

# Bricycles

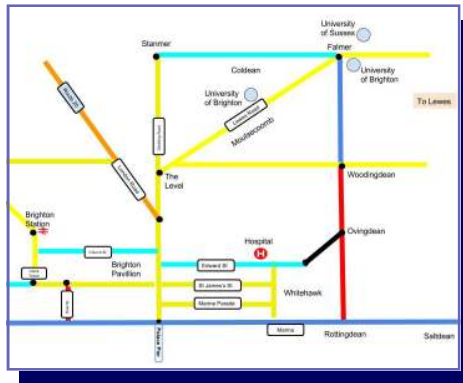
## News

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

Spring 2017

No. 111

## Help create a cycle 'tube map'



Cycle maps have been developed in the style of the London tube map by cycling groups in London, Bristol, Bath, Edinburgh, Kings Lynn, Derby, Swansea, Birmingham and elsewhere. Help us create one for Brighton and Hove! It's a new way of looking at the City and a useful way to highlight what's good and what's not to decision-makers.



The map will draw on the improvements needed for cycling listed on Bricycles website.

*Interested? Come to our meeting. Details above right. See the draft map at <http://bit.ly/2mexfUe>*

**Support Space for Cycling: Plan - Invest - Build**

**Popular cycle crossing threatened by IKEA A27 scheme - See page 13**

**Brighton Bike Share bikes revealed: page 3**

**They're coming in June!**

## Bricycles meeting

**Tues 28 March**  
**6 pm to about 8 pm**  
**Thomas Kemp pub**  
**8 St George's Rd,**  
**Brighton BN2 1EB**  
All welcome!

## AGM

Bricycles AGM will be in May or June. When agreed, details will be advertised on Facebook, Twitter and the website. Details will also be available nearer the time by phoning / texting 07731 773 847



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

**Cityparks' Open Spaces Strategy** sets out policies, actions and an implementation plan for the next 10 years (2017 – 2027). The ETS Committee



of 17 January approved the strategy subject to some further consultation and a return to the committee for final approval and further reports on the detailed implementation plan and timetable to be brought to future committees. Bricycles responded to this consultation and was mentioned at the meeting. All our responses are posted at: <https://bricycles.org.uk/letters-and-responses/>



## ETS Members

[Gill Mitchell](#) (Labour, Chair)  
[Tony Janio](#) (Conservative Spokesperson)  
[Peter Atkinson](#) (Labour)  
[Lizzie Deane](#) (Green)  
[Louisa Greenbaum](#) (Green Spokesperson)  
[Joe Miller](#) (Conservative)  
[Alan Robins](#) (Labour)  
[Lee Wares](#) (Conservative)  
[Saoirse Horan](#) (Labour, Deputy Chair)  
[Geoffrey Theobald](#) (Conservative) 14/3/17  
[Robert Nemeth](#) (Conservative) 17/1/17

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## Progress on Hanover and Elm Grove / Craven Vale resident parking scheme.

Several petitions / deputations were brought to the 14 March ETS meeting on this topic. A new resident 7 day per week parking scheme for the Elm Grove area and Craven Vale moved nearer with agreement that the final design and Traffic Order be advertised for comment. More measures and actions were agreed for Freshfield Road, Firle, Glynde and Clayton

roads, the Pankhurst area and the 'Top Triangle' area with outcomes to be reported back to a future ETS Committee.

**Local Transport Plan Capital Programme:** The 2017/18 Local Transport Plan capital programme budget allocation of £6.635 million and future LTP budgets were referred to the Policy, Resources & Growth Committee.

## Note on Elm Grove cycling crash, July 2016

You may recall the petition and request at a previous council meeting for improved design of this junction following a serious lorry/cyclist collision. The lorry driver was charged with driving without a suitable licence and drug driving. But we understand that the police said there was inconclusive evidence that the driver was mainly responsible for the collision, and so was not charged with dangerous driving.

## Brighton and Hove

### Bike Share

Bricycles formally supported the Traffic Order to allow the leasing of public open space to the Bike Share Operator (Hourbike Ltd.) and the installation of Bike Share docking points (hubs) in: Abbey Road, Brunswick Place, Eaton Road, George

Street (Hove), Edward Street, Montague Place, Rock Street, Shaftesbury Place, Station Approach, St George's Road, St James's Street and Whitecross Street.

There will be 430 bikes at 50 locations in total, with hubs no more than 500m apart and located more densely in the City Centre. The contractor will have to ensure that there is regular redistribution of the bikes so that they do not amass at favoured destinations. New technology "geofencing" (a radius around the hub area where bicycles can be placed) will assist easy return to popular docking points. The committee approved the Traffic Order. Cllr Greenbaum (left) suggested a photo-opportunity for ETS councillors of riding along the seafront.



The same company <http://www.hourbike.com/> operates in Liverpool (described in Bricycles News no. 109).

**The bikes coming to Brighton are Social Bicycles ("SoBi") smartbikes.** According to the website you can find and reserve a bicycle from a web browser, mobile device or using the keypad on the bike. Your 4-digit personal PIN-code unlocks the bicycle. You can park the bike at a hub or any bicycle rack in the system area. Rides are mapped and shareable through a built in GPS unit. (<http://socialbicycles.com/>)

Hire costs in Brighton will start from £2 per trip or £8 per day with users having the option to pay as they go on a 3p per minute tariff (minimum £2 charge) or purchase an annual membership at £72, which includes 30 minutes free use every day.

The bike will have an integrated lock and the saddle height will be adjustable to fit riders of heights of 4'11" to 6'6" .



**Continued from page 3:** Also raised at the ETS meeting was the operation of **Francis Street**, off London Road (right) which has not turned out to be the “shared space with pedestrian focus” as intended. Fast traffic from Ditchling Road is intimidating residents and other road users, and damaging property.



Another intolerable situation has developed at **Surrey Street** where taxis queue into the small hours to get into the 17 parking spaces at the station. The council have apparently been trying for 2 years to resolve the situation partly resulting from too many taxi permits issued by the station. The vehicles cause obstruction, conflict, noise, emissions etc.

