge".

(Pamela Ashton continues)

Network Rail has applied for planning permission for a footbridge and hope that this minimal solution will be agreed to. They are telling everyone, including Councillors that a ramped bridge is "not feasible".

John Grimshaw who started Sustrans and is a Board Member of Cycling England has visited the site. We now know that a ramped bridge is both possible and feasible and is fully supported by Sustrans and many others

A few moments work from you may save a vital route for cyclists and others for ever. Your response is needed urgently!

The only way NR can be stopped in the short run is a mass of objection letters going into the planning process. It can be done on line at www.sefton.gov.uk . Go to the planning department and look at planning applications or please use the following words, or similar in an email.

To (email) planning.department@sefton.gov.uk

"F.A.O.Mrs Diane Humphreys

Planning Application DC/2014/01933

I object to the above proposal to install a footbridge at Fisherman's Path Railway Crossing as it will not be accessible to all users including families with pushchairs, people with mobility problems and cyclists. Only a fully ramped bridge will enable use by everyone including all those people who have used the crossing to get to the beach or the pinewoods. It also does not take into account all the work that Sefton Council did as part of the Cycling Demonstration Towns project and flies in the face of the Council's policy to provide outdoor recreation for all and the retain the pinewoods for outdoor activities in the Unitary Development Plan (UDP).

Yours sincerely

Your name"

You may wish to personalise it if you have reasons to find a footbridge difficult, such as through your age or a disability. It is already signed as part of National Cycle Network Route 81.

Skyride across Merseyside

Sefton Park 4 hrs before the 'Grand Depart' of the Tour of Britain saw in excess of 10k cyclists ride the course for which Bradley Wiggins + friends were preparing.

Cyclists were given the chance to ride an elite route then watch the pros race it during Stage One of the Tour of Britain. This combined with athlete appearances, celebrity guests and a huge range of fun activities to try, Sky Ride Liverpool was truly a day to remember.

It was tremendous to see road bikes, hybrid and folder bikes both new & old, with all ages astride them. We had aspiring young 'Boardman's & Pendleton's' and those of an older generation just happy to join family members in the challenge to ride the course of the two wheeled champions.

A week later I rode with 33 cyclists, many riding 11 miles for the 1st time on a tour of Liverpool. These rides have been happening every weekend since early summer and seen many join them for either a steady, easy or challenging ride. If you are interested then sign up at www.goskyride.com. Around Merseyside we have had 40 SkyRide Locals with a total number of 397 participants and we have still a few more before the end of the 2014 programme.

The Bus Lane Suspension .. latest

The Campaign has been very 'reactive' with this debacle, since our elected Mayor decided, in his wisdom, they were not working for the good people of Merseyside, *especially if you were driving into the city*. There has been much discussion culminating in the release of a consultation document recently, written and collated by Richard Brown of Mott McDonald.

MCC member Prof. Derek Gould has been diligent and scrupulous in his analysis and comment to the city on this report and has represented the Campaign, along with other members, at specific committees and Highway Cabinet meetings in the Town Hall.

The outcome as the PP goes to print is that only a small number of bus lanes will be retained and some only in part time capacity.

This is the position statement of the MCC presented at the recent meeting in the Town Hall of the Regeneration, Transport & Climate Change who were discussing the Bus Lane Review Outcomes.

The review (Summary report, October 2014) is to be approved with actions moving from experimental to large scale implementation, with few exceptions. Prior to implementation, MCC and LCC [Liverpool Century Club] perceive shortcomings in the review and recommendations, including:

