

# Bricycles

## News

[www.bricycles.org.uk](http://www.bricycles.org.uk)

Summer 2016

No. 109

## Ride on, Mayor!

Brighton and Hove's new Mayor, Pete West is off to a great start!

He's using his bike wherever possible for all his official engagements and supporting many cycling and charitable initiatives.

He is also adopting a mayoral theme of active travel.



*Mayor Pete West (centre) supporting Bike Week with (left to right) Tony, Becky, Richard and Tom of Bricycles.*

In May, he cycled from the i360 to the Eiffel Tower on the "Mayor's Charity Bike Ride" and raised money for the Martlets Hospice, the Grace Eyre Foundation and the Argus Appeal. Mayor Pete's work as a Green Councillor for St. Peter's and North Laine is being covered by colleagues while he performs his mayoral role.



**CYCLE TO WORK**  
**September 14<sup>th</sup>**

...and encourage  
colleagues to do the  
same! Mayor Pete will

ride his bike! Check Bricycles website,  
Facebook & Twitter for event updates!

### Taxi!

Crash driver  
continues to  
drive taxi.

*See page 21*

### Elm Grove Crash

HGV hits cyclist.  
Petition calls for  
action! *See page 4*



**NEW WEB MANAGER! *See page 16***

# REPORT

## Brighton & Hove City Council's Environment, Transport and Sustainability meeting (ETS)

28 June 2016

Members:

[Gill Mitchell](#) (Labour, Chair)  
[Tony Janio](#) (Conservative Spokesperson)  
[Peter Atkinson](#) (Labour)  
[Lizzie Deane](#) (Green)  
[Louisa Greenbaum](#) (Green Spokesperson)  
[Joe Miller](#) (Conservative)  
[Clare Moonan](#) (Labour)  
[Alan Robins](#) (Labour)  
[Geoffrey Theobald](#) (Conservative)  
[Lee Wares](#) (Conservative)

**Cllr. Maggie**

**Barradell** has had to step down from the Committee and as a Councillor for family reasons. There will be a by-election.

### Electric Vehicles

The ETS Committee Chair, Councillor Gill Mitchell said a company called “**Charge your car**” has been chosen to upgrade and expand electric vehicle charging points (like the one below at Withdean Stadium) especially to the east and west of the City Centre, and to widen availability

- *Can we also charge electric bikes?*



### BikeShare: also electric bikes?

A company to operate the Brighton BikeShare scheme will be appointed in the autumn. There will be 430+ bikes in 39 locations by summer 2017.

Consultation will take place through the TRO process. Abby Hone is the officer in charge. In response to a question from Cllr. Geoffrey Theobald, Cllr. Gill Mitchell said that “Electric bike companies have expressed an interest.”

### Fiveways & Hollingbury Rd / Ditchling Gardens Parking Scheme

When advertised, TROs 11a and 11b proposed removing the taxi rank at Hollingbury Terrace, but the committee amended them to remove this. Pre-meeting, they received a message from “Mr. Streeter” (of Streamline?) and his solicitor.

## *Approval for more parking means more traffic!*

### **Stanmer Estate, Parks For People Grant Application**

Bicycles' concerns about increased parking (possibly +160 spaces) in the Stanmer Park lottery fund application were echoed at the ETS meeting by Cllr. Louisa Greenbaum. The extent of increased parking was not made clear in the consultation. In reply an officer said that car parking details will be scrutinised at the October ETS committee. Cllr. Greenbaum said she would rather the committee were given the opportunity now to comment, however, the committee voted to approve the application for submission with increased parking.



### **Victoria Road, Portslade** The ETS

committee approved 27 new parking places in Victoria Road, Portslade due to “lack of parking provision” at Portslade town Hall. <http://bit.ly/29IPdXt> Spaces will be added to the northern side of the road. Cllr. Alan Robins is avoiding a residents’ parking scheme. Conservative councillors are keen to find out how they can do something similar. Cllr. Louisa Greenbaum, who voted against the plan is the only one making a sustainable transport case. There was no discussion of using buses or the implications for cycling/walking/air quality. It was stated



that the plan has been checked by the Road Safety Team. See Item 15 of the webcast: [http://brighton-hove.public-i.tv/core/portal/webcast\\_interactive/203932](http://brighton-hove.public-i.tv/core/portal/webcast_interactive/203932)

### **Other points in brief:**

#### **Surrenden Rd and Stanmer Park Rd.**

Residents’ petitions called for parking restrictions but these could only be considered as part of a wider scheme.

**Ovingdean** - A call for physical measures and road closure to combat speeding vehicles. The Road Safety team will monitor and discuss measures.

**Church Road** - “South Portslade Safer Roads” campaign are calling for a pedestrian crossing near St. Peter’s

school due to increasing traffic. The site did not meet “PBSquared methodology” criteria used by the Council.

**Rottingdean** - Growing concern about traffic, air quality, & particulates. 10,000 vehicles per day! An Air Quality Action Plan is in place but Portslade has been prioritised for action. [564 people signed a petition on the Council website.]

**City Sustainability Action Plan** - Progress was noted and the Key Performance Indicators approved.

# Time to look again at Elm Grove junction

The junction of Elm Grove and Lewes Road is nerve-wracking to cycle through from any direction, and with good reason.

On July 9<sup>th</sup>, a local cyclist was [hit and seriously injured](#) by a lorry turning left into Elm Grove. There have been two other serious accidents at the same junction in the last five years, one involving injury to a pedestrian and the other involving a cyclist being injured. Two further serious accidents have occurred at the nearby junction of Union Road with Lewes Road, and both locations have seen numerous less serious incidents in recent years.

Junctions like this are a huge part of the reason why many people don't cycle. Having to cross multiple lanes of traffic, position yourself assertively in the centre of your lane, and race ahead of left-turning



vehicles is simply too terrifying for a lot of people. Making a mistake shouldn't mean risking your life. A moment of inattention shouldn't render a driver responsible for putting someone in hospital.

We need better design at this junction, to remove conflicts between vulnerable people on bikes or on foot and fast-moving cars, buses, vans and lorries.

