

# Bricycles

## News

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

**Autumn 2016**

**No. 110**



## Brighton Bike Hub is go!

**Cycling Mayor Pete West did the honours for the launch of the new Brighton Bike Hub on 7<sup>th</sup> October.** Situated on the old Preston Barracks site, in the "Field" enterprise park, Lewes Road, the Bike Hub provides tools and support for DIY bike repairs and maintenance. It is also a place to bring any unwanted bikes so they can be renovated and re-sold at reasonable prices. Brighton Students' Union Bicycle Co-op are partners. Brighton Bike Hub is open 3 days per week: Wednesdays, Fridays & Saturdays, 11am to 5pm. Volunteers needed!



*Above: Duncan Blinkhorn of Bike Train (left) with Lisa Hartley of Brighton Bicycle Co-op (centre) and Mayor Pete West*

[www.facebook.com/groups/bikehub/](https://www.facebook.com/groups/bikehub/)

[@BrightonBikeHub](https://twitter.com/BrightonBikeHub)

**Elm Grove junction petition - see page 2**

**Brighton & Hove City Council's  
Environment, Transport and  
Sustainability committee (ETS),  
11 October 2016**

## **Elm Grove junction petition**

**Dani Ahrens presented the petition**

**<http://bit.ly/29PDfuv> with 781**

**signatures** to the ETS Committee on October 11<sup>th</sup> 2016. The petition asked the council to carry out a public review



of Elm Grove junction following several serious crashes including the incident on July 9<sup>th</sup>, when a local cyclist was hit and seriously injured by a lorry turning left into Elm Grove. The Chair, Gill Mitchell responded to the petition thus:  
“An upgrade of the Elm Grove/Lewes Road junction is currently on the Local Transport Plan Programme that was agreed last Autumn and is due for completion in 2016/17. The project is in its early stages but it is anticipated that the project will include an upgrade of the traffic signals to improve the efficiency of the junction as well as the introduction of cycle advance signals. As

### **ETS 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)

part of the process we will also conduct a safety review to ensure that safety is maximised for all users.

Due to timescale and budget constraints it will not be possible to conduct a full, wide-ranging public engagement on multiple options however we will liaise with all of the important stakeholders and immediate frontagers such as the ones you have suggested as appropriate. And if anyone would like to put forward suggestions then they are very welcome to do so by emailing

[Travel.Planning@brighton-hove.gov.uk](mailto:Travel.Planning@brighton-hove.gov.uk) ”

Dani and others have been looking at options to improve the junction. These included a “London-style” design (2-way track on the western side of Lewes Road), “Copenhagen style” (a stepped kerb cycle lane on each side of Lewes Rd and Elm Grove) or a “Minimal changes” option (advance green or simultaneous green for cyclists plus restrictions of traffic movements and a bus lane.)

See Dani’s blog at:

<https://rebelyarn.wordpress.com/>

**Gloucester Road TRO** Earlier this year we objected to a Traffic Regulation Order which would have reiterated a ban on cycling on a section of



Gloucester Rd. We had a site meeting and discussed the issue with council



officers. We also met with Green Councillor Louisa Greenbaum (in photo left, on the right). Due to Bricycles' intervention, a new traffic order will be brought in relation to the "no cycling" section of Gloucester Road between Queens Gardens and Kensington Place. Unfortunately this has incurred a delay to a package of positive measures, although we only objected to a single

point, i.e. schedule 1 of TRO-8a-2016 (while fully supporting schedules 2 and 3 of the same TRO, and also TRO-8b 2016). We were pleased to hear Louisa Greenbaum's plaudit at the 11 October ETS meeting about our good work in Brighton. **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*

### **Rottingdean traffic and air pollution**

Rottingdean High Street is a designated Air Quality Management Area due to high levels of Nitrogen Dioxide [NO<sub>2</sub>]. Traffic flow is 14,000 vehicles per day. Options for improvement have been put forward:

- Chicane/priority working for traffic at narrowest point
- One-way traffic in High Street (south of Steyning Road)
- Pedestrianisation of High Street
- Low Emission Zone [LEZ] in High Street
- Enforce access restrictions for HGVs
- Remove parking in centre of village
- Campaign to reduce local traffic movements in High Street
- Campaign to reduce traffic movements in High Street generated from ESSC/LDC area e.g. Peacehaven and Newhaven.
- Introduce electric vehicle charging points



- Increase capacity of A259/High Street junction
- Local/strategic bypass

Options will be taken forward by the Rottingdean Parish Council Liaison Group with attendance of a senior council officer.

**It is important that cyclists don't get ignored! One way streets are not good for cycling! Go "traffic free" rather than "pedestrianised"!**



*Nothing to be proud about: signs in Stanmer Park encourage car use ("1 minute drive")*

## Stanmer Park TRO

This includes a proposal to increase parking spaces from 195 to 342. An annual season ticket would be available to all at £90, cheaper than the University of Sussex equivalent at £190, thus attracting more vehicles. Councillors discussed the detail for some time, but the ETS Committee approved the parking controls subject to the Traffic Regulation Order consultation process and receiving Heritage Lottery Funding. Cllr. Louisa Greenbaum said: "We're disappointed that there is an increase in parking places there because that doesn't really fit with us having a good sustainable travel plan". She also mentioned the drive time sign shown above.

## Brighton and Hove Bike Share

The ETS Committee approved the extension of a concession agreement for a Bike Share scheme for an initial contract term of 3 years plus some setting up time from Dec 16 to June 17. Docking stations will be mainly along the E-W strip and up the Lewes Road with some further sites to be agreed.

## Other topics discussed at the ETS

meeting were: speeding in Ovingdean Road, increased traffic in Woodingdean, parking issues at several locations, requests for powered 2-wheelers to be allowed in the Lewes Rd. bus lanes, noisy loading bays at St. Margaret's Place, a play area in Stanmer Park, a crossing at Marine Gate.

