



October 2022 Newsletter

We campaign to make all our roads safe in Brighton, Hove & Portslade, so that everyone can get around easily.

[Join us.](#)

Welcome to the October newsletter from your local cycling campaign group. It's full of news about what we and others have been doing in the last 30 days. We try hard to make Brighton & Hove better for everyone who might like to wheel/cycle but we are fallible so please do tell us what can help.

[**Click here to email Bricycles**](#)

We'd also be grateful if you could invite your cycling friends to [join Bricycles](#). The more who join, the louder our voice and the more effective we can be.

Keep Pedalling, The Bricycles Team

Style Council

In what we hope will become a yearly event, the Bricycles team hosted a relaxed and fun cycle around our fair city with several local Councillors on Saturday 10th September. The aim was simple: to make connections & build working relationships between Bricycles and the city councillors whilst demonstrating that Bricycles is a group of ordinary folk, campaigning for safe cycling for everyone in the city. We also wanted to take them on a tour of the various types of cycle lanes throughout the city; the good, the bad and the ugly!

Joining the Bricycles team were Jamie Lloyd and Sarah Nield (both of Withdean ward - Green), Sue Shanks (St Peters & North Laine - Green), Nancy Platts (East Brighton – Labour), Carmen Appich (Westbourne – Labour) and Bridget Fishleigh (Rottingdean Coastal – Ind). A decent cross-section of the political landscape, but we hope to improve the political diversity next time.



Left to right: Iliana Koutsou (Bricycles), Max Glaskin (Bricycles), James Taylor (Bricycles), Carmen Appich (Labour), Ben Kelly (Bricycles), Sarah Forbes (Bricycles), Sarah Nield (Green), Nancy Platts (Labour), Bridget Fishleigh (Independent), Sue Shanks (Green), Jamie Lloyd (Green).

With the sun on our faces, thanks to the excellent late summer weather, we set off from Yellowwave Café on Madeira Drive riding on the wonderful dedicated cycle path towards the Palace Pier. We carefully navigated our way through the less than ideal and very busy shared path to West Street before luxuriating along the superb segregated westbound lane up to Grand Avenue. Taking a right and heading north, Grand Avenue becomes The Drive. In places it's one of the better routes for people on bikes, albeit a little narrow for adapted bikes. Before The Drive meets the now infamous Old Shoreham Road we took the easier option, turning right onto Upper Drive and picking up the OSR stepped track eastwards – urban cycling bliss. Hopefully one day in the not-too-distant future, the entire OSR will be safe to cycle on.

A U-turn before BHASVIC and Dyke Road saw us 're-pedalling' our 'wheels' all the way to The Drive, then back down to the seafront and west to The Big Beach Café at the Lagoon. This last section was particularly interesting given, the proposed extension of the westbound cycle lane from Fourth Avenue to Wharf Road (more on that later). The councillors saw first-hand the challenges of the shared space behind King Alfred and how perilous the NCN2 path is along to the Lagoon.

Covering about 10 miles in just under an hour and taking in no less than 7 different cycle paths, we can attest that fun was had by all. Most importantly, feedback from the Councillors was very positive and will hopefully lead to a greater take up from even more councillors next time, maybe even an MP or two.

*"Thank you all so much for organising the ride today – it was SUCH GOOD FUN, I'd like to do it all over again next week!!! You really took such good care of us" – **Nancy Platts***

*"It was really enjoyable, and I feel like I got to experience something I wouldn't otherwise have had the confidence to do." – **Sarah Nield***

Bricyles on the Beeb

After Bricycles appeared on BBC Radio Sussex in August, we were invited once more to comment on a local cycling initiative, live on the Allison Ferns Breakfast Show. Ben Kelly from Bricycles and Cllr Garry Peltzer Dunn (Conservative - Wish ward) were asked about their views on the proposed walking, cycling and accessibility improvements to the A259 Kingsway, which was due to be discussed at the Council's ETS Committee later that day (more on that later). If you didn't catch the discussion, you can listen again [here](#).