## Brighton & Hove Friends of the Earth demo against Downs sale



BHfOE organised a demo against Brighton and Hove City Council’s sale of down land at Plumpton Hill and Poynings Field. Brenda Pollack (left) spoke to the media on 19 Jan at Hove Town Hall as a council meeting took place. Proceeds from the sale were said by the council to be necessary for the Stanmer Park scheme. Conservative and

Green councillors voted to refer the sale to a Policy Review Panel. A similar battle has been going on in Eastbourne. **See Facebook “Keep Our Downs Public”**

## Stanmer Park wins funds

Brighton & Hove City Council won £3.8 million from the Heritage Lottery Fund and BIG Lottery Fund’s Parks for People for the “Stanmer Park and Estate Restoration Project” covering 20 hectares of park land, Grade II listed buildings and other structures. The total cost of the project is £5.8 million so money will need to be obtained from elsewhere.

This followed an earlier £300,000 grant from Parks for People which enabled a “Masterplan” to be developed. Bricycles has responded to several consultations about Stanmer. We have concerns about the current proposals due to the very large number of car parking spaces and the quality of the proposed cycling provision, which includes cycle parking, cycle hire and walking and cycling routes.



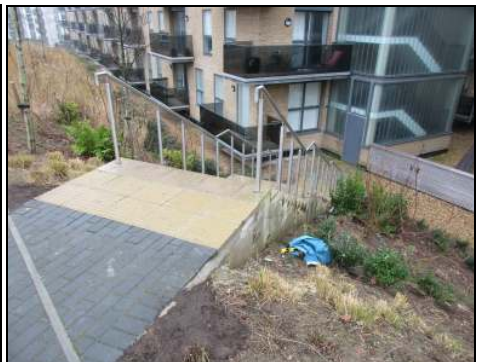
## Ranger Report: Brighton Greenway



Described as “a pedestrian and cycle way leading from Brighton Station to New England Road, with access to London Road and Preston Circus”, the information about this new route at the back of Brighton Station is misleading.

It is **impossible** to cycle from one end to the other due to 2 flights of steps and inadequate ramping. Same problem for wheelchairs, buggies and wheeled luggage. There are no handrails to assist people with mobility problems and there’s a big drop next to an adjacent stairway. It’s also not a great area for children - lots of sharp edges! We have contacted Councillor Gill Mitchell, Chair of the Environment, Transport and Sustainability committee to see what’s gone wrong and if there can be any improvement.

***From the Bricycles Ranger for London Road***



## What Did I Miss?



**Think about your last walk/drive/bike ride through the city. Did you use your smartphone? Or did you see someone else using one?**

Most of the time we escape the consequences of distraction on the roads. Rarely we don't. This can be life changing. Failure to look properly / distraction is a factor in over 40% of collisions in Brighton & Hove. In 2015 there were 152 serious road casualties (out of a total of 986 casualties reported) – 84 of them pedestrians/cyclists.

Brighton & Hove City Council's road safety team runs campaigns to raise awareness of this major cause of collisions in our city. The latest campaign (with free help from CatchtheCat media) – on

[www.whatdidimiss.co.uk](http://www.whatdidimiss.co.uk) – features a video showing how people create risk for themselves. Hand held phone use when driving is illegal, but hands free or using a phone on a bike and seen not in control of a vehicle/bike is also an offence. Research shows that handheld and handsfree phones reduce reaction time to a similar extent. Pedestrians may not be legally penalised, but are vulnerable if on a phone whilst crossing.

Stencils showing the campaign site **bit.do/wdim** have been sprayed on pavements (in safe areas) near where pedestrians cross.

**Contact the campaign via the Share the Roads, Brighton & Hove Facebook page or by e-mail: [road.safety@brighton-hove.gov.uk](mailto:road.safety@brighton-hove.gov.uk) to share your experience and ideas on spreading the message.**



### Fatal crash: Taxi and pedestrian

Police were called to North Street, Brighton on Tuesday (10 January) following reports a taxi had hit a pedestrian. The pedestrian, an 87-year-old woman died later. Police appealed for witnesses: report online or call them on 101 quoting Operation Wakeham.

# Greater penalties for phone use

From March 1, the penalty for using a hand held mobile phone while driving doubled to six points. Fixed Penalty Notice fines have risen from £100 to £200, with a fine of up to a £1000 if there is a court summons, which should happen on a second offence or if there are already six or more points on the licence.

The Government says that remedial courses should not be offered to offenders, but each police force is allowed to decide.

A national week of enforcement started straight away.

The National Police Chiefs' Council reported that their survey showed that 53 per cent of drivers said they never use a mobile phone while driving (so presumably 47% do!)

Gary Rae, campaigns director for Brake, said: "The increase in the points is very welcome. However, when you realise that you can be fined £1,000 for not having a TV licence, then the £200 fine for illegally using a mobile looks woefully inadequate."

The wider issues about distracted driving



*Big poster at the top of North Rd with a new use for the glove compartment.*

("hands-free" phones, smartwatches, eating, smoking, satnavs, music etc.) also remain.

The penalties have increased, but the deterrent value will be reduced by lack of continuing enforcement, particularly due to the reduced number of Road Traffic Police.

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

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



## Millers Road crash

A cyclist was hit by a car at this location in Miller's Road in January. The cyclist was coming down the hill (Millers Road); the vehicle was coming up and turning right into Robertson Road which is where this photo was taken.



# Out and about

1. New bike parking, London Rd Station
2. Preston Park, new signage
3. Delivery tricycle, North Road
4. Goodbye to "The Cyclist" pub
5. Providence Place paving damaged
6. "Welcome to Moulsecoomb  
Brighton's first garden estate"



1



2



3



4



5



6





In January we were contacted by a cyclist who was riding southbound on the Lewes Road (left) and attempted to join the cycle lane at **Coombe Terrace** (below left). Result? 3 nights in hospital and 3 months on crutches.

He contacted Brighton and Hove City Council. The council's original response to the cyclist included this: "We are aware of an on-going issue with illegally parked vehicles along Coombe Terrace and the obstruction this can cause to the cycle lane. Since the scheme was introduced, a number of initiatives have taken place to address this concern including targeted enforcement and liaison with the local shop owners. Unfortunately it is not possible for our enforcement team to be present at all times of day and therefore illegal parking does still take place. However, in light of the concerns that you have raised, I will raise this again with our parking enforcement team to see if anything further can be done to resolve this situation."