Documents and a link to the webcast of the meeting is at:

<http://bit.ly/2faY7Bn>

**Next meeting: Tues, 29<sup>th</sup> Nov, 4.00pm at Hove Town Hall**

## Whitehawk Safer Routes

Proposed improvements include crossing points, pedestrian build-outs and dropped kerbs in the Whitehawk Road, Whitehawk Hill Road, Wilson Avenue and Bristol Gardens area and an accessible bus stop at Manor Road. A report following the recent consultation (which closed on 30 Oct), will go to the 29 Nov Environment, Transport and Sustainability committee meeting for approval.





Our “Cycle to Work” gathering on 14<sup>th</sup> Sept at Brighton Town Hall was a jolly

occasion in perfect weather. It was hosted by the Mayor of Brighton & Hove, Councillor Pete West, who arrived on his bike, a Dawes Galaxy.

*©Tony Mould: My Brighton and Hove*

There were croissants and bananas for riders, and coffee in the Mayor’s Parlour. Several Brighton and Hove City Councillors came along: Dick Page (Green), Phelim MacCafferty (Green), Joe Miller (Cons), Tony Janio (Cons), Tracey Hill (Lab).



The Mayor described how his bike gets him from home to work in only 23 minutes and is a cheap, convenient means of transport. He uses his bike for many of his Mayoral engagements. It’s great to have a Mayor who is so positive about cycling and setting such a good example!

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



## Judgement day on poor air quality

Bricycles supported Brighton and Hove Friends of the Earth's action at the Clock Tower, Brighton on 18 October. This was the day that the Government was brought back to the

High Court due to its inaction on air pollution. The case was brought by ClientEarth, the environmental lawyers and they went on to win the High Court ruling which deemed the current Government inaction illegal. The UK fails to meet regulations on nitrogen dioxide emissions causing around 40,000 premature deaths per year.

## Road Respect

Mayor Pete West invited a range of transport interests to a "road respect" evening. The invitation said *"the Mayor is mindful of the efforts made by many parties to improve road safety, infrastructure, transport per se and what might loosely be termed 'road respect' between all road users. The Mayor wishes to acknowledge your part in*



*Diverse transport people get together!*



*maintaining and pursuing this dialogue and invites you to join him to recognise the achievements made and to consider future issues."* The Mayor is clearly passionate to improve the transport experience. Cllr. Gill Mitchell expressed her delight that Brighton & Hove has been voted Transport Local Authority of the Year. I was glad to make the acquaintance of Cllr. Nick Lewry (Conservative, Hangleton and Knoll *in photo left*). He is enjoying his recent rediscovery of cycling and often rides his bike on the seafront. Reps from the worlds of buses, walking, cycling, the visually impaired, parking, planning, policing and road safety all got on well. Now we just need to get it right on the roads!

**Becky Reynolds**



## Mayoral Reception for Tommy Mulholland

Blind stoker Tommy (2nd from right in photo right) and pilot Bob Harber (on the right) raised over £20,000 for the care of children with life limiting illnesses. They rode from Brighton to Paris for Tommy's 80<sup>th</sup> birthday in May.



Mayor Pete West hosted a reception for them both at Brighton Town Hall on 3<sup>rd</sup> August which I attended. Among the guests

were (above right, L - R) Duncan Blinkhorn of Bike Train and Val & Rick Stringer of Brighton Excelsior Cycling Club. Richard Evans, cycling author (in photo right) was also there. Interesting to hear about his new book. (See page 27).



Left: The Thorn Vitesse tandem on which the trip was

made. Funds raised were presented to the Chestnut Tree House children's hospice.

If you have spare time/money, see:

<http://www.chestnut-tree-house.org.uk/>

*Becky Reynolds*



## Sustrans seek help

Sustrans are recruiting volunteers to help run after-school bike clubs in Brighton and Hove primary schools. Bike clubs take place after school for 45 minutes with a bit of time for setting up




and packing away. Bike clubs have up to 12 children and either focus on learning to ride or improving bike skills. Training and support is provided.

Volunteers need to:

- Have an interest in bikes
- Have good communication skills with children
- Be able to commit to a weekly club for a minimum of 12 weeks (it is understood that volunteers may have to miss one or two sessions)
- Be able to work as part of a team of volunteers and independently
- Be willing to fill in an application form, provide references and complete a Disclosure & Barring Service check

**If you would like to have a chat about becoming a bike club volunteer please contact Lucy Dance 07768 424363 / [lucy.dance@sustrans.org.uk](mailto:lucy.dance@sustrans.org.uk)**

**Project Officer (Bike It) Schools** 

## Brighton and Hove Local Access Forum



The LAF met on 22<sup>nd</sup> September and among other things the Council reported that they have been talking to Brighton and Hove golf club and Hollingbury golf club about making sure bridleways are being kept open on the courses. There will be better signposting to the Chattri and the Council are trialling new and more secure metal framed gates on bridleways in heavily used areas. There are also new bridleways going into Hollingbury and Burstead woods.

**Andrew Coleman**

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

## Police help replace stolen bikes

Sussex Police have donated £1,500 to help replace 21 cycles stolen from a shed at a Pupil Referral Unit for Special Needs pupils at Lynchet Close in September. The funds came from the Police Property Act Fund from the sale

of confiscated property. The stolen bikes were worth £2,500 and were being used for a Sustrans' Bikelt Ben project at the school.





## Crash on NCN 90 track by the A270

There was a crash on 13/10/16 and motor vehicle debris remains at the site. We don't know the circumstances of the crash or whether any cyclists/pedestrians were affected. This is close to where Joanna Walters was hit and killed by a van in 2010.



## Cyclist crash on NCN 20 by the A23

We warned the Highways Agency (now Highways England) about this dangerous junction on NCN 20 at the turning to/from [Wayfield Park Farm Shop](#), Pyecombe. There are no road markings and drivers might well assume this is just a one way slip road to join the northbound A23. A southbound cyclist was hit on 22/10/16.

Google location: <http://bit.ly/2f6rOQY>



## Brighton and Hove is Transport Authority of the Year...again!

Brighton & Hove has been voted Transport Local Authority of the Year in the National Transport Awards.

Brighton & Hove has the lowest levels of car ownership in the south east – with more than a third of households not owning a car. The city has the highest growth rate for cycling to work, the highest percentage of people walking to work in the south east and the highest number of bus journeys made per head of the population which is three times the national average.