(Two weeks later we were saddened to learn of Cllr Peltzer Dunn's untimely death. He'd represented the residents of Hove for more than 50 years and our thoughts are with his widow and family.)

Big Wins!

The Council's Environment, Transport and Sustainability Committee met in Brighton Town Hall on Tuesday 20th September. If you have the time and patience, you can rewatch the whole meeting on the Council's website [here](#).

However, if you don't have a spare three and half hours, fear not, Bricycles was there to bear witness to a couple of significant wins.

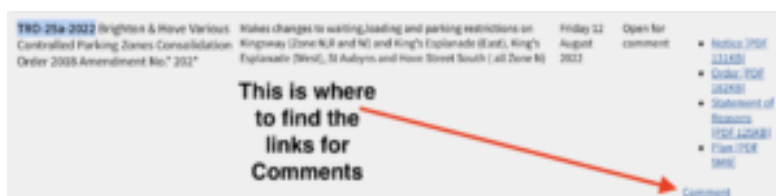
- 100% uptake of the bike hangars installed so far. You can find more information about the scheme and how to apply for a space on the [Council website](#).
- Approval of the A259 improvement scheme. The A259 scheme includes improvements for pedestrians and increased parking for blue badge holders, but also adds a westbound cycle lane along the A259 to fill the current gap in provision between Medina Terrace and St Aubyns and by-passing the shared section of pavement along Hove Street. Construction is due to start early next year!

Order, Order



There's a new Traffic Regulation Order which, if it gets enough support, will help pupils, parents and teachers cycle more safely to Westdene School. It's for a SchoolStreet scheme and the Council is inviting you to comment. You might spot flaws, or you might want to say it's good – your choice but best to be constructive. It's [TRO-30-2022](#).

To submit your helpful comments, go [here](#) then scroll a long way down to the relevant TRO number, read the details then submit your comments by clicking on the link near the right-hand column, as shown in this screen grab.



And breathe...

Bricycles joined people from the OSR cycling group, [Living Streets Brighton & Hove](#), the Medical Profession and Friends of the Earth outside Brighton Town Hall just before the Council's most recent Environment, Transport and Sustainability Committee meeting. Why be allies with such a motley crew? Because we all want clean air.

The Council is due to come up with a new Air Quality plan and it will run for five years. People who ride bicycles do not, on the whole, emit anything except the carbon dioxide they breathe out. However, vehicles powered by internal combustion engines give off all kinds of noxious gases and particles that harm human health. Even electric vehicles shed microscopic particles from their brakes and tyres.

The tainted air is good for nobody – it's been estimated to shorten the lives of 170 people every year in our city alone. Even people in cars are badly affected. The toxins in the rear seats, where children often sit, are up to four times greater than outside. The interest for Bricycles is, of course, that people riding bikes often have to inhale the pollution that blights the busiest roads and junctions. So we chose to add our lungs to the groups calling out for clean air.

We greeted Councillors as they arrived for the meeting and shared information leaflets with people who were passing by. It'll take a while before such an important plan is agreed and implemented. We want it to be a breath of fresh air.

Streets Ahead

Bricycles contacted Cllr Elaine Hills, one of the Ward councillors from Hanover and Tarner. The consultation on the city's first liveable neighbourhood scheme ended on 11 September. 1,300 residents took part in the Hanover and Tarner Liveable Neighbourhood consultation. Cllr Hills had this to say:

“ This is a great response. Consultants and officers will be working through the feedback, with the aim of incorporating residents' ideas in the scheme design. The pilot aims to prioritise the movement of people by stopping cars from short-cutting through narrow streets, which has increased since the introduction of satnavs. The trial will free up and transform our outdoor space. Streets will become easier and safer to walk, wheel and cycle in. The school run and working from home will be blissfully quiet. Air quality should improve and carbon emissions drop, as fewer vehicles enter the area.”

Cllr Hills extended her thanks to Bricycles members that provided their feedback during the consultation. We'll keep you informed as the pilot progresses.