I have started a petition on the Brighton & Hove Council website, asking for an urgent public review of the junction. Some of the ideas I would like them to consider are:

- Simultaneous green lights for cycling only. This is a system that is commonly used at road junctions in the Netherlands. Here is a page with more information, videos and photographs showing how this works in practice: <http://www.aviewfromthecyclepath.com/2014/05/the-best-traffic-light-solution-for.html>
- Removing railings
- Straightening the pedestrian crossing on Lewes Road, just north of Elm Grove
- Adding a pedestrian crossing south of Elm Grove (improving access to Park Crescent surgery)
- Protected cycle infrastructure, connected with the cycle paths at the Level, enabling people on bikes to cross or bypass this junction without conflict with other road users.



**If you agree, or have other ideas for making this junction safer, please sign and share the petition at:**

<http://present.brighton-hove.gov.uk/mgEPetitionDisplay.aspx?id=512&TPID=16949086&>

It will be presented to the Environment, Transport and Sustainability Committee meeting on October 11<sup>th</sup> 2016.

***Dani Ahrens***

## Council wins funds

Brighton and Hove City Council was a successful bidder in the DfT's Sustainable Travel Transition Fund and has won £485,000 to encourage sustainable transport use in the Edward Street / Eastern Road area. Projects will be funded until May 2017 and will include:

- Personalised travel planning
- Business and university travel planning
- School and Special Educational Needs (SEN) travel planning
- [Adult cycle and maintenance training](#)
- Road safety campaigns
- Walking and cycling permeability (making improvements to the highways to make it easier for people to walk or cycle)
- Pedestrian wayfinding.

Details at [bit.ly/1WaXrZl](http://bit.ly/1WaXrZl) Bricycles supported the bid. We also participated in a workshop by Mott MacDonald about walking and cycling improvements in East Brighton.

## Be a Bricycles Ranger!



Join our cycle rangers and 'keep an eye' on areas in Brighton and Hove (& further afield). Report to Tom Jones, Development & Outreach. Contact details back page.

## Consultations



### Open Spaces Strategy

#### Are you a friend of a park?

Brighton and Hove City Council's Parks Projects Team, the Volunteers Alliance for Community Open Spaces (VACOS) and Community Works hosted a meeting for 'Friends of parks' and other groups concerned with the city's parks, gardens, and open spaces.

Brighton & Hove City Council manages 1100 hectares of parks and green spaces including 50 parks 3,000 allotments and 50 playgrounds. Cost is a big issue. Paul Campbell – Cityparks, Park Projects and Strategy Manager addressed the meeting.



### Brighton and Hove City Plan Part 2

A Scoping Paper will identify smaller development sites for housing and community facilities etc. See: [www.brighton-hove.gov.uk/cityplan-part2](http://www.brighton-hove.gov.uk/cityplan-part2) Closes 22 September 2016. Comments can be given to the portal at: [consult.brighton-hove.gov.uk/portal/](http://consult.brighton-hove.gov.uk/portal/)



## TRO can spell trouble!

**Do you ride in Gloucester Road?** It's a quieter route up or down North Laine, (east-west) though rather chopped up. Council Traffic Regulation Orders determine whether it's legal to ride or not in each section. This becomes important if the police/PCSOs start issuing tickets for cycling in a supposed 'no cycling' area or if there is a collision.



During the revision of the cycle map a number of anomalies were discovered between street signs and the regulations. Council officers wanted to get things consistent, so Traffic Regulation Orders TRO-8a-2016 and TRO-8b-2016 were advertised in April 2016. The consultation is now closed and the TROs are due to go to committee.

If approved, [TRO-8a-2016](#) (Schedule 3, Item 3) will legally allow cycling along Gloucester Rd. at the end of Kensington Gardens between Sydney St. and Tidy St. where cycle signs have been in place for many years. Clearly a good thing. (See photo above).

**But another item in TRO-8a-2016, (Schedule 1) is for a 'no cycling' section of Gloucester Rd. between Kensington Place and Queens Gardens, where cycling commonly takes place. (Photo above).**



We objected to this, but it later transpired that "[The Brighton \(North Laine Traffic Management\) Order 1986](#)" had already prohibited all vehicles including pedal cycles in **both sections**. Documents from [1988](#), and [2012](#) dealt with Gloucester Rd. but no amendment to allow cycling has been found. **If you know of a TRO which permits cycling between Kensington Place and Queens Gardens, please contact us urgently!**

We hope to get the correct permissions in place to enable cycling at both locations. We will probably need a new TRO to permit cycling on the section between Kensington Place and Queens Gardens. We have met with council officers. We are seeking a meeting with Councillors.

The TROs will be considered at the next Environment, Transport and Sustainability committee on 11 October 2016.

Don't forget to keep an eye on the Council's [TRO page](#) where you can support/object to TROs during the consultation period.



**Becky Reynolds, Bricycles Campaigns & News**

## Exchanging Places

Thanks to Peter in the photo for demonstrating one of the Day group <http://www.daygroup.co.uk/> lorries with cameras and safety features at the Council's Road Safety Team event in Ship Street on 15/6/16, illustrating the danger from lorry blind spots. Lorries without the specified safety kit aren't allowed in London, but it is not yet a requirement in Brighton that all lorry drivers have done the "Safer Urban Driving" course and that the vehicles are equipped to FORS Bronze standard (freight industry standard).



Keith of the Road Safety Team (left) was raising public awareness of vehicle blind spots. He was giving away high-vis gear and blind spot mirrors. He was also



encouraging extra awareness of vulnerable pedestrians e.g. the visually impaired in shared space areas. There is a new sign (above right) for use around the City.

## Chris Boardman's Mum killed



Very sad to hear that Carol Boardman, 75, was struck by a Mitsubishi pick-up while cycling in Connah's Quay, north Wales, on July 16 and died of multiple injuries soon after. An inquest was opened and adjourned pending a criminal investigation. Mitsubishi vehicles have inappropriately aggressive names like Animal, Warrior, Trojan, Barbarian and Raging Bull.