It is the third time since 2005 that Brighton & Hove has won this award. Every year the council takes part in the annual National Highways and Transport survey which indicates levels of public satisfaction. Brighton & Hove consistently shows a high level of satisfaction, ranking 5<sup>th</sup> overall in 2015.

### Brighton & Hove Independent lists Bricycles campaigner

Becky was surprised to again be listed in B&H Indy's "People 100" for 2016 as one of "the people who make our city what it is."



# Out and about



1



2



3



4



5



6



7

1. Erroneous "Shared space" flags, now gone!
2. Cyclists meet snowdog!
3. Red surface, Lewes Rd junctions but not all of them!
4. North Rd. resurfaced nicely.
5. Shelter Hall works till 2018!
6. London Rd Co-op parking opened!
7. Improvements at Circus Parade, New England Rd + bike parking

## BE WEAR AWARE!

Bang! One August Monday there was an explosion which blew apart the rim of my front wheel. It was a hot day and I had recently pumped the tyre to full pressure. I was crossing the Shoreham Ferry Bridge so there was no traffic. The other time was a few years ago, and another hot day with the sun on the front wheel and tyre pressure high. I had parked the bike in the garden at home.

I have a signed copy of Richard's Bicycle Book <sup>1</sup>. I forget buying it but still use it to look after my bike. I once replaced all the bearings in the bottom bracket (it worked fine, but – never again!). A slight problem is that the book is over 40 years old.

Steel wheels were taken for granted and very forgiving. Richard Ballantine explained how to flatten bulges in the rim. Aluminium wheels were not mentioned. Ignorance is bliss.

I don't want the explosion to happen again for obvious reasons. M's Cycles of Shoreham explained there are symptoms to check and that modern rims have a 'wear line' (see picture). If this disappears due to use of the brakes eroding the material, or (without a wear line) the rim is concave, it is time to fit a new wheel.

That Monday, my front wheel blew out with such a bang that the Police came running and all the bystanders scattered. In your dreams!

Nobody took any notice!

**Les Robinson**



*The 'wear line' is the clear mark at the centre of the rim*

1. *Richard's Bicycle Book*,  
Richard Ballantine / Pan books 1975  
ISBN 0 330 24203 2

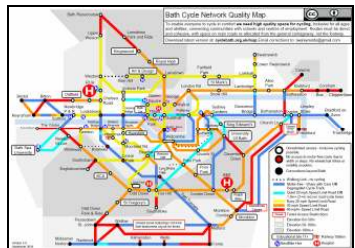
## Follow Bricycles!

Our website has topical news & invites your views.

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

Have a look at it! Please continue to tell us about what improvements you'd like to see for cycling in Brighton and Hove. We have a ward-by-ward list on our website and we can

make a tube-style map of the results, like this one of



Bath. Like/follow us on

[www.facebook.com/Bricycles](https://www.facebook.com/Bricycles) and

[twitter.com/Bricycles](https://twitter.com/Bricycles) or contact one of the committee people on the back page.







We also me a couple of St John Ambulance responders (2 photos above). There was a nice clear run for riders at Preston Circus before the procession arrived! (right)



## Bikes at Pride

Cycling Police Officers and PCSOs headed the Pride procession through Brighton on 6<sup>th</sup> August 2016 (above right).

## Old Tree Brewhouse café

It's a "socially, ecologically and economically regenerative enterprise". The Old Tree Brewhouse café did the catering at the Brighton Bike Hub opening (see front page) and is next door to the BikeHub at "Field", Lewes Rd. Open: Tue - Fri 9.00am - 5.00pm Sat 11 am - 8 pm [www.facebook.com/OldTreeBrewery/](https://www.facebook.com/OldTreeBrewery/) @OldTreeBrewery



## Sustrans Route 5 anyone?



**West Midlands  
Cycle Route**

Inspired a few years ago by seeing Sustrans Route 5 cutting through a park in the centre of Stafford, I decided this year to give it a go.

I normally plan my own route using OS maps, and aim to avoid towns, but this time set off with three Sustrans cycle maps (numbers 15, 22 and 25), plus an old Ordnance Survey (OS) Road Map 6 covering North Wales and the Midlands, instead of 10 or 11 OS maps.

The Route is 372 miles long from Holyhead to Reading and in a week I hoped to do most of it, but worried that time might be lost wandering through towns and along tow paths. This fear proved right!

I arrived in Holyhead on Anglesey by train on a Monday evening and cycled 11 miles to Church Farm campsite, a basic place with good views. The following day was very hot, and I slowly crossed the island on quiet, hilly country roads passing lots of old windmills, until joining traffic crossing the Menai Bridge. There was a campsite nearby and I settled for the night having done only 29 miles.

The next morning I followed Route 5 signs over the hills of Bangor, and, due to a missing right turn sign, ended up back where I started, wasting more than an hour. Eventually I left the town on Route 5, skirting round dogs, families and route-marching soldiers along an off-road path. Something else went wrong and I realised I was now on Route 82. My OS map helped guide me over the steep hillsides of Tregarth and Bethesda, until I rejoined the coastal Route 5. This then became a hotpotch of steep and narrow country roads, faster roads through small towns, and engineered metal pathways and ramps fixed to the mountainsides of Snowdonia, following the noisy A55.

At teatime I arrived in Conwy and stocked up with food, heading off to a campsite some miles out, delayed by a roundabout showing Route 5 on all exits. However by 8.30 I realised I was never going to find this site, as there were only caravan parks.



*A historic windmill on scenic Anglesey.*

By then I was on a seaside path with the railway line and miles of fenced guarded caravan parks preventing me from reaching the road. I decided to sleep on the beach, and cooked and ate there, but left because of its large slug population. At 11.30 I started walking along, enjoying the quiet and the dark, getting onto the coast road at 1.30. I eventually put up my tent among the slugs on the lawn of a modern church at Kinnel Bay with 54 miles done.