- *the trial hypothesis*, that bus lanes were observed to cause congestion and pollution, was qualitative and unsupported by reproducible, significant data; this still seems unconfirmed.
- no robust baseline data supported first impressions of congestion, or the trial's data analysis.
- noninvasive, computational methods to inform the trial hypothesis, though available, were discounted in preference for implementing disruptive methodologies.
- *overwhelming background, global evidence* for public and active transport and metrics for these data, were omitted from the trial protocol, including that:
 - prioritising public transport over private cars represents worldwide best practice
 - cycling, walking and using buses all enhance public and mental health, reducing obesity, diabetes, heart disease and cancer.
- *bus lanes are to be removed* despite working as designed.
- road works and retained bus lane road markings will have affected traffic movements and driver behavior.
- the statement 'key delays to journey times along the B5178/ (Wavertree Road/Picton Road) are not necessarily a direct result of bus lane closures along the B5178' is unsupported by evidence, yet an arbitrary decision removes this lane.
- this recommendation overlooks the fact that journey times for both bus and general traffic at Wavertree and Childwall Valley have increased, contrary to the trial hypothesis.
- longer bus journey times are against the public interest, impacting bus users' work journeys where 47% of Liverpool households lack access to a car.
- *Polluting particulates were modeled* by computer, without validation (testing) of the model, or real world data from the existing equipment which had been decommissioned before the trial.
- notwithstanding that modeled evidence showed *increased* pollution at 41% of removed bus lanes which was moderate in 11%, and that no bus lanes attained a moderate *reduction* of pollution, permanent bus lane removals are nonetheless recommended.
- *the premise* that congestion, pollution and traffic flow improve by liberating road space omits the known expansion of car use that inevitably returns traffic systems to a congested state.

- the trial lacks arrangements for ongoing monitoring of traffic after bus lane road markings and sign removals.
- there seems no basis for the stated 'priorities' of the trial, that removal of bus lanes will assist 12 new schools, 5000 new homes, and some new business enterprises.
- *claims that actions taken* favour a 'cleaner and greener' Liverpool, lack supporting evidence.

Neither a **Health Impact Assessment** nor a full **risk analysis** was performed, despite:

- Liverpool having amongst the UK's worst health risks from transport pollution.
- 53% Merseyside, serious road casualties being pedestrians or cyclists, the 2nd highest in the UK.
- Merseyside pedestrians' risk being the highest in the UK.
- cyclists' serious casualties being at a 20-year high.
- figures for child cyclist casualties being significantly worse than the UK average.
- unchecked traffic speeds, red light running, deliberate intimidation and frequent walkway parking.
- new cycle hire schemes that are encouraging inexperienced, vulnerable road users onto bikes.
- road safety budgets and staff that have been extensively cut back.
- the relative protection for cyclists that bus lanes offer e.g. on Kensington, Picton Road and Wavertree High Street.

Questions from MCC and LCC:

MCC propose that the hypothesis that bus lanes cause congestion and pollution remains unproven.

Yet funds appears potentially available for new bike lanes to mitigate the loss of bus lanes.

Welcome as this is, we will need to understand whether these lanes will meet with best EU engineering standards. Will they fully and geographically replicate the lost bus corridors throughout? Will they be supported by best practice in road safety enforcement? And finally, in these straitened times, what funding is available, and will this mooted funding truly materialize?



Caption competition:
Entries to the Editor for Spring Edition
By April 1st 2015

Getting more of us cycling to work - good news for health and business too

Patience Jones



Travel officers in Liverpool, Knowsley, St Helens, Sefton and Wirral have been working with companies to produce and implement Travel Plans - many of which have a big emphasis on cycling - thanks to the Local Sustainable Transport Fund. (LSTF)

Several local authorities, Chambers of Commerce and Merseytravel's Employers Network have been offering an infrastructure grant to companies for cycle storage or shower facilities, where employee surveys show that this is likely to increase the numbers of staff cycling to work.

In Knowsley, where I work, 13 companies have been awarded grants so far for the installation of cycle storage, shower/changing facilities or both, with more expected to apply before the Local Sustainable Transport Fund programme ends in March 2015. Companies benefiting from the grants range from micro-SMEs like McVey Demolition and Product Release Europe to Getrag Ford and ASDA in Huyton. In order to be eligible, companies must demonstrate their commitment to sustainable travel by carrying out a staff travel survey, adopting a Travel Action Plan and implementing measures such as Cycle to Work schemes for tax-free bike purchase, distributing cycle maps to staff, promoting Bike Challenges, providing Dr. Bike checks and more.