Bricycles wrote to the council on 30 Jan 2017 saying: "It is clear that far greater parking enforcement needs to take place at this location (i.e. on the southbound Lewes Road, south of Coombe Road). There is a lot of dangerous double parking. If the kerb separators are expected to successfully exclude motor vehicles without endangering cyclists, the very least that also must be done is to make them much more clearly visible and also chamfered so that they are less hazardous to cyclists who haven't seen them and ride into them. If this can't be done there will need to be some re-thinking."

Cycling facilities need to be effective in daily operation in the field, not just theoretically. Cyclists are being put at risk here and the Council needs to act.

There have been several reported incidents connected with low structures on roads in Brighton. Several similar experiences to the Coombe Terrace crash above were recounted on Bricycles Facebook page.

The cyclist who crashed said: "I would like to reiterate that these barely visible small kerbs are as dangerous as tripwires. I think they should not be used at all. Nor do I see any good purpose to having them at that point in Lewes Road, but if there needs to be an obstacle or separator it should be made as visible as possible."

***Becky Reynolds, Bricycles Campaigns & News***

## Getting to grips with bike maintenance at Changing Gears



Bold orange adverts and leaflets advertising free bike maintenance workshops had recently caught my eye but it wasn't until one popped into my Facebook home page that I decided to enrol on one. And I'm so pleased that I did.



On the appointed morning I rolled up at Changing Gears, a community bike shop on Lewes Road, ready for my intermediate level bike maintenance course. Warmly greeted by the team of

Cat, Dean and Yvonne, they filled me in on how they got into maintenance training while we waited for the other course participants to arrive.

'We all started as volunteers at the Bike Hub when it was based at Circus Street,' explained Yvonne 'learning our skills by reconditioning old bikes. At Changing Gears bikes come from both individual donation plus those abandoned at Brighton station. As part of the sustainable transport aims of the charity Groundworks they are then sold at a very affordable £60-£120 with a 3 month warranty. The bike maintenance courses run well alongside this community work with attendees often coming back to work as volunteers to further develop their skills and keep their bikes in full working order.'

Cat took the lead as the workshop started by running through a basic tool set and what areas we would be covering on the course. Brakes, cables, chains and gears were all something I knew a little about but not really enough to be confident in saving an often costly visit to my local bike shop. Aprons were handed out and protective gloves were offered. This was to be very hands on workshop.

Under Cat's clear and expert tuition, and using our own bikes as practice, we changed brake blocks, inserted cables, practiced assessing chain wear, took out chain links and put them back again then finally had a go at aligning gears correctly.



In the course of the workshop my bike was assessed as needing a new chain and rear block and a change of jockey wheels. New parts at just above cost price are available for repairs as well as a huge array of nearly new parts which

often can be just as suitable. Though this maintenance wasn't strictly part of the course Dean made a superb job of sorting out my bike with the only charge to me for being parts used.

I left feeling confident that I could have a go at the areas covered and will definitely be back to learn more and save some money at the same time.

This and other day and evening courses in both maintenance and cycle training are provided through Brighton & Hove Council and funded by the Department of Transport's Sustainable Travel

Transition Year fund. Current funding is in place until the end of March so sign up if you haven't already to make the most of the opportunity while it's available. More information can be found at

[www.brighton-hove.gov.uk/cycletraining](http://www.brighton-hove.gov.uk/cycletraining).

For those who would rather let a professional check over their bike the team provide a great value bike service deal at just £50. Pop in and say hello and while you're there have a look at the 1940's WWII era Raleigh Hercules hanging in the window.

**Anne Doyle**



### Cycle training by the Council

Free adult cycle and maintenance training courses are available for 14 years olds and older who live in Brighton & Hove. **This funding only lasts until the end of March!** Training is at Changing Gears 63 Lewes Road, Brighton, BN2 3HZ (as described in the article above) and at the Maclaren Room (left) at The Level.



Thanks to trainer Bob Harber (above left) and Katy Rodda (above right) for excellent tuition at The Level.

## Space for Cycling Workshop at Southwark Council offices, Tooley Street, London 28 Jan 2017

Roger Geffen MBE, Cycling UK's  
Campaigns and Policy Director



*Ruth Cadbury, MP  
for Brentford*

welcomed the delegates. He spoke about broadening the appeal of cycling and the need for local councillors to be involved in the 'Plan' part of 'Plan, Invest, Build' (the strapline for the

'Space for Cycling' campaign). Islington Councillor Caroline Russell, (Green), once a London cycle courier, spoke of the massive air pollution crisis and the need for more physical activity, better neighbourhoods, and to show politicians that we are diverse.

I gave a presentation about forming a campaign group with reference to Brighton! There was a lot of discussion.

**There are some new tools in the campaigning toolkit:**

**Tube-style cycle maps** to sell the vision.  
(See front page)

**Propensity for Cycling Tool** - Shows where cycling happens in England and potential for growth <http://pct.bike/>

**Cyclescape** - an online campaigning toolkit with a useful wide range of features e.g. planning applications from



*Becky speaking at the workshop*

Martin Lucas-Smith of Cambridge who also developed "Cyclestreets". Some of it still being refined:

<https://www.cyclescape.org/>

**Cycle Environment Assessment Tool** -

<http://ceat.cyclenation.org.uk/> An audit

tool for infrastructure - used in Tom's cycle safari.

Southwark Councillor Ian Wingfield

(Labour) spoke about the national political context and getting heard within your

local authority. CUK people David Murray

and Sam Jones talked about media strategy. Finally we met Ruth Cadbury MP (Labour) Co-Chair of the All Party Parliamentary Cycling Group, who noted that so far we haven't seen Teresa May on a bike!