A neighbour worrying about 'travellers' saw me off around 8.30 and I cycled along the prom through Rhyl and Prestatyn. Deciding not to follow the Route into the hills I charged along the dual carriageways of the A548, sometimes seeing beautiful views across the estuary. Flint was historic and attractive. After this the Route went through industrial landscapes, across parks and fields on tracks and on busy roads to the edge of Chester.

*“There was a gap in Route 5 signage, and I realised I was lost without bearings on an industrial estate.”*

The Sustrans map showing routes around Shotton proved inaccurate, and I sat on a bench at the side of the Dee working out how to rejoin Routes 563 and 5, and find a campsite. Luckily I was invited to stay by holiday acquaintances living on Route 5 at Frodsham some 20 miles away. There were lots of



*Tunnel near Tregarth where cycling was unpleasant!*

conflicting signs for what seemed like at least 3 different Route 5's. I cycled along more busy A roads and then off across parks ending on a tow path signed Route 5 to Ellesmere Port which was not on the map. There was a gap in Route 5 signage, and I realised I was lost without bearings on an industrial estate.

Then it started raining heavily. I again found Route 5 and cycled past the Ellesmere Port Effluent Treatment Centre and the Shell Refinery, each extremely smelly.

Eventually on massive roundabouts I lost Route 5's A5117 and got onto the A56, not a route I would ever choose for myself, but I powered along it towards a warm dry night in a bed, having done 64 miles.

Friday morning was sunny and I set off optimistically in freshly-laundered clothes along Route 5, turning off the main road through a village and then to my dismay onto a muddy uneven track across fields. Unfortunately this resulted in a downward slide into a nettle ditch and some nasty lacerations. A passing



cyclist showed me that the Route ahead was made up of muddy tracks and tow paths, and regaled me with tales of the miseries of other heavily laden tourers.

After only managing 8 miles before lunchtime I decided to catch a train from Northwich to Stoke where I wanted to visit

the Potteries museum. It took quite a lot of horrible hilly town cycling through major roadworks before I got my train.



*A more pleasant landscape with bridge for walkers and cyclists close to Shotton*

At Stoke's Tourist Information Office I was informed that there were no campsites to the south, as it 'isn't a tourist area'! I had planned to carry on, but without the prospect of a campsite and shower ahead I took a train home that evening, sad not to at least revisit Stafford. I had cycled 170 miles, and it was an experience.....

However I have renewed my resolve to always use up to date OS maps to plan my own routes in future, avoiding towns as much as possible. I will write to Sustrans to tell them of some of the inaccuracies I found, and to ask them to add the available campsites to their maps. I wonder what experiences other people have had of Sustrans long-distance routes? Overall I concluded that they are best used by local commuters.

**Marie Sansford, September 2016**

## Unnecessary exclusion of cycles at Southwick?



Disappointing to see "no cycling" signs on the raised concrete walkway west of Carat's café near the new turbines! What could be the reason for this? The area is popular with cyclists and this is a traffic free path with some potential.

# A trip to Amsterdam

by Peter Silburn

*What's it like to ride in the "cycling capital of the world"?*

**I last visited Amsterdam over 30 years ago so a return trip was long overdue.**

My teenage son (right) came along and whilst we ostensibly came to see the Dutch Masters and eat chips with mayonnaise out of paper cups we could hardly not take the opportunity to ride a bike in this self-styled "cycling capital of the World".

You don't need to be a cycle enthusiast. It's just how you get around.

Most bikes are the traditional "Dutch roadster": heavy, single-speed with a back-pedal brake, and ideally suited to this compact, flat city. The bikes are practical and designed to be left outside in all

weathers. They have mudguards of course as well as a chain guard so there's no need to even tuck your trousers into your socks!

Despite Amsterdam's undoubted high rates of cycle usage, it's been pointed out that the city is something of an anomaly and doesn't have the sort of World-class cycle infrastructure you'll see in places such as Utrecht and Groningen: infrastructure that enables up to two-thirds of children to cycle to school.

This is true and in the old town you are sharing space with cars along the canal-side roads for a lot of the time. As a consequence we didn't see many unaccompanied children on bikes in this part of town. It still feels safe enough though for young couples to ride hand in hand...



*Makes a change from being banished to the pavement in Horsham!*



*Along a canal somewhere...*

There *is* cycle infrastructure of course and lots of it. Away from the central canal area there are fully segregated cycle lanes everywhere and this is where you will see whole families on bikes, including toddlers confidently pedalling their own bikes.

There are wide bidirectional cycle lanes down one side of the road, similar to the new east-west “cycle superhighway” in London...



*Bidirectional cycle lane – remind you of anywhere?*



*Unidirectional cycle lane heading out of the city*



*Cycle street (one-way only for cars) in a fashionable suburb*

There are unidirectional cycle lanes, one on each side of the road, and there are cycle streets, which are two-way for cycles but only one-way for cars.

It was surprising to see that cars are allowed right into the heart of the city. Many of the beautiful canal-side streets are lined with parked cars. However, with no through traffic the only cars you'll encounter are likely to be driven by people accessing their properties who seemed very aware of people on bikes.



*Cycling in the city centre – everyone gets along fine*

## **Making cycling normal**

When people sit upright on a bike and wear the same clothes as for walking a remarkable transformation takes place:

they become human beings and cease to be threatening.

Despite large numbers of people moving in close proximity – on foot and by bike,



as well as the occasional car – we witnessed no animosity or conflict. Everyone seems to get along just fine. Speeds of all vehicles are slow so potential collisions can be avoided. You need to watch out for tram tracks (and trams) though. Perhaps another reason for the almost complete absence of road bikes. Then there are the motor

scooters: noisy, smelly and allowed to use the cycle lanes (although perhaps not for much longer)<sup>1</sup>.

Overall we were struck by how quiet and relaxing the city centre was. You can actually have a conversation whilst riding and you'll usually hear bikes coming up behind you by the rickety sound of their mudguards!