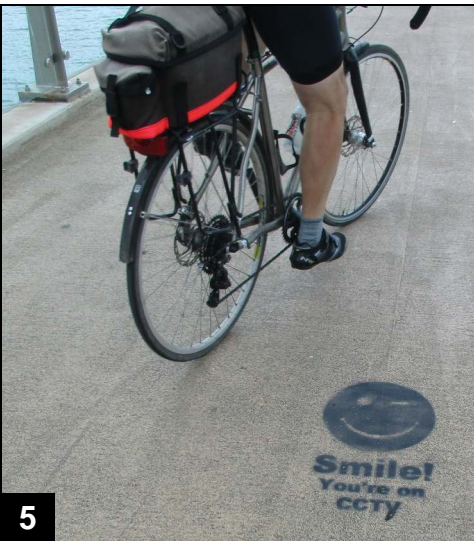
# Out and about



1



3



5



2



4



6

1. i360 + pod by seafront cycle track.
2. New bike parking, back of Moulsecoomb Station.
3. A259 crossing near Oriental Place now a toucan.
4. Impressive new bridge at Falmer, but pedestrian access circuitous and bus stop suspended due to space issues.
5. CCTV signs on Adur Ferry Bridge
6. Concrete block and post, Hollingdean Lane.



## Hello Highways England!

I wrote to you earlier in the year due to my concern about the number of road traffic collisions on cycle paths next to major roads i.e. the A23 and A27 in Brighton and surrounding area. The reply I received is inadequate. It's clearly wrong to suggest that someone on the other side of a barrier would be hit with the same force and would not be protected. Barriers are designed to absorb kinetic energy.

If barriers make no difference, it's surprising that they have been deployed in the attached photo of the redesign at Falmer. Please could you explain this contradiction?



*Barriers by the new pedestrian path at Falmer*

Please could you address my concern about the risk to cyclists and walkers by frequent motor vehicle crashes? I repeat that two lamp posts were brought down on the A23 (northbound side). The crushed remains are still visible in the photos here:



*Flowers at a crash site at the A23 cycle path (northbound) in January 2016*

<http://bricycles.org.uk/2016/02/24/these-cycle-tracks-need-traffic-barriers/>

You can also see a vehicle registration plate in another of those pictures, which is on the eastbound A27. There have been many crashes on the A23 and A27 involving the cycle path, with several (car/motorbike) fatalities. We do not want to see any deaths at all, but in contrast to those in vehicles, walkers and cyclists are completely unprotected along these roads and have no control over events.

I am glad to hear that you are collecting data. Please could you also send me a link to your data on motor vehicle crashes involving the cycling facilities next to the A23 and A27 in Brighton, East and West Sussex?

What are your plans to improve the situation?

Regards,

**Becky Reynolds**  
**Bricycles Campaigns Officer**

## Brighton Naked Bike Ride

We caught the tail end (!) of the 10<sup>th</sup> anniversary Brighton Naked Bike Ride (right) on Sunday 12 June.

The ride celebrates bikes, bodies and low-impact living; highlighting the vulnerability of cyclists and our strength and safety in numbers; protesting against fossil-fuelled climate change and the dominance of our streets by cars.



## Worthing Naked Bike Ride

About 50 riders on the first Worthing Naked Bike Ride made their way along Worthing seafront on 2 July. The ride appeared to be well-received and a source of amusement to onlookers.

### Brighton Station's nude photo gone

A photo portrait of Nick Sayers, co-organiser of the Brighton Naked Bike Ride was removed from a festival fringe exhibition at Brighton Station following a single complaint. Many people felt this was an unnecessarily prudish response. The photographer Danny Fitzgerald, [www.dfphotography.co.uk](http://www.dfphotography.co.uk) was also disappointed. Fortunately, the photo has been rescued and is on the wall in quirky café Marwood on Ship St. (right).



## Bicycle Film Festival Brighton

The Festival was on 14<sup>th</sup> - 16<sup>th</sup> July 2016, starting at the ONCA gallery with "The Art of Cycling". Jet MacDonald who writes for Boneshaker Magazine and [Reilly Cycleworks](#) were there as well as several cycling films at the Duke of York's cinema, Preston Circus.



## Capital to Coast

This annual ride took place on 26 June, starting at the London Eye and finishing on Hove Lawns.

Funds were raised for Norwood and the Down's Syndrome Association

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



## TAKEPART



The Takepart festival celebrated sport, dance and active lifestyles with activities from more than 90 clubs and organisations in the City from 18 June - 3 July 2016.

Above is Sustrans' Ben Sherratt 'Bikelt Ben' offering a range of bikes to try. Mayor Pete West (above right) tried a recumbent. Alison and Katy were promoting British Cycling's Breeze network rides for women (in photo right). See <http://www.goskyride.com/Breeze/Index/>





## Bricycles at the Faculty of Public Health Conference

Bricycles was invited to exhibit at the prestigious Faculty of Public Health (FPH), conference at the Brighton Centre on 13<sup>th</sup>, 14<sup>th</sup> & 15<sup>th</sup> June, which was held in partnership with the Royal College of Nursing. The theme was: “Public health in a cold climate: melting hearts and minds with evidence”.

Ours was one of about 100 stalls promoting healthy interventions to delegates and the public. There was a presentation on “Healthy Cities and Urban Air Quality” with input from BHCC.

The launch was surprisingly lively with music and dancing! The message was that Public Health is fun and Brighton is the most fun place!

We were delighted to have a word with Councillor Daniel Yates, (Moulsecoomb & Bevendean, Labour) before his conference address. He is Chair of the Council’s Health and Wellbeing Board and a physiotherapist.

There were many genuine enquiries. Delegates wanted to achieve real change so that cycling becomes an easier option.

We gave away briefings on “Cycling and Health”, “Space for Cycling” and



*Mayor Pete West welcomed by a colourful dancing troupe!*



*Bricycles Development and Outreach Officer Tom Jones left with Councillor Daniel Yates.*



*Bruce Jonas of Bike for Life talking to delegates*





*Ben Glazebrook (right).*

“The Economic Cycle” (the economic case for cycling). Many thanks to Tom Guha of Cycling UK for posting us the literature, water bottles, bags and pens. We added Bricycles News, cycle maps and balloons for an attractive range of materials.

It was good to meet Brighton-based **Ben Glazebrook of Impact Initiatives** who runs a cycling club for young people. Contact [ypc@impact-initiatives.org.uk](mailto:ypc@impact-initiatives.org.uk) We also met a large number of delegates working in Public Health departments in councils. Some were councillors in addition to that role.