A lot of **Space for Cycling rides to Town Halls** are being organised for 22<sup>nd</sup> April, just before the local elections. CUK are need to know who the **candidates** are, and ask you to help and sign up to:

<https://candidates.democracyclub.org.uk/>



*CUK's Tom Guha  
led the cycle safari*

**See:** <http://www.cyclinguk.org/blog/tomguha/space-cycling-roadshow-diary>

Click "Diary Entry #10: London - 28 January 2017" for my presentation or go to:

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

**Becky Reynolds, Bricycles Campaigns & News**





## IKEA scheme: A27 junction for closure?

Do you ride over the old Shoreham Toll Bridge and cross the A27 to Coombes, Botolphs / Steyning using the "Sussex Pad" junction? Well, there are plans to close that junction with the A27 as part of the New Monks Farm (IKEA) development. The alternative would be quite a diversion west. See the plans:

<http://www.seagulls.co.uk/documents/public-consultation-boards-a3-low229-3543054.pdf>

The developer's consultation ended on 10 February. Bricycles responded and Bricycles Secretary, Adam Pride attended a workshop on the scheme. Highways England want the



junction closed. The Albion representative said it was impossible to build a bridge to replace the road crossing because they didn't own the land on the other side of the road. The proposed roundabout would be signal controlled but quite a detour from the toll bridge. The housing development will have a car parking space for each dwelling (i.e. possibly 600 cars). The IKEA car park will have 1000 spaces. The planning application will be submitted in July with building planned to start in 2018, IKEA to open in mid-2019, and housing to be complete by 2026.



## A27 update



*Becky compares Drusilla's Roundabout proposals with a more cycle friendly design*

**Bricycles responded to Highways England's consultation on a £75M scheme for the A27 East of Lewes.** We supported a continuous route for cyclists from Lewes to Polegate (without any expensive road upgrade) but the stated cost-benefit ratio for the cycle route in the consultation literature was extremely low. This was explained by Highways England staff as being due to the small number of people choosing to walk or cycle this route at present. By contrast, upgrading Drusilla's Roundabout which is used by many motorists, had a very

high CBR. This way of calculating benefit makes achieving modal shift very difficult! We attended the exhibition at Lewes Town Hall on 28 November (pics above and left). No results have been published yet.



*Tony talking to a Highways England consultant at Lewes.*

## Simon Kirby MP fielding views on A259 congestion

Simon Kirby, conservative MP for Brighton Kemp Town says "I am told by ESCC that the introduction of any kind of relief road north of the A259 or a new link to the A27 to relieve congestion on the A259 between Peacehaven and Rottingdean would be very challenging to deliver as both would cross the protected landscape of the South Downs National Park to the north of these towns." So don't support more and bigger roads! He is inviting views here:

<https://www.simonkirby.org/campaigns/a259-traffic-survey>

## Toads Hole Valley consultation

Toads Hole Valley is a 37-hectare area bounded by the A27 and King George VI Avenue. Brighton & Hove City council is carrying out a pubic consultation on plans to develop this area from 27 February until 10 April. Details are at:

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

There could be useful cycle routes for people to get to the South Downs National Park without having to cross the 2 roundabouts north of Dyke Road.



## Sussex Coast Alternative Transport Vision Workshop

Field Place Manor House in Worthing was the impressive venue for this productive and thought provoking workshop on 13 March 2017, presented by "Independent Transport Planning" ( [www.itpworld.net](http://www.itpworld.net) ) a consultancy specialising in integrated, sustainable transport planning and research. The day was organised by SCATE (South Coast Alliance for Transport and the Environment, <http://scate.org.uk/> ) with support from Chris Todd, Roads Campaigner, Campaign for Better Transport (in foreground, below far right). There were presentations from researchers from the University of the West of England (Bristol) at this well attended event which brought many interested parties together.

Key points regarding proposals to upgrade the A27 or any traffic scheme, were to challenge assumptions and to explore uncertainty. Only 33% of young people aged 17-20 hold a full driving licence. This is not something that the roads lobby want to think about.

***Becky Reynolds, Bricycles Campaigns & News***



## Chichester A27 'Controversial' scheme cancelled

Chris Grayling, Transport Secretary wrote "After the withdrawal of support by the local councils for the shortlisted options and significant local campaigns, I am cancelling this scheme." but the "A27 Arundel Bypass should proceed as planned." Proposals for Worthing and Lancing are yet to be determined.





***The Chief Medical Officers of England, Scotland, Wales and Northern Ireland have advised that: "For most people, the easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life. Examples include walking or cycling instead of travelling by car."***

**L**ast year, 26 local medics signed an open letter to West Sussex and Horsham councils challenging the assumption that "designing roads to save extra seconds on motorists' journeys should be prioritised over the public health gain of roads made safe for cycling". They also called on the councils "to stop building wasteful, unhealthy road schemes and to develop instead networks of pleasant, direct cycle routes in our towns and villages."

### Here is the letter in full:

"As members of the local medical community we know there would be massive health benefits if large numbers of people chose to go by bike instead of taking the car for short journeys - people's health would improve from being more active, whilst pollution and congestion would reduce. But this isn't happening in West Sussex, where the number of people cycling to work has stayed at around 2% for the last ten years, with no sign of any change in sight, whilst numbers of people on bikes killed or seriously injured on the county's roads has risen significantly over the past few years.

It's clear that where roads are safe for cycling people will gladly use bikes rather than cars. But almost all new road design within West Sussex seems to ignore cycling, with priority given to cars at every opportunity. Car is king in West Sussex - try riding across the new A264 west of Horsham junction, or taking a bike to the John Lewis/Waitrose stores in town to see what we mean.

We challenge the assumption that designing roads to save extra seconds on motorists' journeys should be prioritised over the public health gain of roads made safe for cycling.

Local authorities are legally responsible for improving the health of their residents, so we support the local cycling forum in their calls on West Sussex and Horsham councils to stop building wasteful, unhealthy road schemes and to develop instead networks of pleasant, direct cycle routes in our towns and villages.

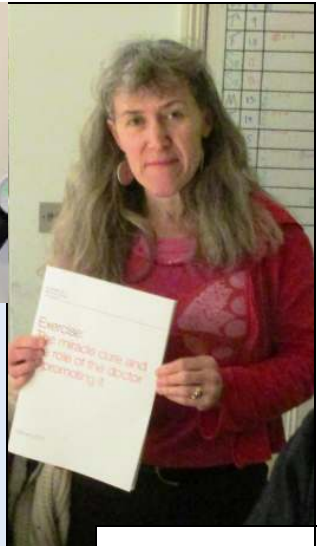
We also ask West Sussex Public Health Dept to begin to discuss with the Highways Dept how best to develop such a network across the county."