**Peter Silburn**

1. [www.theguardian.com/cities/2016/aug/11/cycling-amsterdam-bike-jams-bicycle-mayor-anna-luten](http://www.theguardian.com/cities/2016/aug/11/cycling-amsterdam-bike-jams-bicycle-mayor-anna-luten)

This article is also on line at: <http://bit.ly/2fTfzpD>

**NEXT TIME: Part 2. Cycle parking and more about cycling in Amsterdam**



## A27 East of Lewes

**Highways England is consulting on proposals for the A27 East of Lewes until 8 December.** The chosen scheme will be funded by £75 million from the government's 2015 – 2020 Road Investment Strategy. **There are other schemes to be agreed in Chichester, Arundel, Lancing and Worthing.**



The nearest exhibition of the Lewes scheme is at Lewes Town Council, High Street, Lewes, BN7 2QS on 28 and 29 Nov from 12:00 to 19:00.

**Proposals include a continuous route for cyclists from Lewes to Polegate.**



Scheme objectives are stated to be:

Improving journey time and reliability; Supporting walking, cycling and other non-car travel; Improving safety; Reducing community severance; Minimising environmental impact; Respecting the South Downs National Park's special qualities.

Highways England's approach of increasing traffic flow by incremental road upgrades instead of undertaking a

full multimodal, holistic analysis has been criticised by the Campaign for Better Transport. Bigger roads absorb masses of public money but do not solve people's transport needs. See: <http://roads.highways.gov.uk/projects/a27-east-of-lewes/>

## Crashes on cycle paths

### A23 and A27 Brighton – Cyclist Safety

**We are talking to Highways England about a series of crashes on cycle tracks next to fast roads. This is their response:**

"Safety barriers are designed to protect the drivers from impacting a hazard such as a bridge pier, environmental noise barriers, highway boundary fences or walls, large road signs or signal gantries, ditches or other permanent structures that should they be struck by an errant vehicle propose a risk of injury. Safety barriers are not usually installed at locations to provide protection to pedestrians or other Non-Motorised Users unless there are large numbers that congregate regularly for significant periods of time.

You are correct in saying that the barrier is designed to absorb an amount of the kinetic energy, another primary role of the barrier is to keep the vehicle moving



*Latest incident: A270 cycle track near Stanmer Park with fence demolished and debris from a car crash, 13/10/16.*

in the same direction but both roles are achieved by the barrier deflecting which takes a substantial amount of room, where the paths are directly next to the road a barrier could increase the severity of an injury and the safety barrier could be deflected into the path of a cyclist on top of any debris coming from the

vehicle. If someone was unfortunate enough to be in the path of a vehicle that had lost control, the presence of the safety barrier would not be guaranteed to prevent or reduce injury to the cyclist or pedestrian.

Where there is insufficient space, the path width would be reduced, sometimes making it difficult for two cyclists to cross. Our network is an evolved network rather than a fully designed to standard network, some routes have not changed substantially over the years, there are several areas where cyclists have been seen on the main carriageway even if there is a cycle path adjacent

The safety barrier at Falmer is to protect bridge pillars not the pedestrian footway. The reason there are two sections is because we have provided a footway in between and therefore to maintain the protection of the bridge pillars, there has to be a set amount of overlap of safety barrier to meet the relevant current standards to provide the necessary protection that is required.

We can only provide information overall at present as the collision data is not working fully yet following the changeover of the contract and the update to a newer version of the software. Injury collision data is collected for all Highways England's routes across Area 4 in the Annual Road Safety Statement and from this data routes are prioritised for locations to be investigated and measures to be developed subject to funding being available.

...At this time, there are no further proposals to introduce safety barriers on parts of the footway which cyclists use as far as we are aware.

I hope this has been of some help to you but please do not hesitate to contact me if I can help you any further.

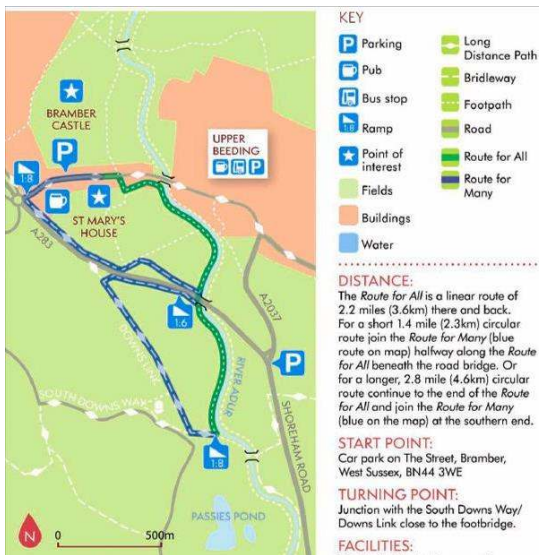
**Customer and Stakeholder Liaison  
Assistant on behalf of Highways England**

## West Sussex news

### Bramber Miles Without Stiles

Oooh, no stiles, that sounds ideal for cycling then ?!? 'Fraid not: this route<sup>1</sup>, mostly along the west bank of the Adur south from Bramber to Coombes, was mentioned in Bricycles Issue 106 as part of the Downslink – A283 crossing alternative route report. It was opened in July 2015 as a trail suitable for people with impaired mobility, wheelchairs, mobility scooters and push chairs (i.e. smooth surfaces, no steps nor stiles): but not for cycling! It is one of four such routes publicised on the South Down National Park website<sup>2</sup>.

Why not for cycling, I hear you ask. The bottom line is that the land owner of the section south of the A283 would not permit the upgrade of the existing public footpath to a bridleway (nor a permissive cycle path) because "I've had too



many encounters with abusive mountain bikers on my land” or words to that effect. Which is all a bit of a shame, really, as the well surfaced path offers a nice, direct, riverside continuation from the Downslink up to Bramber with its welcoming pubs and restaurants.

Sadly, the less than friendly cycle users issue rumbles on. This from the minutes of a recent Bramber Parish Council meeting: “We (*Neighbourhood Wardens*) continue to patrol and monitor the footpath by the river: we have had cause to ask a few cyclists to dismount and





educate them regarding the footpath, for the most part this has been well received and we are yet to come across any repeat offenders. Paul added that on recent patrols there had been larger numbers of cyclists, some in organized groups, who were becoming less co-operative. This was supported by Councillor Goodall who had seen a large uniformed group who answered rudely when informed that the path was not a cycle route."