With the programme coming to an end, we're asking businesses what's changed since 2012 – for example, if they've introduced a tax-free bike scheme, or installed new showers or bike parking, how many more people are cycling to work as a result? We've already had some really encouraging feedback about the health impact that cycling has had on individuals - we know of 2 people in Knowsley who have lost 7 stone each after taking up cycling! - and of course that creates a buzz in the workplace. We're finding people are talking about cycling, encouraging each other, and asking their employers to do more to help.

Companies are also finding that Travel Plans help with the 'green credentials' they increasingly need to secure new business.

As well as our work with individual businesses, the LSTF programme has funded a number of infrastructure improvements to make cycling to work easier and more attractive. Being based in Knowsley Industrial Park in Kirkby - the second largest industrial park in the north west - I'm especially glad that people living in Stockbridge Village and Croxteth can now cycle most of the way to work off-road - thanks to the new LSTF-funded routes through Little Wood, alongside the M57 and (when finished later this year) all the way up Moorgate Road.

One thing the travel surveys show is that there is real transport poverty in the area - nearly 20% of people who filled them in have no access to a car, and for some, cycling to work may not just be desirable, but essential. At the moment 7% of employees on the Industrial Park are cycling to work - above the national average, but still with lots of room for improvement.

CTC Space for Cycling Campaign Training Day in Manchester - Ian Downing



On a pleasantly warm Autumn Saturday thirty delegates from cycling organisations around the North West and further afield, arrived at the Methodist Hall in Manchester for a training event, presented by CTC. The aim was to build upon the significant strides taken by their Space for Cycling campaign by training local cycling group members to campaign more effectively. The campaign aims to “create the conditions where anyone can cycle anywhere.”, by pressing for protected space on main roads, lower

speed limits, cycle friendly town centres safe routes to school and routes through green spaces. It has succeeded in getting 500 councillors to give their support and is gaining strength in many of the countries larger cities.

After an introduction to the campaign and a summary of the Government Cycling Delivery Plan there was a short talk on road justice focusing on the difficulty of bringing motorists to justice when the court's ability to prosecute cases is severely hampered by the reduction in manpower in the traffic police.

Manchester campaigner Pete Abel from loveyourbike gave a talk on several successful campaigns run by his group. He emphasised the importance of the membership of local groups getting behind high profile, good humoured, loud and colourful actions which can be pushed on social media while others push things along behind the scenes in council focus groups and authority forums.

Robbie Gillett from CTC looked at the future direction of the campaign emphasising the need to keep the signed up councillors informed of the progress being made and the next steps to be taken. There was also discussion of the need for a structure for appraising cycling provision similar to those adopted by Transport for London and the Welsh Local Authorities.

There were also workshops on influencing local authorities and effective use of social media.

It was a very helpful and informative day in many ways; partly because it showed that MCC is doing most of the things that CTC recommend to bring about change and partly because the meeting of so many like minded people adds to the strength of the cause.



Bicycle Belles

Meet Saturdays in Port Sunlight
(Merseyrail station)
Leave at 10am - return by lunchtime



- November 22nd
- December 20th
- January 24th
- February 21st
- March 28th
- April 25th
- May 30th
- June 20th

For more details:

Email twomills@ctcchesterandnwales.org.uk

Text/voicemail 0771 928 2243

Blogger www.wirralbicyclebelles.blogspot.com

REPORT ON THE A540 SAFETY FOR CYCLISTS OCTOBER 2013

Peter Williams, CTC RTR Chester and Wirral.

I continue to try to improve the safety of cyclists on the A 540 from Neston up to Two Mills and to Woodbank. Last year there were two meetings in October and November with various Cheshire West and Chester Council (CWaC) officials, other cyclists and Puddington Parish Council. This included David Robinson who had originally campaigned to make this road safer.

In 2012 CWaC Highways bid for funding failed; the bid was to upgrade the footpath from Two Mills up to Chapel Lane to a shared use path and then to create a new shared path on the opposite side of the road passed the Yacht Pub up to Woodbank; (this is where two cyclists on the 28th October 2009 were seriously injured). The bid failed because the DFT and Sustrans did not consider the proposed plans to be safe. I have tried to get these plans improved so that if funding becomes available, we might succeed with another bid. CWaC have also conducted a consultation with all the residents in this area and the local Parish Council about a shared path proposal.