Bike Trains - a runaway success

Regular readers of the newsletter will be familiar with the Old Shoreham Road Bike Train (covered in the Sept issue). Bike Trains, or Bike Buses as they are more commonly known, are cropping up around the world at an ever-increasing rate. Whilst geography and language might separate this emerging community, one thing binds them all – frustration at the lack of high-quality infrastructure that would allow school children to safely cycle, scoot or wheel to school.

For many of the parents that give up their time organising the Bike Buses, the inspiration came from Barcelona in September last year. The '[Bicibus](#)' in the Eixample neighbourhood of the Catalan city only started just over a year ago with 5 families. It has grown so big that they now require a police escort...

Closer to home, perhaps the most well attended Bike Bus is north of the border in Glasgow. The [Shawlands Bike Bus](#) has grown from strength to strength, bolstered by local council and police support plus an excellent PR campaign. They've featured on local radio, BBC Scotland News and more recently on [Cycling UK](#).

Bricycles' Ben Kelly runs the weekly Old Shoreham Bike Train. It's still a modest affair but the core of 5 families are out there every Friday, providing safe passage along this important east to west route. If you would like to join the OSR Bike Train email them [here](#). Similarly, if you are looking to set-up your own for your neighbourhood/school, please also reach out. The community is now well established with lots of advice and best practice.



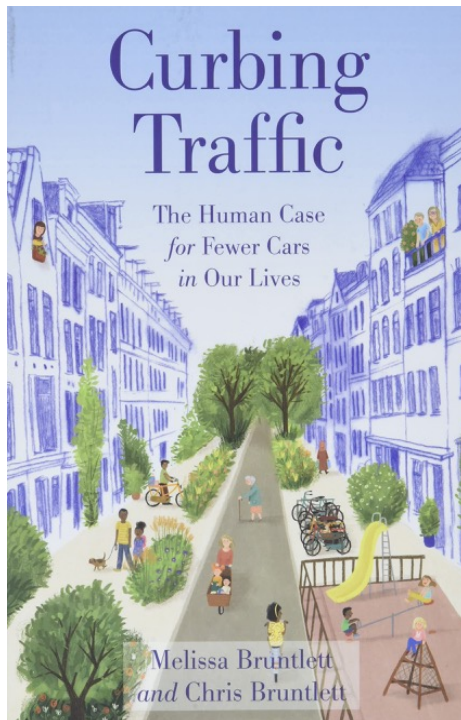
Postcard from the Netherlands

Regular Bricycles blogger Sarah Forbes recently took a family summer holiday to the continental Low-Lands. Find out [here](#) how she, her husband and two young children thrived without a car, navigating through the Netherlands cycle highways. If you are thinking about embarking on a similar adventure but need a few reassuring pieces of advice, reach out to the [Bricycles team](#).

Nice Trim

Those of you who use the NCN2 route past Hove Lagoon will have noticed that the bushes there have been trimmed back much more aggressively than usual. We were recently contacted by a Bricycles member who pointed out that a short section had been given this treatment a couple of years ago and that had meant it hadn't needed further attention, unlike the rest of the section which is regularly trimmed, but rapidly grows out to partially block the cycle route. We pointed this out to the council, highlighting that a more comprehensive trim would save money long-term as well as improving cyclist and pedestrian safety and we're happy to report that the City Parks Team acted on this.

Book Club



[Curbing Traffic : The Human Case for Fewer Cars in Our Lives](#)

follows the story of Melissa and Chris Bruntlett, two urban mobility advocates from Canada who moved with their two children across the Atlantic to live in Delft, The Netherlands in 2019. They cleverly combine up to date research about how cities are better served with fewer cars, with real-life examples from their own family experiences and the experiences of the community that they have moved to. They demonstrate how towns and cities that prioritise people via clever street design and good bicycling infrastructure are able to create more user-friendly environments for children, for women, for those with disabilities and for the elderly, as well as making all of our lives healthier and, certainly in the case of the Bruntletts, happier. An inspiring read for anyone wanting to improve their local environment.