So next time you're tempted, please remember who the route is for and don't complain if you're told off for cycling along it! (As far as I know, in law, cycling on a footpath may be regarded by the land owner as trespassing<sup>3</sup>, which doesn't give any old joe a right to do anything about it, but why start an argument – you're on a bike ride, right?)

**Mike Croker, Bramber**

1. <http://bit.ly/2doR8Vc> (includes map shown left)
2. [www.southdowns.gov.uk/enjoy/explore/walking/](http://www.southdowns.gov.uk/enjoy/explore/walking/)
3. <http://bit.ly/2ddq3aN> "Is cycling on a footpath a trespass?"

### Downs Link closure

The Downs Link path is fenced off south of Shoreham's Old Toll Bridge due to flood defence work, and will



not be permanently open again until October 2017 (though there might be an opening for the imminent Christmas season). What a shame that cyclists are not acknowledged with diversion signs!

See <http://bit.ly/2eckfa1>

**Bognor Regis to Littlehampton link** A new shared walking/cycle path will be built in early 2017 along the A259 from Hoe Lane roundabout in Flansham to the Clymping roundabout. It costs £1.4m, funded by WSCC and the Coast to Capital Local Enterprise Partnership. Path width (described as "about 3 metres"), arrangements at bus stops, crossings, size of refuges, priority at side roads, and what the surface will be all need checking. More details and a fantastic aerial video at: <http://bit.ly/2dORpwl>



## W. Midlands Police act on overtaking



West Midlands Police are taking action to stop drivers overtaking cyclists too closely. The WMP blog says: "...with Birmingham City Council we have a new partnership scheme which will see a traffic officer riding the most vulnerable

locations for cyclists looking to instantly act upon close passes, distracted driving and the like. The cycling traffic officer when passed too close will let the officer up the road know, who will in turn stop the motorist. Then the offender will be given a choice, prosecution or 15 minutes spent being educated as to the correct way to pass a cyclist."

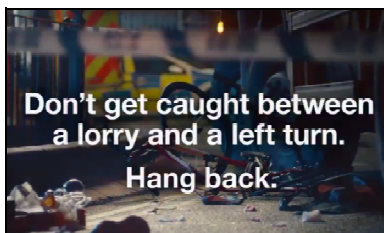
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trafficwmp.wordpress.com/2016/09/09/  
junction-malfunction-and-a-new-dawn/](https://trafficwmp.wordpress.com/2016/09/09/junction-malfunction-and-a-new-dawn/)  
(It's a long blog! Scroll down to "The Way Forward".)

- **Bricycles has written to the Sussex Police and Crime Commissioner, Katy Bourne asking her to consider applying this scheme in Sussex.**

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## Stop blaming the victim

A "road safety" (i.e. road danger) video which suggested cyclists have a choice in crashes with HGVs has been described by Chris Boardman of British Cycling as "woefully misguided". Cycling UK wrote to Transport Minister Andrew Jones MP about it. See <http://bit.ly/2d7bO41>  
<http://campaignwith.us/WF3w30>



## Mayor Sadiq Khan will ban some HGVs

The most dangerous HGVs will be banned from London's streets by 2020. There will be a "Direct Vision Standard" star rating of 0 to 5 based on the level of vision the driver has directly from the cab. HGVs were involved in 22.5% of pedestrian deaths and 58% of cyclist deaths in London in 2014 and 2015, despite only making 4% of the miles driven.

## Private prosecution for London cycling death

Cycling UK's Cyclists' Defence Fund (CDF) has begun a private prosecution of death by careless driving following the failure by the justice system to prosecute a driver involved in a collision in London's Regent Street with cyclist Michael Mason in Feb 2014 who suffered a brain injury and died 19 days later. The driver will appear at the Old Bailey on 3 April 2017.

## Casualty statistics

The number of pedal cyclists killed on British roads in 2015 was the lowest figure on record, but the number of deaths has not significantly improved since 2008. There were 100 cyclist fatalities, 3,239 seriously injured and 15,505 slightly injured.



80% of casualties occurred on a 30 mph road. The number of pedal cyclists seriously injured has generally been rising since the lowest point in 2004. Although there was a fall of 5 per cent to 3,239 serious injuries in 2015, this is still the second highest year since 1997. Overall pedal cyclist casualties were lower in 2015 than any year since 2010. This pattern might be explained by an estimated 6 per cent fall in cycling traffic in 2015 in comparison with 2014. From "Reported road casualties in Great Britain: main results 2015" <http://bit.ly/2dmMuol>

## Dooring - Use the other hand

Good tip for car drivers and passengers: Open the car door with the hand further away from the door.

This increases the likelihood of spotting an approaching cyclist and might prevent a dooring incident.



<http://99percentinvisible.org/article/dutch-reach-clever-workaround-keep-cyclists-getting-doored/>

## Health impact of commuting

Dr Justin Varney, National Lead for Adult Health and Wellbeing, Public Health England said: "Not only does it add to our stress levels, but travelling by bus, car, and train eats into the time we could be using to incorporate physical activity into our daily routine. Employers can support staff wellbeing by offering facilities which promote cycling and walking to work, such as showers and bike spaces, and taking up opportunities like the Cycle2Work scheme." The Royal Society for Public Health report "Health in a Hurry" is at: <http://bit.ly/2bfF4Sy>

## Protecting the public from cyclists?

Mansfield District Council (MDC), has prohibited cycling from what it describes as a pedestrianised market area and surrounding streets using a Public Space Protection Order (PSPO). See <http://bit.ly/2fcinio> Cycling UK's legal expert, Duncan Dollimore is on the case. He has also had some success challenging Gwent Police's intention to enforce a ban on cycling in Newport.