Signed 13/9/16, 27 names including Simon Dean, Clinical Director, Horsham & Mid-Sussex CCG

Want to know more about West Sussex?  
<https://www.westsussexcycleforum.org.uk/>  
<http://www.westsussexcycle.org.uk/news/>



**H**ere in East Sussex, we are very fortunate to have **Scarlett McNally, (right)** a consultant orthopaedic surgeon at Eastbourne District General



Hospital, an active member of the local Bespoke cycling campaign group and the author of the excellent “Exercise: the miracle cure and the role of the doctor in promoting it”.

Evidence suggests that small amounts of regular exercise (five times a week for 30 minutes each time for adults) brings dramatic health benefits. This report is a thorough review of that evidence.

**“We have done it with seatbelts and dog poo.”**

She writes: “We must be braver about imploring middle aged people to get moving every day: out of cars, off sofas, and away from computers. Modern sloth and gluttony hide in busy lifestyles and procrastination. With exercise, there is a positive message to communicate and endorphins work each time. There is no drug company sponsorship

behind having walking/running shoes ready by the front door or encouraging older people to do squats, dance, or go out to the shop. Small solutions like these can also help anger management or social isolation.”

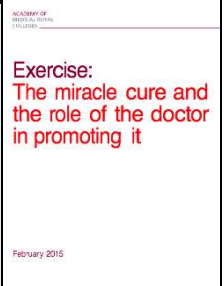
“We have done it with seatbelts and dog poo. A combination of legislation and individual expectation changes culture. The NHS needs to lead on this. We should acknowledge the numbers and develop a new paradigm for health. Now we must mention activity in every consultation, give space and time to every cyclist or pedestrian, open swimming pools and playing fields, and lobby for more active societies and environments. **What if the NHS could challenge people, staff, local government, the Treasury, education, and transport to reduce health inequalities?** The effects would start immediately. And what if we don’t? We’re looking at not just the NHS’s failure and avoidable misery, but wholesale UK economic meltdown. Let’s get going.”

Download Scarlett’s report from:

<http://www.aomrc.org.uk/publications/reports-guidance/exercise-the-miracle-cure-0215/>

See also: <http://blogs.bmj.com/bmj/2017/02/08/>

**Scarlett is an elected council member of the Royal College of Surgeons**



# ***A trip to Amsterdam***

by Peter Silburn

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



*Just one of several multi-storey bike parks at the station*

PARKING! With such large numbers of people using bikes as everyday transport you need serious amounts of bike parking, and Amsterdam has come up with some innovative solutions to the problem.

At the Central Station alone there are spaces for 20,000 bikes!

There is plenty of on-street cycle parking...



*City centre bike parking*

There are even cycle parking barges...

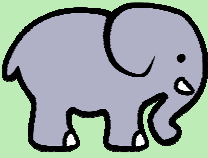


Lean  
your  
bike up  
against  
a canal  
bridge  
to take a  
photo  
and you  
might  
have  
trouble  
finding  
it again!



*Cycle parking on bridges is illegal, apparently...*





## Elephant bikes

Well, this might be a bit politically incorrect today (first released by Willie Dixon in 1964) but when I first rode my Elephant Bike this song immediately sprang to mind ! →

The **Elephant Bike** is a venture by the Križevac Project which recycles some of the 25,000 Pashley 'Mailstar' postal delivery bikes being disposed of by the Royal Mail. These are stripped down and re-furbished, partly by a group of youth offenders who are working towards a Cytech qualification in bicycle maintenance. The sale of Royal Mail branded bikes is prohibited so the frames are shot-blasted and powder coated in either olive, turquoise or, my choice, a very pretty pastel green.

My bike is 4188 out of 5000, which I guess is the first batch as they're still available (with about a two week delivery) at <https://elephantbike.co.uk/>



“Some folk built like this,  
some folk built like that,  
But the way I'm built, you  
shouldn't call me fat,  
Because I'm built for comfort,  
I ain't built for speed,  
But I got everything all the  
good girls need.”

(Howlin' Wolf, 'Built for Comfort', The London Howlin' Wolf Sessions, 1971, Chess Records, with help from backing musicians, among others, Messrs Clapton, Wyman and Watts)



The basic cost is £250 plus £30 carriage and I opted for the must-have front parcel tray and wicker basket which adds another £30.

But the USP is that for that amount you actually buy two bikes ! You get one - and the other one is shipped to Malawi, sold locally, and the money used for children's education, community family support, training and social enterprise - what's not to like !

My bike seemed almost new. The kick-stand was a bit bashed but the tyres, wheels, spokes, hubs, chain, seat pillar, saddle and cables all look new. As an indication of what a fantastic bargain this bike is the Sturmey-Archer front hub X-FD drum brake and rear hub X-RD3 3-speed with drum brake alone retail for £55 and £90 respectively, about half the cost of the complete bike.



A slight quirk was that the 26" rear wheel had a somewhat historic Woods valve whilst the 24" front wheel had the more common Schrader valve. Now both changed over to Presta so I don't have to carry two pumps, although the brand new Schwalbe Marathon tyres look pretty puncture-proof.

It has a huge carrying capacity - the front basket would take both my regular panniers - and then there is an extra long rear pannier rack as well. The two-leg kick-stand keeps the bike rock-steady (as you would hope if piled high with mailbags) and these bikes were built to last - if this bike isn't still around in a hundred years time it'll be my fault, not Pashley's.

The bike weighs about 50 lb so there's no point in trying to race anywhere. I use it mainly to get around the Sussex University campus which is a bit hilly in places so I'll probably reduce the gearing even further. As the song goes "... Because I'm built for comfort, I ain't built for speed" !

***Adam Pride, Bricycles Secretary***



### **More meetings about Shoreham!**

Bricycles Secretary, Adam (above) attended the Shoreham Sustainable Transport Package Study Stakeholder Workshop on 20 March at Southwick Community Centre.