*Above left, John Middleton, the new President of the Faculty of Public Health with Becky Reynolds of Bricycles.*



*Above L-R: Neda Hormozi of the FPH , Tom Jones of Bricycles and Dr. Zakyeya Atcha, Consultant in Public Health at Lancashire County Council.*

It was a very worthwhile and enjoyable two days. Many thanks to organiser Keith Carter. We would love to exhibit again at next year’s conference, and we have indeed been invited to do so!

**Becky Reynolds**

### **Air pollution hearing**

ClientEarth, the environmental lawyers who successfully challenged the Government about inaction on air pollution, will be back in court on 18 October.

### **O not T**

A report suggests that roundabouts are safer than T-junctions for older drivers.

### **Roads to Justice**

Road safety charity Brake launched its “Roads to Justice” campaign on 11 July, calling for tougher penalties for criminal drivers and better support for road crash victims.

<http://bit.ly/2a5A5As>

### **Cycling UK stays**

A vote of the CTC/CUK membership endorsed the switch from the name “CTC” (Cyclists’ Touring Club) to “Cycling UK” by 6,533 to 3,694 votes. Local (or “member”) groups can continue to run their activities under the name Cyclists’ Touring Club.

# Eastbourne Cycling Festival

Bespoke (Eastbourne's cycling campaign group) ran a busy stall (right) at the 2-day Festival on 4-5 June which saw a full range of events including road races, sportives, time trials and penny farthings. Bike companies Kontour, Gazelle, Yedoo and E-bikes Direct were there.

Bewilderingly, there were also a large number of cars on display!



## London to Brighton

Cyclists queued on Hove Lawns for transport after the annual fundraising ride for BHF on 19 June. Numbers were visibly down on previous years.

Both the Police and St John Ambulance came with their bikes (shown below).







## Worthing Street Velodrome

This is one of six locations in the UK which host the pop up Velodrome track.

The three-day event saw races, rides, bike taster sessions, exhibition stalls, live entertainment and sales.

Below: James & titanium bikes  
[www.vaarucycles.com](http://www.vaarucycles.com)



Above is Alison (Brighton Breeze Champion) with rides list and Ian (in Brighton Excelsior strip) on the left. Right and below: Worthing Cycle Forum was keen to promote the new Durrington Community Cycle Project for people to learn about repairing, servicing and adjusting their own bikes.

Below right: Sky's Go-ride circuit.





## Web Manager

[www.bricycles.org.uk](http://www.bricycles.org.uk)

**Hi. I'm Simon and I joined the committee at the last AGM, in the role of web manager.**

I have been a Bricycles member for a while, but not particularly active, and my main reasons for wanting to do more at the moment come from casting around the country and seeing the emergence over the last few years of a re-energised and assertive cycle campaign network, making use of online tools to galvanise mass participation in cycling issues – and particularly in influencing the political process (in campaigns such as 'Love London – Go Dutch, and Space4Cycling) to generate not just investment in cycling, but ambitious

and useful investment such as the new London cycle superhighways.

Looking at Brighton & Hove, we are heading into a building boom time, with significant individual developments and development zones – Circus Street, Preston Barracks & Valley Gardens, the seafront, West Street, Black Rock, King Alfred, Hove Station, Shoreham Harbour – to name but a few, which will have a huge impact upon our streetscape and infrastructure. Whether our children have a more sustainable, cycle friendly city to grow up in will depend largely on what the decision makers of today set in motion, so I am keen to see a strong cycle campaign which engages positively with residents, business and political representatives to advocate for a city fit for cycling. And the best way to help that to happen, is to be part of it.

On the website, I have done a bit of tweaking , a bit of tidying up and added a few new items, but at the moment I am less interested in what it looks like, than what it is for... It is a facility for the members of Bricycles and for anyone interested in cycling in Brighton and Hove, and should have a good mix of news, information, links, events and activities, campaigning info etc... and I am working on developing



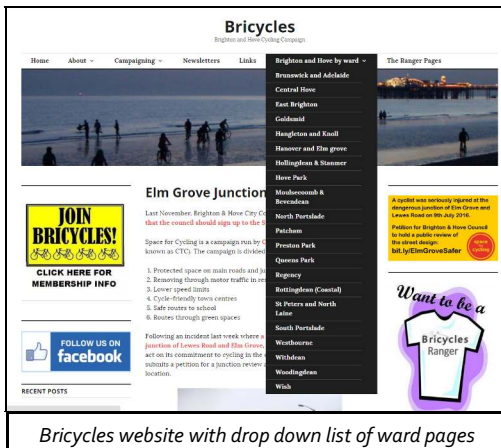
*Simon, above left at last September's "Space for Cycling" ride with Chris, Duncan, Roger, Mark and Becky. Photo by Tony Green.*



that, but it needs to be an active space and it needs to work for current and potential people on bikes in the city, and to help get the mix right I have put together a short survey – if you could give it a go and pass on your thoughts it would be most welcome.

Find the survey at <https://bricycles.org.uk/website-survey/>

One place that people could help with right away is on the front page news/blog section. It would be great to see this change more often and give a wider variety of news, reviews and events, and to be speaking in different styles and voices, so if anyone has something cycle related that they would like to see featured, please do get in touch – articles put together by yourselves would be excellent, or just a few words and pictures that I could work on would be equally welcome.



*Bricycles website with drop down list of ward pages*

Another area of development is the new ward pages – campaign pages for each part of the city where we are collating specific and local scale improvements to benefit cycling neighbourhood by neighbourhood. The next local election is in 2019, and it would be great if we could use the views and issues recorded to put together a really strong vision for cycling in the city to present to potential candidates at this time and seek their support in implementing it. But this will only work if you all join in and tell us what you want. Bricycles is your association and the website is your place – come visit and help it strengthen. [www.bricycles.org.uk](http://www.bricycles.org.uk)

**Simon Bannister** [simon@bricycles.org.uk](mailto:simon@bricycles.org.uk)



### **Bricycles AGM 2016**

The AGM took place on May 17<sup>th</sup> at the Fountainhead pub in North Road, Brighton. All officers were re-elected, and Simon Bannister (whose article is above) became Web Manager. Many thanks to Tom for chairing and to Adam for taking the minutes.