# BATTLE RANDONNÉE

at Battle Recreation Ground



On Sunday 11th September, twenty-seven riders took part in a long distance cycling Randonnée, whilst a further 30 adults and children took part in the “Super Circuits” fitness training. The term “Randonnée”, for those of you who haven’t some across it before, denotes a route with printed/GPS directions, but no way-marking. It is not competitive or timed, although some cyclists will want to achieve a good average speed. (NB “Randonnée” is French for “hike” or “hiking”, and can apply to any type of excursion, including walking or cycling.) The event was held to increase awareness and help raise funds for the proposed “Battle Health Pathway”, which will provide a new facility in Battle Recreation Ground for local residents, including children, who want to start walking, running and cycling in a safe

environment. The Battle Health Pathway project is operated as a charity. The cyclists had a choice of 50 km (31 mile) and 100km (62 mile) routes. With glorious sunny weather, riders had a super, undulating ride through beautiful countryside to Tenterden, Appledore, Rye and Robertsbridge, and then back to Battle where (thankfully!) tea, sandwiches and cakes awaited. Well done to the riders, they certainly got some hill practice in! Super Circuits was an hour of instructor led exercise finishing with a relay race, children against adults. You can guess who won! The event was organised by the 1066 Cycle Club from Battle and the East Sussex Cycle Tourists Club (mid-week section). A total of £439 was raised, which will be used to progress design of the Battle Health Pathway project. Sue Burton, Chair of the 1066 Cycle Club, said: “I have lots of feedback from cyclists saying how much they enjoyed the route and were pleased with their achievements”. Next year, a new route and maybe a shorter, flatter option so that less experienced cyclists can participate.”

**Thanks to David Newman and Sue Burton.**

[1066cycleclub.org.uk/](http://1066cycleclub.org.uk/)



[www.facebook.com/1066cycleclub/](https://www.facebook.com/1066cycleclub/)



@1066CycleClub



## Brighton shop goes elliptical!

There is a new bike shop in Preston Street selling the new human-powered machines “Elliptigo” and electric bikes.

Elliptical cycling combines the movement of running and cycling in a standing position.

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





*Bikelt Lucy (above left) was an organiser of the ride*



*Above: Mayor Pete plus stoker on his mayoral tandem*



*Above: Heading out of town to Lewes*



Duncan Blinkhorn (right) wrote "Thanks to everyone who took part in our bike trains to Lewes



Yesterday. About 500 participated in all, including nearly 30 ride marshalls and other support - particular thanks to them. Thanks also to Lewes Prison for helping us out with access to their car park, providing an excellent parking facility with room for nearly all the bikes.

As far as I'm aware the rides went without incident apart from several punctures. This is largely a reflection on the poor quality of the Falmer to Lewes cycle path, which apart from being extremely dark, too narrow and insufficiently marked, is also rarely swept."

Feedback and survey at:

[!\[\]\(9c2e8d1b5bd77cb5c9f83b7a9cff79fd\_img.jpg\) "Bonfire Bike Train to Lewes - 2016"](#)

## Our cycling holidays in France



There are brilliant tracks through the pine forest of **western France near Hourtin** (above).

You can get there by ferry over the mouth of the Gironde from Royan. There are miles of smooth shared use walking/cycle tracks (with some over-the-top signage) as well as miles of beach and some big sheltered lakes just inland. There was an article about a bike-based holiday in the area in the Guardian:

<https://www.theguardian.com/travel/2016/aug/21/plenty-of-wine-and-no-whining-a-family-holiday-on-frances-atlantic-coast>

We also sampled the **Loire Valley cycle route** which can get you from the Alps to the sea and is well used by a wide range of cyclists including whole touring families



with children in trailers. There are plenty of cycle hire places and stunning scenery and vineyards. More info here:

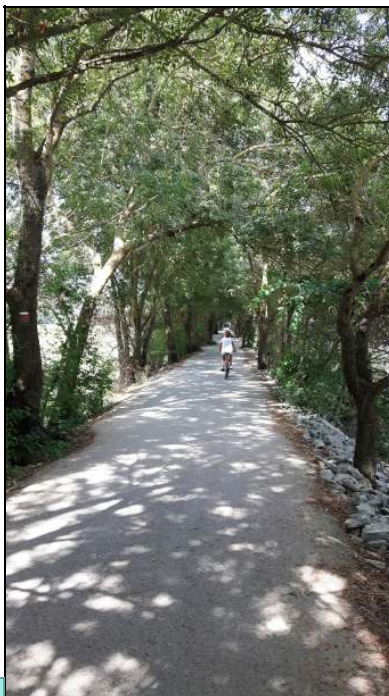
<http://www.cycling-loire.com/>.

We stayed on a lovely vineyard

<http://www.domaine2moulins.com/> near

Angers, voted France's most liveable city, which has great public transport including a tram, city centre cycle hire and the best swimming complex I've ever been to (with stainless steel pools)

**Andrew Coleman**





## Laid Back Around the World in 180 Days

This is Richard Evan's lively account of riding a recumbent through Kazakhstan, Southeast Asia, Australia, the Rockies and the Pyrenees in 2014, averaging around 1,000 km per week and getting back to London after 18 countries and four continents! All royalties go to RoadPeace, a worthy charity working for those injured or bereaved by road crashes, and

road safety. Richard says:

"Road crashes kill 1.3 million people worldwide every year –

that's more every day than

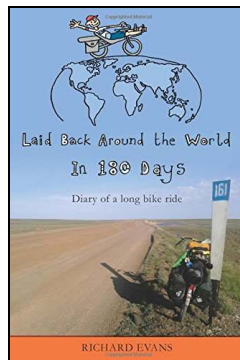
died in the Twin Towers on 9/11." Richard previously worked as Car-Free Day Co-ordinator with the Environmental Transport Association.

Need a Christmas present? Currently listed at £6.95, Kindle / paperback versions are available at:

<http://tinyurl.com/hgrr48g> Donate to RoadPeace at:

<https://mydonate.bt.com/fundraisers/laidbackrich>

<http://www.roadpeace.org/>



## Brighton E-bikes

Darren's company converts pedal bicycles into Electrically Assisted Pedal Cycles (EAPC). We met him on the Cycle to Work event (see page 5) where he

was riding one of the converted bikes.

We understand that these electrically assisted vehicles not exceeding 250 watts can be used on public roads without a licence, vehicle registration or tax. The rider must be at least 14 years old.

His company converts ordinary pedal bikes using Bafang motors and Samsung cell batteries. Fancy a conversion? He's based at Stanford Gate, South Rd, BN1 6SB (near Preston Park).