Bricycles reps (Tony and Becky) met Chris Jones, Principal Planning Officer, Shoreham Harbour Regeneration Partnership on 6 Feb at Nautilus House to discuss the Joint Area Action Plan for Shoreham Harbour from Adur, Brighton & Hove and West Sussex councils.

See: <http://www.adur-worthing.gov.uk/shoreham-harbour-regeneration>

**More about Shoreham in the next issue of Bricycles News!**



### **Velomobile "WAW"**

The WAW is a fast recumbent cycle, originally build by Frederik Van De Walle. You might see this one on the road near Brighton! It has a Czech manufacturer:

<http://www.katanga.eu/>

Maybe it's just that there are more birds of prey in the

countryside or maybe it's because I'm enjoying more solo cycling these days but whatever the case, I seem to be increasingly spotting these wild creatures along the small lanes of Sussex.

Several times in early summer, while looking forward to a café stop at the vineyard, I've spotted a small hawk while heading north along Bolney Chapel Road. While cycling along I became aware, slightly unnervingly, that I had a companion flying alongside me. Winging its way above the line of hedgerow, unwaveringly it followed my line of direction for some metres. Then on each occasion it swooped upwards across the road in front of me disappearing high into the trees.



## Birds of Prey Soaring in Sussex



Cycling south on Bishopstone Lane between Slough Green and Ansty, and only minutes after spotting a deer's hind as it turned and scuttled off in the woods, I got my next bird of prey sighting. A hawk with an extensive wingspan startled me as it flew directly overhead until it came to rest, settling on a post some distance ahead outside a building works depot. I continued freewheeling down the hill passing it by a few metres then stopped and looked back behind me. This huge bird's piercing eyes stared straight at me with full confidence in its stance as if to say 'This is my territory'. Not surprisingly after a few seconds I thought it was best to continue onwards.

I've cycled along Spithandle Lane numerous times but only came by my first hawk sighting there this autumn. Small and winding this lane between Ashurst and Wiston is always a treat but with leaves turned golden it was stunning in its full seasonal colours. The large brown hawk soared a few metres above me its wingspan fully open before settling onto a tree branch in the woods at the side of the lane. It was my only sighting that day as retracing the same route later I wasn't fortunate enough to catch a second glimpse.

To see these magnificent birds wild in their natural habitat is a huge privilege. So along with the weather and seasons, the cafes and pubs, the landscape and the routes, sighting birds of prey adds yet another rich dimension to countryside cycling and one that's as relatively new for me as it is vivid and unexpected.

**Anne Doyle**

## True Grit

The roads these days are not salted like they used to be. In the old days the road gritters would be out scattering a mixture of grit and salt on the roads creating a surface free of ice plus a bit of tractive sharp stuff so you could get a better grip and every time a lorry was doing this going the other way we all used to slow and physically wince as we could hear the sharp sound of sharp gravel blasting against our car bodywork causing chips and scratches!

Nowadays it's technical – they pre-wet salt at the depot so that they spread neat salt crushed finer and purer without any grit mixed but now with water too, so that when spread it crucially forms a layer of wet brine which inhibits with much greater efficiency the growth of ice crystal and frozen driving surfaces. There is also a new form used perhaps more technically on faster roads where it is pre-wetted again but also includes of all things some sugar beet! The idea is simply to make it stick to



the road surface and thereby remain applied without dispersal from the running lines.

It consequently means that your vehicle gets a lot muckier these days and the roads stay a lot blacker than they used to. Benefits are in the fact that there is a reduction in the amount of salt used and there is less sandgrit build up to cause drain and gutter blockage and traction grip issues where it built up. So there – understand and enjoy!

*Paolo*

## Ashington Gdns dismount

Take a look at the new “shared footway/cycleway” between Ashington Gardens and the A259 built by East Sussex County Council. Hardly have you gone any distance than there's a cyclist dismount sign.



## Praise for LED pedals

I have a set of special pedals from Halfords I bought recently. They are LED pedals at £13.50. They incorporate LEDs in their sides so that as you pedal they flicker using the rotation of the pedals action to generate the current. I think they are brilliant as they give you an additional maintenance and importantly battery-free illumination safety feature which is always on too, without switches. I haven't seen myself from behind with them yet to see their effectiveness but the prospect seems great. My only concern with my use so far is that they have a slight resistance to turning and as such one needs to be careful as you load the pedals as they may not be flat and when you place your foot and apply pressure they can turn from the upright position and can cause your foot to slip as it rotates to the flat position. A minor niggle and experience will train the user in this to apply pressure carefully when setting one's foot on it.

*Paolo*

## The drive to reduce traffic

We see but we don't see, we look but it does not register. There is a disconnect. Maybe we see but do nothing. We push it away. It's too big. It's uncomfortable. It's a breach of our freedom. It gets in the way of what we want to do. And so it goes on inexorably.

There are now 7.4 billion\* people on the planet and rising exponentially. In just 100 years, from 1900 to 2000 the rise jumped dramatically from 1-5 to 6.1 billion. Some 64 million live in the UK and growing. Africa with a total population of about 1 billion is next. They all want to drive! The prospect is appalling.

Back in 1963 Colin Buchanan, town planner extraordinaire reported the problems we faced when he was asked by the government to look into urban traffic and car ownership. Traffic in Towns was the result published in 1963. It was groundbreaking in its look at urban traffic and car ownership. He reported the potential damage saying:

It is impossible to spend any time on the study of the future of traffic in towns without at once being appalled by the magnitude of the emergency that is coming upon us. We are nourishing at immense cost a monster of great potential destructiveness, and yet we love him dearly. To refuse to accept the challenge it presents would be an act of defeatism.

In 1963 there were 10.7 million cars on

the road in the UK. Today there are a staggering 31.7 million and rising.

In 2013 total road deaths were 1713 down from over 3000 in the early 2000's. Whilst this is good news it is swamped as a figure reckoned to die each year from air pollution. Add that to road deaths and you have a whopping 1000 deaths or thereabouts per week. Apart from war I know of no other way of dying that in numbers is so catastrophic. Some 50,000 deaths from air pollution is too big a cost to allow people the comfort of car use when they want it. It is insensitive. The freedom of the car is a myth.