## Cycling Matters with Bruce Jonas

### A Life in Cycling

Like most of us, I am very involved with organising my life in the present, what with running Sussex cycle promotion company Bike For Life and my side line Getafix Mobile Cycle Repairs. We are often so busy nowadays trying to work enough to pay the exorbitant rents and mortgages that a chronic UK housing

shortage has caused, that we have no time to pause a while and ponder the past....or anything else!

I've been fortunate enough at Bike For Life to work with a real 'old timer', in the guise of John Clinton, who started off this enterprise back in the summer of 2000. He's old enough to remember a time in the 50's, 60's and 70's when there was less traffic on the roads and times were very different for the average cyclist. John Clinton reminisces below...

## The bikes are still here!

**My eldest son once said** a good bike would turn my head whereas a woman might not. True or not, I did get married and brought the bikes with me. Three children later they've all left and the bikes are still here!

Like me, some are antiques, an H.R.Morris for example and an Ephgrave born in the period of Reynolds 531 tubing, still waiting to be put together again after all these years. I lusted over a Hetchins living round the corner in North London from his shop, but couldn't afford one. The Morris broke me at £15.00 tailor made with the finest lugs you can find anywhere. I joined the Century Road Club as Dick Morris was a member. it seemed right riding his bike and following in his footsteps. Sadly he has gone like a lot of the old frame builders.

These were the fifties, bikes were everywhere and there were club runs of a size not seen today. Green Street Green outside Orpington was a meeting point par excellence. Bikes stretching in all directions. I started like most kids on three wheels. I



*These bike lugs were made by Dick Morris.*

don't remember much about it but I graduated to my Dad's Raleigh at some point. It was too big but a leg through the frame allowed propulsion to take place. The frame of my first bike was from Club Row which was a second hand market near Liverpool Street in London. Translucent red with chrome fork ends, pencil thin stays. Wow what a step up! It fitted perfectly and I rode it everywhere.

I raced for the Century RC out of Epping, time trialling and then road racing, known in those days as massed start under the control of the British League of Racing Cyclists. Remember them? Renegades they were. Alf Engers who broke the 30 mph barrier for a 25 mile time trial in 1959 was in his prime. We were in partnership in one race having been dropped by the bunch. I knew why I had been dropped but I never understood why he had. I've still got my licence somewhere. Those were the days when riding to an event, competing and then riding back was the norm. Nobody had a car. Racing wheels with "tubs", tubulars were carried on the bike attached via brackets to the front wheel. Audax did not exist then but reliability rides with the CTC did. The longest I recall was 240 miles in 24 hours. Magical was the experience of breasting the Cotswolds near Gloucester with the sun just rising. Ah, some experiences are indelibly marked in your brain.

A weekend away with the club to the Isle of Wight was an adventure to behold. On my first, Arthur Lees, who led by example, introduced us to gambling with cards. As a



*John riding a 25 mile time trial in Essex in the late fifties*

teenager I was out of my depth but followed in Arthur's wheel tracks everywhere. Card games were passé by the time the Army called me and my bike to join the Green Jackets, the crack infantry battalion in Winchester for two years National Service. Competition rifle shooting in NATO was common mixing with the Americans, the Canadians, French et al. The IRA in Northern Ireland and then the Russians in Berlin didn't stop my wanderings in County Down and the perimeter fence in divided Berlin. I joined a club in Steglitz, part of Berlin, racing around the streets. Those were the days of the Berlin Blockade and the building of the Berlin wall. On one occasion my bike was requisitioned by the army to get me from a Gruenewald forest hut look-out position in the wee small hours down to our headquarters shouting "the Russians are coming". It was quite an event, pitch black, no lights and in full battle gear plus ammo. The bike was awarded a medal, the rider got nothing.

Back home later, married with kids and a steady job, the bikes were neglected. It was the forty something period. The

booze, the fags, the late nights had to go. My first attempt back on the bike riding up hill after years of not doing so did not end well. I stayed on the flat for a while but eventually joined the gods of the mountains, well sort of.

Ireland is a foreign country isn't it? Well living on the west coast facing the mighty Atlantic and trying to understand the local people sure made it feel like one. Our normal jobs were history. Engineering and social work hit the dust. We bought a hostel, converted it into a cafe, then a restaurant and traded. This was Doolin, opposite the Aran Islands and the centre of Irish music which brought people from all over the world to our doors. And three miles up the road Lisdoonvarna with its match making and music festivals with Bob Dylan, the Waterboys and ordinary folk wanting to meet the opposite sex. Ah! Lisdoonvarna as Christy Moore would sing the "wild west" town of Ireland. Small in size but big in heart. Here for the matchmaking festival the opposite sex would meet mixing local suitors with women from far and wide. Swank hotels and women in crinolines were normal in this crazy town. Social niceties were out the window. Like e-Harmony but more fun. It was life changing but managing the bike with the Guinness was not easy!

It was holiday country, people and bikes a plenty. I kitted myself up with tools, opened the shed door and fixed all manner of bikes for these people. Americans on racing machines and Europeans on sensible touring bikes. A touring company came next. Fixed centre and moving on, you name it. And at the end of the tour, coffee and banoffee pie from the café. I can't stand the stuff myself, the ultimate



*John training a new rider*

sugar rush in danger of ruining your health. Weekends were crazy. Locals, tourists and Dubliners squeezed in, hungry as hell. The Irish for breakfast, fry-ups of course with a glass of Alka Seltzer on the side. That included the Hell's Angels with their leather gear and chrome plated chains resting under the table like pet dogs. We served them first for obvious reasons. They turned out to be really nice people.

No story is good without an ending and ours was a return to the UK. Brighton is not Doolin, but it has its own charms as well as its mess. There were and still are bike owners wanting to learn the essence of good riding. I formed Cycle Training South East ( now Bike For Life ) in summer 2000 with the current managers Ronnie and Bruce there on the first day. Sixteen years later Bike For Life continues to distil "the essence of good riding". As for me I still have the bikes, continue to ride the odd Audax and club run. Oh, I must remember to put those old frames together, some time! And finally there is Italy. Ah well perhaps that is another story?