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

Facebook: [Brighton E-bikes](#)  
[brightonebikes@gmail.com](mailto:brightonebikes@gmail.com)

01273 930700





## Letters

### Woldingfold update

Two years or so have passed since I last took this handy route to Southwater through the estate. Then it was pretty unpleasant with dogs barking and a gate barring the way. Now, with the intervention of the local council, there is a permissive path in place as an alternative route rather than the path going directly by the properties.



Anne in Woldingfold in 2014

You do have to negotiate three kissing gates or lift your bike over the low barbed wire fencing and a final five bar gate at the top of the incline. Most of the route is over an undulating grass field but at least you can now feel confident of getting through.

The signs at both ends of the permissive path illustrate the route with a request from the owners of the properties to use this as an alternative. For those who want to continue on the original footpath there is now a stile in place by the main south gate to the first property.

Anne

*Bricycles challenged West Sussex County Council Rights of Way department in April 2014 about dogs running free and an automated security gate on this route.*

### Goodbye, Webbs Cycles 13/8/16

"Very sad that John is calling it a day (I think he's 75 !). I've bought a couple of bikes from Webbs (cheaper / better quality than Halfords !) and loads of parts for older bikes. They wanted to sell the business but weren't offered enough so they're just going to sell the shop."



### Rough Stuff

I was out riding today and came across these 2 lads at Ditchling Beacon (below) who had built their touring bikes from second hand frames (one a Giant, the other a Dawes Super Galaxy) to ride and camp on the South Downs Way. They epitomised the spirit of the original and oldest off road cycling club, the Rough Stuff Fellowship. I gave them some tips for pub lunch and warned them of the 3 big climbs yet to come between there and Eastbourne.

Andrew



## Close call, NCN 20, A23 Pyecombe

After using this route for years with no problems, I was nearly knocked off here today. Problem for me was at the top of hill where traffic is crossing the bridge and turning right onto the 'slip road'. The drivers were looking left but clearly not expecting traffic to be approaching from the right and simply not looking right, so I'm trying to head south and a car pulled out right in front of me. Swerved and narrowly avoided being hit. There needs to be much better signage where traffic is turning right. **Mark** (See page 9.)

## Taxi obstruction continues

Thank you to Brendan for 69 photos of taxis, buses and other vehicles in Advanced Stop Line areas intended for cyclists. He says: "All of these images are taken when I see a driver committing the offence i.e. lights on red and drivers not stopping at the ASL. Interesting to see its mainly taxi drivers."



**From the Guardian:** "We still await the government's promised [Cycling and Walking Investment Strategy](#) which currently allocates just 72p per person for cycling and walking in 2021. Our level of investment in motorways and A-roads at the same time will be £84 a head. If

government wants to make a real difference to cleaning our air, then let's rebalance this spend, and give everyone the opportunity to choose cycling for shorter every day journeys.

**David Murray,**  
*Head of campaigns, Cycling UK "*

## West Kent CTC Triennial Veterans' 100 mile Ride 10<sup>th</sup> July 2016

100 mile rides for riders aged 50 plus, take place around the country every 3 years. They are like club rides with a leader and groups of about 10 people. They're social and less physically demanding than Audax.

The West Kent event started from the Golden Green Mission Hall and made four loops into the Weald of Kent. 39 riders participated. See [www.westkentctc.org.uk/](http://www.westkentctc.org.uk/) Thanks to Paul Sheridan (who completed the ride) for forwarding the



information. TriVet rides are advertised in advance on the Cycling UK website:

<http://www.cyclinguk.org/cycling-uk-tri-vets-rides-2016>



*Ted in 2002 with his trophy from the 175 km Randoneeé Des Trois Vallées which he rode fixed.*

green-trimmed West Sussex CTC DA cycling jumper, having been an active member of the Brighton section for many years. A single wreath of small yellow flowers in multiple hues was appropriately styled in the shape of a bicycle wheel.



*Ted at Shoreham lock gates in 2010*

# Farewell to Ted

by Anne Doyle

**Cycling was very much the theme** of Ted Axford's funeral tribute by his daughter Tina. Riding fixed wheel right into his ninth decade and known in cycling circles as the 'Axe', his renowned mile-eating brought him status as a local legend. Along with family and friends, a group of cyclists who had known Ted over the decades attended the celebration of his life at Woodvale Crematorium.

Poignantly Ted's coffin was topped with his familiar bold yellow and



*Ted enjoying his 90<sup>th</sup> birthday party in 2013*

Later over a sumptuous afternoon tea at Pangdean Barn near Pyecombe we leafed through Ted's remarkable albums of black and white photos. Dating from the 1940's onwards photos featured groups of cyclists and stunning views from his cycle touring days, demonstrating his keen interest in photography. His 1948 green vintage Raleigh was on show too complete with requisite faded saddle bag. A sad day perhaps but it was too a celebration of a life fully lived with his love of cycling shining through.



**Ted Axford 28.12.23 – 28.07.16**

## NOTICE BOARD



### Brighton and Hove Cycling UK



Brighton & Hove CTC have changed their name to Brighton and Hove Cycling UK. See their regular Sunday rides list at:

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



Facebook: Brightonandhove Cyclinguk

### 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.

### Breeze Network

British Cycling's Breeze network run rides for women of varying length.

[www.goskyride.com/Breeze/Index/](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)

### Bike for Life South

#### Bike maintenance & cycle training

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

(01273) 676278

Mobile 07792 211839

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

### Cycle training by the Council

Free adult cycle and maintenance training courses are available to people aged 14 years old or over who live in Brighton & Hove. Search for "cycle training" at

<https://www.brighton-hove.gov.uk/>

## Seen me, Seen you?



### Make sure you are visible to other road users.

Share the Roads  
Share the Responsibility

**Sussex Safer Roads  
PARTNERSHIP**  
[www.SussexSaferRoads.gov.uk](http://www.SussexSaferRoads.gov.uk)

**Brighton & Hove  
City Council**



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**Send your views, articles, news, photos to the Editor!**

**The next newsletter will be assembled in January 2017! Happy Christmas!**

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