There is creep at every junction. We sleepwalk into accepting these changes and in the end it becomes normal. The council bin in the street, so complained of, taking away a parking space, yet we are oblivious to the vehicles that line the street. Pavement parking is commonplace. First two wheels on the pavement and now all four are common. Pedestrians have swopped with the drivers, pedestrians on the roads and vehicles on the pavement. This struggle for space grows as population grows creating conflict wherever the two meet.

*\*UN estimate*



And yet freedom to travel is considered a right. A right to congest and to pollute. One person's freedom is another's constraint shackled by where they live and work. Car sales up again from last year which in turn were up from the year before. The purchaser believing in the dream made easy by the finance industry to take on more debt with its Personal Contract Purchase plans. Growth here is phenomenal. Look at the number of expensive cars outside quite ordinary houses to see how the game has changed.

Changing the culture and people's way of life is a challenge. It needs the individual and the government to take control. It has been done before. Smoking, until a direct connection with cancer was established in the 1950's, was a demonstration of popular culture going in the wrong direction. Everyone smoked. It took many decades for a real change to take place propelled by the medical profession and the government. There is a powerful lobby in place to resist any reduction in car use. The SMMT (Society of Motor Manufacturers and Traders) is the motor industry trade body. The government through the years have handed many incentives to the industry and continue to do so. Make no mistake it would take many decades to reverse car use.

We need to challenge ideas to get people to think of what they can do. Switch off engines at idle. Use alternative transport for some journeys. Travel at a different time of day to avoid congestion. Congestion charging, more cycle lanes. Speed reduction measures.

Many influences but not much action. Walk, cycle, run for your life and the planet. Culturally it is the supposed freedom of use and car worship which needs to be addressed until a more acceptable model of use occurs.

Motor fuel is too cheap. Priced appropriately as the capital resource that it is and not as a revenue source would be beneficial. The fuel levy needs to be strengthened.

We all have tales to tell. In my journeys around Brighton it can be unpleasant. Roads jammed with vehicles and air polluted with fumes. At my home it is vehicles in St. Margaret's Place and the degradation that follows. Here



unthinking decisions have allowed vehicles to dominate the street. It is in a conservation area but you wouldn't think so. The Metropole's exhibition centre and the street become an unregulated parking space. Residents have to weave around vehicles to get home. Vehicle hierarchy needs to be turned on its head in favour of people not cars, vans and trucks. What do you think?

***John Clinton, 30.1.2017***

## Bricycles responded to...

- The Transport Select Committee's **"Urban congestion inquiry"** which aimed to "identify cost-effective and safe strategies for managing limited road space in towns and cities, minimising disruption to local communities and businesses, and keeping urban traffic flowing."
- The Justice Secretary, Liz Truss in the **consultation on civil compensation reforms** designed to raise the small claims limit to £5000 which would affect 70% of cyclists' personal injury claims.
- The All Party Parliamentary Cycling Group's inquiry **'Cycling and the Justice System'**. The select committee type inquiry has been gathering the views and experiences of cycling organisations, Government departments and ministers, and the public on whether the current judicial system is serving all cyclists. <https://allpartycycling.org/inquiries/justice/>
- The Ministry of Justice's consultation on the response of the justice system to dangerously bad driving **"Driving offences and penalties relating to causing death or serious injury"** <http://bit.ly/2gyvQBd>
- The Police and Crime Plan 2017-21 consultation asking that Sussex Police adopt West Midlands Police's "Close pass" initiative (PCs on bicycles apprehend drivers who overtake cyclists too close plus other offences), get more texting drivers off the roads and investigate drivers' phone activity following a road traffic collision.

## Markings don't stick in Jubilee Street!



Road marking materials don't stay in place at Jubilee Street (above) so the road is becoming a 'restricted zone' with fewer markings. The mandatory cycle lane will also be changed to an advisory contraflow like many of the roads in the North Laine area.

### BHCC wins £1.485M

January, 2017: The funding from the DfT's Access Fund for Sustainable Travel will be used for a 3-year programme to encourage use of sustainable transport including 'personalised travel planning' and the new Brighton Bike Share project, removing some

of the barriers to work and training. More adult cycling and bike maintenance training will be offered as well as 'Safer Urban Driving' courses. Bricycles wrote a letter of support when the Council were applying for this funding.

### Nice Work

Many thanks to **Duncan Dollimore** of Cycling UK for his invaluable legal assistance and getting HGVs stopped in Rickney Lane, Pevensey.

Cycling UK's "Rides of Way" report heralds a campaign for greater access to the countryside for cyclists.

<http://bit.ly/2ln32jE>

British Cycling launched the Turning the Corner campaign which calls for a 'universal' rule to give way when turning for safer junctions <http://bit.ly/2j1RQld>

## **The Literary slot: Dog Days by the Beach**



The coastal path is thick with dog walkers, most of them entirely crazed. At first I was startled by snatches of conversation drifting into the beach hut, reflecting the whole gamut of emotions from deep love to marital breakdown. The dog people play out their emotional existence in the open air, oblivious to who is around, venting their feelings to the turbulent sea and the sky.

They exchange long baleful looks with their mutt, remonstrate, tease, tickle and implore, promising terrible retribution when back inside. In a fit of pique, one will race off and simply refuse to come back out of the sea. Then there is the act of reconciliation, a cheeky glance shared, a burst of laughter, tension relieved.

The ultimate act of devotion is disposal of the dog turd. Plastic bags are deftly produced with the élan of a conjurer unfolding a handkerchief, then the excrement is captured, tied and carried away in heroic fashion. There are times when owners are so transported by

doggy thoughts, they miss the turd deposited directly outside my veranda. Remonstrate with them on the behaviour of their dog, and they look at you as if you are some wild-eyed dope fiend, cooking up opium in the back of the hut.

Some dog people are self-contained within their relationship, avoiding further companionship. If Muttley displays a persistent interest in the hind quarters of another beast, he will be chivvied along, 'Come on now, your dinner won't cook itself'. Others positively adore an impromptu meeting of the dog clan, when coats are admired, cyclists condemned and vet tales exchanged in a gathering round of enthusiasm. Eventually the conclave dissolves and one poor schmuck pitches forward, like a caber crashing into the shingle, unaware that the restless dog had bound his legs with the lead. Mortified, the hound makes amends, dressing a nasty scallop shell wound on his masters' head and licking the blood from his face. He leads old two-legs back to the car, stretches out on his rug, infinitely content, and snuffles a Ferrero Rocher.