***John Clinton, Brighton, June 2016.***

***Bruce Jonas***

[www.bikeforlifesouth.org.uk](http://www.bikeforlifesouth.org.uk)

[www.getafixcycles.org.uk](http://www.getafixcycles.org.uk)





**I went to the Licensing Committee (Non Licensing Act 2003 Functions) on 30 Jun to ask a question:**



"The proceedings on the revocation of the licence of the convicted taxi driver veered disastrously off track. Cyclists and pedestrians feel inadequately protected. Will the Committee ensure that complaints about road traffic issues involving taxis e.g. unsafe driving/speeding are received by the Council as well as the Police? Will the council

- (1) revise the 'Blue Book' to include exemplary standards of conduct towards other road users
- (2) use powers/influence to stop taxis blocking Advanced Stop Lines
- (3) introduce outward-facing CCTV
- (4) develop a dialogue with vulnerable road users about these issues, in addition to receiving the trade-based Taxi Forum view?"

**Labour Councillor Jackie O'Quinn is the new Chair. Her response was**  
**"The Council did everything it could to take this driver off the road including going to court twice to defend its decision to revoke the driver's licence. The decision to re-instate his licence was taken by the magistrate's court... Ideally the Police should notify us of such issues and do most of the time but**

**we have no power to require them to do so. Unfortunately, the Council were not informed of this offence and only picked it up on the day through a Council lawyer attending court that day..."**

Space does not permit her full response, nor my follow up question asking for improvements in communication to the Council about road traffic issues. Communication between the Council and the Police appears to be wholly inadequate.

Also, several incidents recounted by the Councillors indicate that the Council are struggling to enforce against the taxi trade where problems exist e.g. with unofficial ranks. One Councillor said she was "Quite alarmed" and "I think the taxi trade are walking all over us."

It was very helpful that Green Councillor Dick Page asked if the membership of the Taxi Forum, could be broadened to include cycling and pedestrian perspectives.

This Committee meeting is not webcast, and the title is likely to be a turn-off for most people, but if you have a problem with taxis blocking Advanced Stop Lines or worse incidents, it is essential that the councillors on this committee know and act on what's going on.

**Becky Reynolds**

Committee details: <http://bit.ly/2aoW2Qf>



## Sussex news

### West Sussex County Council's Walking and Cycling Strategy

Over the last year WSCC has been drafting a much-needed new cycling strategy. A lot of good work has been put into developing a system for listing potential cycle routes so the council can be ready to bid for any external sources of funding that become available. However, the draft document leaves out hugely important issues such as how to improve our streets so that people of all ages and abilities can realistically choose to use a bike for everyday short trips and how to ensure that the thousands of new homes due to be built in the area will be cycle-friendly.



We were therefore encouraged that during the debate several councillors picked up on our key criticisms of the draft strategy.

Although the strategy was approved, we were pleased that a resolution was put forward by two Horsham councillors,

Nigel Dennis and Jim Rae, stating that 'the Committee considers further work is required, specifically on sources of funding, on developing a coherent network of routes and on embedding walking and cycling in the county's strategic priorities.'

In the Committee Chair, Cllr John Rogers asked for progress on the strategy to be reviewed in a year's time. Crucially, it was also recognised that urban routes (where the biggest gains in encouraging people to cycle can be made) should be given similar importance as inter-community utility routes.

This is a positive step forward and WSCC can now focus on assessing which schemes to take forward to the next stage. Meanwhile there is an opportunity for the forums to continue arguing for a better strategy that will genuinely meet the challenges of the next decade.

It is worth bearing in mind that most of those who will benefit from a successful strategy are not "cyclists" but businesses, residents, children and the elderly: people of all kinds, however they choose to travel.

The key challenge for the cycle forums now is to get this message through and to win political support for cycling.

In the end, what will make the difference is not the words in the strategy, but the size of the cycling budget together with strong leadership to drive through real change, in spite of the inevitable obstacles.

**Geoffrey Farrell**

See <http://westsussexcycleforum.org.uk/> under the "news" tab, for revealing comments by councillors.

## East Sussex “Greenway”

The Bexhill-Hastings “Greenway” (cycling, walking and equestrian facility) is an adjunct of the nearby and costly Bexhill Hastings Link Road. The walking and cycle path could be somewhere for leisure cycling for families (if they can get there) and is an interesting diversion but it will never provide a commuting / utility route because it is too meandering, too steep and the loose surface makes for hard work and a tendency to skid. The route ends abruptly at Upper Wilting



Farm with the choice of either joining a road to Hastings (which becomes busy with traffic) or a footpath (with no cycling). East Sussex County Council junked features in the original Greenway design and prioritised private motor transport. See our photos on Flickr: <http://bit.ly/2assZLw>

## Dieppe-Newhaven

A new 4-year contract to run the ferry route is due to start in August with French authorities making an annual subsidy of €20m (£15.3m). DFDS wishes to continue operating the route. There was a largely unsuccessful court challenge in France from Eurotunnel which claimed unfair competition.

## ESCC Countryside strategy

East Sussex County Council’s consultation on their “Countryside Access Strategy” ended on July 29 <http://bit.ly/29Y6llm>

## The Brighton and Hove Local Access Forum



The last Local Access Forum heard about plans for implementing the English coastal path in this area. Although it will be a footpath, much of it in Brighton and Hove will be rideable as it will be along the seafront and include the undercliff. We also discussed recent sabotage of cycle tracks in Stanmer Park which landed someone in hospital. The LAF is proving a very good place to explore some of these potential ‘conflict’ issues with the Council. We have also discussed the future of Stanmer Park and potential to improve its ‘offer’ for cyclists and other users. **Andrew Coleman**

[colemanaj@ntlworld.com](mailto:colemanaj@ntlworld.com)

## A27 East of Lewes

The initial ‘options’ report is at: <http://bit.ly/2aB5RqD> It mentions junctions, crossings, cycle routes beyond Middle Farm to Selmeston, also Charleston, Glynde-Alciston, Berwick etc. but if any of these come into reality, they are likely to be tagged onto a bigger A27. Sustrans was the only cycling organisation invited. *Note: In **West Sussex** consultation on the A27 at Chichester started on 14<sup>th</sup> July for 10 weeks.*





## Southdowns Randonnées

organised by East Sussex  
Cyclists' Touring Club

60 cyclists rode 50, 80 and 100 km routes on East Sussex lanes in the sunshine on May 8<sup>th</sup>. Ringmer Scout Hut (top right) was the start and finish point, with a coffee stop at Heaven Farm (below). Well

done, East Sussex CTC for organising the event, particularly Norman Wright and his team of helpers.