Since then, I have tried to arrange more meetings with CWaC but they refuse to reply to my emails. Through my local MP, Andrew Miller, I wrote to CWaC's CEO, Steve Robinson, in which he said in his reply, in the last paragraph, that they "take the issue of cyclist safety along the A 540 very seriously and are actively looking at ways to improve cycle facilities on the A 540 including funding". I had hoped that we might acquire some funding to reinstate the footpath in the grass verge from the utility company installing the High Voltage Electric Cable link from Scotland through Wirral and down the A 540. This work is to take place next year from Leahurst up to Mudhouse Lane; from there this cable goes over fields to Connah's Quay Power Station. However, the utility company are laying the cable in lane one of the carriageway south-bound going towards Chester so are unable to help. CWaC estimate to reinstate the footpath along this stretch is in excess of £250K.

I have written again, on the 10th Aug 2014, to the CEO Steve Robinson, Cheshire West and Chester Council, disagreeing with the last paragraph of his letter, because in my opinion they are not actively looking at making cycling safer. I have not had a reply to this letter, despite being promised one on two occasions. This year, to my knowledge, two cyclists have been injured on the A540, also two were injured last year; all required hospital treatment.

LSTF funding has been available but it has been spent elsewhere and I have a list of where some of the money has gone. Five years ago, when it was Cheshire CC, £158K was spent on the RED ROUTE STRATEGY which included the construction of a lay-by on the central reservation close to where 2 cyclists were killed. This is to allow police vehicles to park with speed cameras. The sad thing is that the Police appear to rarely use this facility.

A framework for infrastructure priorities Roland Graham

Standard transport practice recommends optimising the order of development of infrastructure. To identify the critical planning objectives to achieve the benefits of active travel, which include health, pollution control, and reduced congestion, it is essential to have public health and other stakeholder input. Then the objectives lead to the priority of the phases.

A modular approach to development is proposed. We believe that in order to get the best results in terms of effectiveness and safety, each module of cycling infrastructure should be implemented in a short time, a policy likely to lead to them being worked on one at a time. The modules may comprise an individual route, a significant junction, or a broader network of facilities (a 'local network' or 'mini-Holland'). The mini-Holland concentrates high-quality development in a small area. In 'The Mayor's Vision for Cycling in London', this is considered to be the most transformational of their policies.

A local network around a district centre. We believe that a local network will produce the best results if the project has good community partnership. With this, consultation should naturally be built into the planning process. Promotion among those who do not participate in it will also be easier with the modular approach. Further, this approach will enhance the attractiveness of the district for people moving house who would like a cycling lifestyle.

These networks should produce the greatest increases in cycling safety and modal shift, particularly amongst less confident riders. These are the main reasons why, in most circumstances, we favour them over other types of module. While rare outside cycling towns in the UK, local networks (as mini-Hollands) now form the basis of cycling developments planned for outer London, and so are good examples for other conurbations such as Merseyside.

Individual routes. In its simplest form, this module could comprise a well-engineered length of main road, perhaps providing access to a town centre to meet a specific local need. Another possibility is a long route which may include sections of main roads and off-road routes, linking various places across the whole network. This could enable some longer journeys on the network to be made more pleasantly and faster.

A significant junction can represent a specific module, usually engineered to address known hazards. Such a module could be a stand-alone item and be funded by the road safety budget.

Further notes on networks

A module forming a local network, to be developed around a district centre, could be formed of a few sub-modules developed one by one, with the developed network at each stage enabling many good cycling trips for those living within it. A good practice would be to develop in this way if the whole takes more than two years.

Twin networks have been developed in Oxford. These accommodate the requirements of experienced and less confident cyclists, by using major and minor roads respectively. Work on one network should be completed before work on the other begins, so that the benefits of safety and modal shift can be gained in full by one type of cyclist in a short time.

Merseyside Cycling Campaign can give a larger context for these arguments if required. Information from the DfT on its draft Cycling Delivery Plan wants local authorities to "Set a clear and specific vision for their area which outlines how cycling and walking will be increased and supported in a defined area over a defined period" among other requirements, so it looks as though we're leading the way. The draft Plan also wants to see provision for door-to-door journeys, and local networks do this very well.