***Rob Silverstone***

**Rob is author of 3 Mule books that discover Sussex and Normandy.**

**Available from Waterstones, Amazon & Transmanche Ferries.**

**<http://www.normandymule.co.uk>**



## A VISIT TO WUHAN, CHINA



I've always associated China with large numbers of cyclists, but unfortunately that no longer seems to be the case – the Chinese have embraced the motor car with open arms.

In December I visited Wuhan to see a colleague who is now working in the Wuhan University of Technology.

Wuhan is the fifth largest urban conurbation in China (nearly 20 million in the 'Metropolitan area' and 11 million in the city

itself. It is huge, with **five** M25 – type circular 'Expressways' – although these are often grid-locked.

I saw very few people cycling (but I was driven mainly on main roads - you don't see many people cycling along the A27 either). There is 'Boris bike' hire available, and Wuhan University has it's own student bike hire scheme.



The most common form of non-car transport is a 24V battery-powered small moped, (left) of which there are thousands, with the riders seeming oblivious to other road users. The traffic is chaotic and probably why there are so few cyclists – as my colleague said: "there are rules – but nobody obeys them" !

As in many Chinese cities air pollution is a





major problem (left). Unlike the UK this is not primarily caused by motor vehicles, although they can't help, but by burning coal for heating and cooking.

However, Wuhan is a great place to visit, but only if you have somebody Chinese with you - getting around the city is next to impossible for a non-Chinese speaker. It has the excellent Hubei Provincial Museum (Wuhan

is the main city in Hubei Province), the original headquarters building of the revolutionaries who overthrew the Qing Dynasty (as in the movie 'The Last Emperor' - at this time China was a democratic republic – communism came later) and a superb Art Gallery. I even got to tip my toe in the Yangtze River which flows through Wuhan. The Yellow Crane Tower (pagoda) is also a popular tourist spot, (see opposite) although now concrete as the previous four wooden towers burnt down !



Overall a very enjoyable visit. But the Chinese seem to have largely rejected the bicycle, considered now as only used by poor people, but given the much faster way that Chinese society changes it may not take the decades that the UK has taken for them to realise that the simple bicycle is still the best solution for urban travel.

***Adam Pride, Bricycles Secretary***

### **East Brighton workshop**

Bricycles was represented at a workshop at Whitehawk Library on 24 Jan '17, run by transport consultants Mott MacDonald for BHCC looking at potential walking and cycling improvements in Whitehawk and connections to Brighton Marina and neighbouring areas.

This was part of the Sustainable Travel Transition Year Fund project which received external Government funding and runs until April 2017.

### **Follow Bricycles!**

Our website has topical news & invites your views. See [www.bricycles.org.uk](http://www.bricycles.org.uk)  
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 of requests on our website and we are using the input to create a tube-style map of cycling in Brighton. See also: [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.



## Mayor's Charities Bike Ride Sun 23 April

Enjoy a sponsored cycle ride raising funds for Brighton & Hove Mayoral Charities. Join Brighton & Hove Mayor Cllr. Pete West on a 50 mile cycle ride around the Biosphere boundary in the Sussex countryside, avoiding the worst hills.



The start and finish is at Hove Lawns. Set off east on the seafront cycle path, the Undercliff, then Lewes, Ditchling, Hurstpierpoint. Stop at the Sussex Wildlife Trust's site at Woods Mill for refreshments and then back via Bramber and Shoreham. Registration £20 (to

cover event costs including refreshments. All details at:

<https://www.eventbrite.co.uk/e/mayoral-charities-charity-bike-ride-tickets-31254152010?aff=es2>

There is also a shorter, flatter Family Charity Bike Ride on the same day.

Please call Suzy or Sarah on 01273 664936 if you have any questions.

## Around the World Cycle Challenge Sun 25 June 2017

**Help BHT combat homelessness!**

Join the 40,075 km ride around the world in 12 hours! 7am to 7pm at Preston Park Velodrome, Brighton.

Register at: <https://www.bht.org.uk/>

Adults £10/ Concessions £5 / Children (under 16) £5

If you are unable to make an online payment, registration can be completed by telephone. Call Sara Peskett, Fundraising Officer on 01273 645425.



## NOTICE BOARD



### Brighton and Hove Cycling UK



See the new Sunday rides list at:

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

Facebook: Brightonandhove Cyclinguk

### Told to fold?

Have you been asked to fold your bike recently before going through the barriers e.g. at Victoria Station? We've been hearing reports of a re-emergence of this unhelpful policy. Contact Becky, [becky.reynolds2@btinternet.com](mailto:becky.reynolds2@btinternet.com)

### Southdowns Randonneés

7 May 2017

50, 80 & 100 km from Ringmer Scout Hut, 9.00 am onwards.

Entry: £4 by 30th April

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

### Breeze Network

British Cycling's rides for women

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

Facebook: "Breeze Network Sussex & South Downs"

Twitter: @breezeAlison

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

### 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.

**Bike Week is 10 - 18 June 2017**

**Brighton Naked Ride: Sun 11 June**

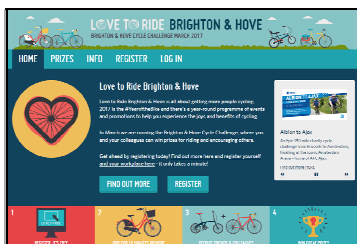
**London - Brighton Bike Ride: Sun 18 June**

### Brighton & Hove Cycle Challenge

1-31 March with prizes for riding and encouraging others to ride, particularly to workplaces.

[www.lovetoride.net/brighton](http://www.lovetoride.net/brighton)

2017 is the #YearoftheBike and there's a year-round programme of events and promotions!



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Find Bricycles on Facebook & Twitter



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**Send your views, articles, news, and photos to the Editor for the next Bricycles News!**

**NEXT ISSUE: JUNE 2017**

**ALSO CHECK OUT FACEBOOK, TWITTER AND BRICYCLES WEBSITE**

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