## Interviews by Mike Aiken ©

[mikeloscaminos@yahoo.co.uk](mailto:mikeloscaminos@yahoo.co.uk)

### Me and my Bike

*You meet people riding around Brighton on your bike and you see a lot of different bikes. Here's a story about  
**Rose and her electric bike.***

**How long have you had this bike?**

About a year.

**What kind of bike is it and where did you get it?**

It's a Raleigh Motus and I bought it at the bike shop on the Marina.

**Does your bike have a pet name?**

No! Do most people give their bikes pet names?!

**What do you like most about it?**

I can get anywhere quite fast despite the hills. I live in Hollingbury and I don't have a car. I love the bike because I don't have to worry about going up hills. I haven't got to worry about being exhausted, getting sweaty or puffed out. Also I don't have to wait for buses.

**Would you lend it to a friend?**

Hmph! I would in principle but - I use it a lot so they wouldn't be able to have it all day!

**What do you use your bike for mainly?**

I use it mainly to get to and from work - also it allows me to have more freedom. I can quickly pop out.

**Do people make comments about it being an electric bike?**

That hardly ever happens. But not long after I had got it someone shouted out in the street 'you're cheating!' That's only happened once. I just see it as a different thing - I'm not competing with ordinary



cyclists going up Ditchling Road. It's more environmentally friendly than a car. It's more like a moped but greener. And I like riding a bike!

**What do you like most about riding your bike in Brighton and Hove?**

It's very practical. It's the easiest way to get around. Parking is easier. And you can jump on and jump off when you like

**...and what do you like the least?**

Traffic! Also, sometimes there can be an altercation. Sometimes I go fast. So I am often just about at the speed limit of 20mph and people don't like it if they can't overtake - even though they would be above the limit if they went faster.

**What's your favourite ride/route?**

My favourite ride is riding up Ditchling Road at 12mph!

**If your bike was a piece of music, what type of music would it be?**

A punk song of some kind!

**Thanks Rose.**



## Cycling alongside the Mersey by Anne Doyle



It was to be a big family gathering up north. A second year student at the University of Liverpool, my niece Lucie was turning 21. Over the weekend my large extended family would be converging from France and Scotland to congregate for meals and drinks in the city centre. So while there was a lot to look forward to, being in a bustling city centre on a busy weekend isn't my favourite combination for time away.

However Liverpool's city bike scheme was to be my saviour offering access to a bike and freedom to explore on two wheels. So we registered on the website [www.citybikeliverpool.co.uk](http://www.citybikeliverpool.co.uk) before we left making the minimum credit of £3.

As a first time visitor it was clear that Liverpool has been massively regenerated over the past decades with former docks turned into new housing and shopping areas. The centre of the city covers a huge area that is largely pedestrianised packed

with high-end shops, teeming with life and bristling with that undeniably Scouse brio. And yes, we even spotted some young women sporting giant hair rollers. Whether as a fashion statement or not suspecting how unusual it appears to out-of-towners, who knows? With a mini heat wave we were seeing the city at its very best with none of the reputed northern chill. Leading right through to Albert Docks and the waterfront there's openness to the city centre with

great walking along by the Mersey now part of the UNESCO designated maritime mercantile city. The two fabled Liver birds are easily spotted atop the Royal

Liver building at Pier Head. Watching over the city and the sea, legend has it that if these iconic birds were to fly away, then the city would cease to exist.



By the Sunday morning a full weekend of birthday celebrations between the generations had been enjoyed. Having checked out of our accommodation we were ready to go cycling and to explore the area further. It pays to have ready to hand your login details, password and phone number of the bike scheme. There seems to be a quirk in the IT system so that the day you register is the day the credit is deemed to have been used up. A quick phone call and the matter was resolved and we had a

bike each ready to be off, our light luggage secured in front baskets.

City bikes can be cumbersome but the route we were taking was entirely flat. Running along by the Mersey estuary there's a fabulous wide promenade with other cyclists and joggers out enjoying the morning sunshine too. With the route stretching south for some miles we pedalled off with the low hills of the Wirral on the opposite bank some distance away. We continued for around five miles until the route turned slightly inland and decided to head back again, now with a slight and favourable tailwind. Stopping for a drink and snack at a waterside pub on the return we took in the views across the open water. We then continued on to Albert Docks before turning in towards Lime Street station for our return train to Euston.

Just as we were checking in our bikes outside the station my daughter Sophie called asking where we were. It seemed that her train had been delayed so we were able to catch up with her one more time before leaving and she was clearly impressed with our intrepidity. Liverpool defied my expectations and by taking advantage of its city bike scheme for an easy morning's cycling, my enthusiasm for the city was increased even more.

Virgin trains go direct from Euston to Liverpool's Lime Street station and take just under two and a half hours.



Tate Liverpool and the Beatle's Museum are top cultural spots to visit.

Accommodation in the city centre can be expensive at weekends so I booked a more realistically priced apartment through Airbnb.

Bike hire is £1 per hour.

## LOCK YOUR BIKE and

### Lock Out Thieves



Sometimes thefts happen despite all the precautions taken, especially if the thief is really determined and targets particular bikes. But most cycle thefts, as with thefts in general, are the work of opportunists seizing the moment and taking bikes poorly secured; ergo, they are preventable. This article hopefully will help to prevent theft.

To understand the ways in which thieves operate is essential if you are to have a good chance of thwarting them. Most bikes are stolen using one of six basic methods. Picking of the lock, though thought to be very common is not the most favoured way of cycle thieves; nevertheless a good heavy lock is important and also to secure the lock facing into your bike because this takes additional time to pick and thus is more likely to be noticed by potential observers. Time is truly of the essence to thieves; they like to act quickly. If possible they prefer cutting the lock from the bike with some pretty powerful tools that only a compact solid lock with no chain has

a chance of resisting. Locks should be of gold 'solid secure' standard and two different types should be used to secure both wheels and the frame to a parking stand.