Published by Island Press. Reviewed by Anna Bourne

Out of the way....please



Bricycles has contacted the Council and local Ward Councillors, flagging a brand new bicycle obstruction on a public bridleway. The entrance to the Brighton Rugby Club at Waterfall now has a blue metal gate. Pedestrians, cyclists and horse riders can no longer get through when the barrier is locked. At the moment, some pedestrians and riders of regular cycles may be able to leave the road and walk through the undergrowth, but this will not be possible for cyclists on non-standard bicycles or for horse riders - and when

winter arrives it will become treacherous or impossible even for those on foot.

Kick it to the kerb



Bricycles petitioned the Council to take a look at the cycle parking on Second Avenue/Wilbury Road. It is in desperate need of a dropped kerb in order to vastly improve accessibility. The Council's Transport team was quick to respond and assured us that this will be tackled as part of a batch of road improvements in October. We'll keep a close watch on this and keep you

updated.

Please let us know if you spot other issues that impact your ability to use your bikes. We'd be happy to contact the Council on your behalf. [Click here for Bricycles help](#)

Free the racks

There were 857 bicycle parking places across the city last time we looked and that number should have grown already. They're crucial to support cycling because people need convenient places to secure their environmentally friendly and health-improving means of transport.

But sometimes bikes get abandoned while still locked to a rack and each one reduces the parking available to everybody. The Council will remove these obstructions but they have to be alerted. So tell them when you see an abandoned bike. [Report Abandoned Bikes](#)

Occasionally an on-street rack gets damaged. It takes a fairly hefty blow to bend these steel pipes but it does happen and then they can be pretty useless for securing bikes. If you spot one or two like the ones we've seen in the Lewes Road, do [email](#) the council, saying exactly where and include your contact details so they can double-check if they need to.



Park & Ride



Stanmer – a gem on our doorstep

Do you ever ride to Stanmer Park? Do you think enough good things are provided for people who ride bicycles there? Whatever your thoughts, you can share them with the Council so it becomes a better place for cycling. There's a consultation under way (it started last year!). Tell them how you think Stanmer Park can be improved for people who want to cycle. For instance, for those who don't want to use the shared path from Lower Lodges to the big house, the main drive is badly broken and potholed.

[Click here to give your opinion](#)

Racking it up



Bricycles has had two meetings with Council officers in the wake of last month's news item about the bike racks that have gone missing from the Lewes Road and the London Road, both of which are related to redevelopments of two Co-Ops. The meetings make us optimistic that the five which disappeared from the Lewes Road will get replaced when the building works are more advanced, although we don't know exactly where yet and will have another meeting to sort that out. Even better, Council officers are 100% behind our suggestions for installing the 10 new racks in the London

Road on widened pavement but near the kerb to be out of the way of pedestrians. They've promised to chase the developer.

Falmer to Lewes

"Tell us everything about cycling along the A27 from Falmer to Lewes." That's what Transport Focus said. We got excited because they are the independent consumer watchdog which represents the interests of those using the roads managed by National Highways. They're the big roads and mostly out of town.

The A27 is a route for riding out of the city, past the Downs and through the Weald. We have ridden it often over many years. Here was our chance to tell National Highways how to make something good out of something that's mostly horrible. Indeed, the easternmost section to Southerham has no provision for safe cycling at all.

Yes, on the section from Falmer to Ashcombe roundabout we are allowed to ride bicycles on the bits where there's a pavement but they're badly maintained, overgrown, often narrow and have several hazards, including junctions. The fast motor traffic on the adjacent dual carriageway feels threatening.

We eagerly told this, in detail, to the Transport Focus. We know other cyclists contributed, too, in even more detail. Some even took the time to meet the researchers on site, to point out specific problems and offer solutions.

Now, however, we've seen the summary findings of Transport Focus and our hopes for improvements have been side-lined, if not squeezed into the gutter. The [early report](#) is as general as can be. We understand that all the comments its researchers received from people who ride bicycles will be sent to National Highways and a full report will be published at some point. However, we have absolutely no idea if National Highways will be inspired to spend a teeny-weeny bit of the government's £23 billion roads budget on making this five miles of the A27 safer and better for cycling. On the basis of the summary report, we feel we wasted our time and are not holding our breath. Whatever happens, we'll keep you posted.