The main advantages of local networks are that they should produce the greatest increases in cycling safety and modal shift, particularly amongst less confident riders. These are little recognised, even among those who are developing them, so we may need to keep blowing the trumpet for them.

IT ALL DEPENDS WHAT YOU DO IT FOR?**Pat Arnold**

We have always cycled from place to place as a means of seeing 'the places' – chateaux, abbeys, galleries and gardens. In the main, this has meant travelling between towns. Not surprisingly our age has made us plan not so much of the 50 -80 km. ride between towns but the cycle around the city centre once there. Of course, there are no better cycling towns than those in Holland (which we visited in both the last two years) and this year it was Belgium in September.

It can seem a bit of a cheat to admit that Day 1 was a ride from Sefton Park to Lime Street and train to Euston with a 15 minute ride to St. Pancras for the Eurostar to Brussels. That was nearly 5 km. Brussels has a good system of cycle paths alongside the main thoroughfares. The ride to the Musee des Beaux Arts and out around the Ixelles suburbs to see the art nouveau designs of Victor Horta was all really easy. Tram tracks were avoidable and all pedestrians dutifully used the official crossings. Everyone from car driver to pedestrian and cyclist knew his or her turn. Traffic density was not really an issue because, although very busy, cars and buses had a 'Twenty's Plenty' mentality.

By Day 3 we felt ready for a longer ride and on Sunday we cycled to Waterloo, some 40 km return. Wellington's HQ holds a small museum and the main battle site has an old-fashioned panorama of the battle. A new visitor centre was under construction for the anniversary of the battle in 2015. Having our bikes meant that we could easily get around the different parts of the battle site, and this was much easier than by car.

Day 5 was the train to Antwerp. This had a designated bike carriage which holds 30 or more cycles. We spent much time noticing others' bikes and folding ones were very evident. Passengers on trains do not have to reserve folding bikes, and many an executive-looking woman would arrive on the platform in smart dress and quickly fold her Brompton bike and wheel it into the carriage. In Antwerp, really wide pavements for mixed use gave everyone a chance and it was possible to meander around to Rubens' house and studio – a truly marvellous museum with an Italian garden. The churches were rich in art works and the whole feeling was of a medieval tapestry.

Once we reached Ghent, the streets were narrower, owing to the canals, and trams worried us at first. But routes were found and the newly developed station with acres of full bike racks showed that we were with the majority! Ghent has the infamous van Eyck Altar piece and an excellent design museum.

By our return on Day 10, the computer read just over 100 miles. Keen cyclists may scoff! But this was 100 miles more than we would have done if travelling by public transport alone. We had the satisfaction of reaching everywhere under our own steam. Over there, all age groups cycle, so we two pensioners just melded in. We especially enjoyed the stop at cafes, or restaurants, thinking that we were eating to replace our energies, and looking at the maps to see possible routes for the following day.

**VISIT THE CAMPAIGN WEBSITE
AT WWW.MERSEYCYCLE.ORG.UK**

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Merseyside Cycle Campaign was set up in 1985 to work for the provision of better and safer facilities for cyclists and for the safe behaviour by all road users. We encourage all our members to get involved in campaigning. This may be small scale improvements at work, in school or at your local railway station, or on a larger scale by writing to your local council or MP to influence policies at national level. Attitudes are at last beginning to change for the better and you can play a part in ensuring that the mistakes of the past are not repeated in the future.

Campaigners meet on a regular basis for discussion and we publish this newsletter to all members (see website). Membership also entitles you to an updated copy of the Cycle map. More members give make a greater pressure for change, so why not join today?

Contact the Membership Secretary, Carol Fitzpatrick,
0151 653 3887

Articles for the Spring/Summer Edition

by 1st April

mrshebden@btinternet.com

(Please note the new email)

Merseyside Cycling Campaign AGM

Saturday 13th December

To be held at 'KIND' 19, Back Canning Street, Liverpool L8 7PB

Arrive 1000 for refreshments and chat

Meeting begins at 1030 sharp and will finish at 12-30 at the latest.

The speaker will be Sergeant Paul Mountford.

We would like to invite all those coming to join the 'KIND' Christmas appeal and bring a gift along.