Take care that you try to seek out an official cycle stand, preferably one covered by CCTV,

on which to park a bike when away from home. These are still often hard to find outside of Brighton and Hove which is why we are campaigning to place more of them in surrounding areas and villages but are well worth using not only because bikes parked using railings and other street signage are liable to be legally removed but because it is surprising how many bikes are stolen by unscrewing signage or simply lifting the bike with lock over the post to which it is attached.

Many expensive bikes have quick release seats and wheels which are easy to steal and valuable in themselves. Such quick release devices are made more difficult to remove by using securing skewers if they are to be left on your bike when it is parked: better still, of course, if possible, to take removable parts with you.

Some more determined bike thieves will have a vehicle with them into







which to load and hide stolen bikes and often some simple tools to help them steal more quickly. A lever in the form of a simple bar will enable the thieves to break your lock apart especially if they can rotate the bike against the stand at the same time. Securing your bike as close in to the stand as possible will thwart this manoeuvre. Additionally keeping your lock off ground level will help stop it being broken by use of a

hammer and chisel.

Recording details of your bike such as the frame number, [BikeRegister.com](http://BikeRegister.com) number and distinguishing features together with a photo are useful if it is stolen. You can report the theft to British Transport Police by texting 61016 or ringing 0800 40 50 40 if the bike is stolen at a train station or similar. When buying a second-hand bike the bike frame number may be checked at [BikeRegister.com](http://BikeRegister.com) and seeking proof of ownership will help ensure that you are not feeding the lucrative stolen bike trade.

Finally, it is worth remembering how many bikes are stolen from communal hallways, gardens and sheds. Take care at home to lock your bike as securely as you would when in a public place!

**Tom Jones,**  
***Bricycles Development & Outreach***

## Great Western petition

Reservations are now necessary to take a bike on a Great Western train. There is a petition against this at 38 degrees:

<http://bit.ly/1RIsUM8>  
(with > 8000 signatures)  
and Tom Jones of Bricycles is following it up with the company.

## Plusbike

Plusbike is the name for information about bike-train journeys provided by National Rail via their website or an app.

Information is specific to a journey or station e.g. cycle parking at stations, cycle hire; cycle carriage rules and reservations. Feedback welcome.



<http://www.nationalrail.co.uk/PlusBike>

## Letters

### Taxi feedback

Hi Becky, Regarding your question about taxis, in Brighton I don't find them generally as intimidating as I have found them in London, but they can be notably less considerate than the bus drivers. I find the bus drivers generally excellent, and as long as I'm confident they have seen me, I've never had a problem with buses.

A particular instance with taxis occurred at Brighton station last night, where my girlfriend and I were waiting at the traffic lights to go down the hill into town, and when the lights turned green we were comprehensively cut up by two taxis turning left into the station.

BTW, I don't find the much-heralded new cycleways and street furniture around the station are much improvement on the old system. Particularly frustrating is coming up the hill to the station where the new cycle way against the traffic just ends in a muddle of street signage, traffic lights, taxis, buses and pedestrians. To me it

just feels like any improvements to the station frontage have been compromised by catering to the taxis being right at the front of the station. Regards, **Dan**

### No full-size bikes on strike days

I see that only folding bikes are permitted on Southern trains on RMT strike days. Applies to Thameslink and Gatwick Express too.

**Maxine**



### Tattoo question

I've noticed that Tour de France riders never have tattoos. **Tony**

*Answer: Interesting point! Possibly the sponsors prefer a blank canvas so as not to distract from all their adverts!*

Well done, **Howie Blanks** for raising a lot of funds for good causes again this summer through the Argus Appeal rides and the new Little Big Giant ride on 24 July with Mr. Cycles of Seaford.



From **Rob Silverstone**, cycling author of "A Mule in Rouen":  
"Just won 'Spurs Photographer of the Season' award for this pic of my beach hut on Lancing Beach. It's on the Coastal Cycle Route, the first beach hut after the Wide Water."

[www.normandymule.co.uk](http://www.normandymule.co.uk)

## Diary



### Cycle to Work day

14th September 2016

[www.cycletoworkday.org/](http://www.cycletoworkday.org/)

Check Bricycles Facebook, website & Twitter for updates nearer the time.



The Big Bike Revival promoted by Cycling UK takes place throughout the summer, with mechanics at bike recycling centres across England showing people how to do repairs and maintenance.

<http://www.bigbikerevival.org.uk/>

### Battle Randonnées

Sept 11<sup>th</sup> 2016

Entry forms from:

<http://www.eastsussexctc.org.uk/>

Registration 08.30am – 11.00am at Battle Guide Hut, Recreation Ground, North Trade Road, Battle TN33 0EX

Cost is - 50k £6 100k £8 OR

On the day-; 50k £8 100k £10

All proceeds from this event will be donated to the Battle Health Pathway.

### Bike for Life South

#### Bike maintenance and cycle training

<http://www.bikeforlifesouth.org.uk/>

(01273) 676278

Mobile 07792 211839

[bikeforlife@gmx.com](mailto:bikeforlife@gmx.com)

### Breeze Network

Alison Lewis is the Brighton-based Breeze Champion (ride leader) for British Cycling's Breeze network rides for women. There are frequent rides of varying length and level. See

<http://www.goskyride.com/Breeze/Index/>

Facebook: "Breeze Network Sussex & South Downs"

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

Email: [alisonbreezeseara@gmail.com](mailto:alisonbreezeseara@gmail.com)

### Brighton and Hove CTC



Brighton & Hove CTC ran the successful Audax event "Brighton Rock" on 22 May starting from the Sports Centre of the University of Brighton (above). See their regular Sunday rides list at:

<http://www.brightonandhovectc.co.uk/>

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Find Bricycles on Facebook & Twitter



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*\*NO RIDES LIST INCLUDED. See Diary for links.\**

**Deadline for letters, articles, and anything of interest:**

**September 15<sup>th</sup> 2016**

**Send to the Editor**

**CONTACT US IF YOU CAN  
DISTRIBUTE LEAFLETS OR IF YOU  
HAVE A NEWSWORTHY STORY OR  
PHOTO.**

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