Download the summary report [here](#).

Meet the team...Iliana

I recently joined Bricycles to lead on Strategy. This means working with other Bricycles members to understand and drive our collective ambition to make travelling by bicycle safe, accessible and welcoming in Brighton and Hove.

I think Brighton and Hove has huge potential to be a city that welcomes people of all ages and abilities travelling by bicycle. But to get to that point, we must understand and overcome barriers to cycling, particularly those faced by families, children and young people, older people, women, and people on low/no income.

Our car-dominant culture leaves people behind – because cars can never be fully inclusive – unlike a network of safe joined up bicycle routes, complemented by free/ low-cost public transport.

I'm inspired by the multiple benefits reducing car journeys presents, which include reduced carbon emissions, improved air quality, reduced congestion, improved road safety and quieter neighbourhoods.

That's not to say that challenging a car-dependent society is a conversation that's easy to have – but it's certainly one worth having for the benefit of future generations that will live, work and play in Brighton and Hove.

Previously, I've campaigned for improved bicycle infrastructure, such as cycle lanes protected from motor traffic, in Lewisham, London.

Operation Crackdown

The website for reporting anti-social driving in Sussex, [Operation Crackdown](#), is being reviewed by a "dedicated Chief Inspector" so that it can be improved. And, boy, does it need improving.

The long-overdue review first became public after the July meeting our Police & Crime Commissioner had with her Chief Constable so we're sorry we didn't notice it until last month when [she answered a query](#) at the Police & Crime Panel meeting.

But now we're on the case and have asked Sussex Police how we can contribute our ideas so the website becomes fit for purpose. We use Operation Crackdown often to report anti-social driving and have many thoughts about how to make it better. If you, too, have used it, let us know of its shortcomings and we'll be pleased to include them into our submission.

Email Bricycles with your feedback

Dates for the diary

Ongoing for 2022/23 – WOW. Formerly known as Walk to School Week, it has evolved to include Cycle to School and will run for the entire school year. Fill out this [short form](#) to help all of your local primary schools join the fun.

Monday 3 – Friday 7 October - Cycle to School Week. Bikeability and Sustrans want as many people as possible to make a pledge for Cycle to School Week. You and your family can make your pledge [here](#).

Sunday 9th October 3pm – Meet at the Big Beach Café by Hove Lagoon. It's your bi-monthly chance to meet the Bricycles team in person and to share your ideas for making our city roads safer. Put it in your diary and [email now](#) to say you're coming to the October meeting.

Sunday 30th October 4pm – Halloween Bike Train. The annual spooky ride from the Level, through town, run by The Bike Hub is almost upon us. The organisers are always on the lookout for volunteers to help with marshalling – contact the [Bike Hub](#) directly for more information. Of course, if you just want to join in the fun, just turn up in your scariest outfit and enjoy the ride.

Saturday 5th November 6pm – Bonfire Bike Train to Lewes. Also run by the [Bike Hub](#), the finer details are still to be confirmed, but if you would like to help marshal, contact Bike Hub directly. You'll see updates on the Facebook page as the event draws nearer.

Your city needs you!

Bricycles continues to evolve and grow. We have a core team of a dozen, each of whom plays a small but important role in running Bricycles and we always like members and supporters to get more involved.

Our small team cover a lot of bases already but if you have a particular skill, talent or just bags of enthusiasm, we'd welcome your input – even if it's for just a couple of hours each month. We particularly need people with these skills:

- writing articles for press and for our blog
- giving interviews and statements to press, radio and TV

We'd particularly encourage women to get involved, as we want to maintain our 50:50 gender split, and people of the BAME community so that we're even more representative of the city's population. You'll get loads of support and encouragement from the rest of the team. Check out our website for further details, or [email us](#).

C'mon, you know you're exactly the right person and will enjoy it almost as much as you enjoy cycling!

We hope you have a great month and that we'll see you at 3pm on Sunday 9th October. Until then, send us your news and [tell us](#) what you want to see in your newsletter.