

Bricycles

News

www.bricycles.org.uk

Spring 2018
No. 114

Stop Air Pollution



Toxic vehicle emissions must be cut but the pace of change is frustratingly slow!

The City Council recently failed to win £1.7 million funding from DEFRA to upgrade the engines of more of the City's buses and taxis to reduce harmful emissions. Deputy Council Leader, Cllr. Gill Mitchell wrote to Brighton & Hove's three MPs asking them to raise the issue with ministers.

Brighton and Hove Bus and Coach Company has just published "A Blueprint For The Role Of Sustainable Public Transport, Brighton & Hove: The Clean Air City".

The Council's Air Quality Programme Board are suggesting good measures such as encouraging walking and cycling but the essential Local Cycling and Walking Infrastructure Plan has yet to be developed.

Brighton and Hove has a Low Emission Zone, but does not yet have a Clean Air Zone which applies to all vehicles.

Green Councillors are calling for an annual 'Cleaner Air Day' to improve poor air quality and to raise awareness.



**For cleaner air,
don't drive
everywhere.**

AGM

Wed 20 June
6 pm
The Lord Nelson pub
Trafalgar Street
BN1 4ED

**DANGEROUS
DRIVING &
Rule 163
Pages 16-22**

George Street
Set to get more traffic!
But a campaign focuses on "No cycling"
See page 24

The Greater Brighton Cycle Challenge is on July 1st. Ride or be a marshall!
Page 11

BTN Bike Share is doing well!

Figures for the first 6 months of operation are showing that **BTN Bike Share is the most popular bike sharing scheme outside London.**

A hub has been

installed at a new location in Whitecross Street (above). A 2nd row of hire bikes has been placed on the seafront (below left). There are new hubs at north Preston Park (below right), King Alfred's leisure centre and Hove Lagoon.



Cycling Without Age progress Porteur Cycling Café at 210 Church Road, Hove (below) held a women's cycling bring & buy sale on 10th Feb with all the proceeds (£301) going to CWA <http://cyclingwithoutage.org.uk/brighton/> who need funds. Organised and promoted by Alison of the Brighton Breeze (women's cycling)



network. Did you know there's also a CWA chapter now in Hurst & Hassocks? Ole Kassow, founder of Cycling Without Age gave an inaugural talk on 9th Feb.



BRIGHTON BIKE HUB

<https://brightonbikehub.org>

 Search for @BrightonBikeHub

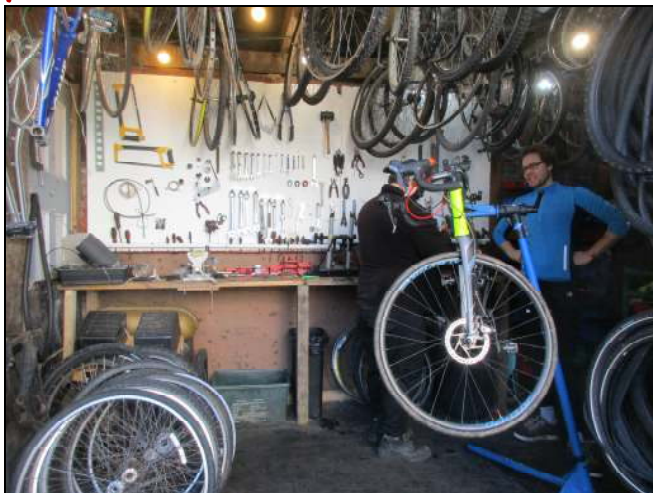
The new Brighton Bike Hub is in St. Martin's Place just off Lewes Road.

Previously it was at the Preston Barracks site "FIELD".

Duncan Blinkhorn (right) and volunteers organised a jolly launch party at the new premises in sunny spring weather on Saturday Feb 17th.



BRIGHTON BIKE HUB is a volunteer-run community cycle workshop supporting D.I.Y. repairs and selling refurbished bikes. Open Wednesday to Saturday, 11am to 5pm. Free use of tools. Affordable new & used parts + second-hand bikes available. Check it out! 28 St Martin's Place, Lewes Road Brighton BN2 3LE
Tel: 07944 152706 / 07804 051815



Valley Gardens is coming!



Work is expected to start in August 2018. The highway and green space design was approved at the Environment, Transport and Sustainability meeting in November '17.

Traffic congestion in the city has been analysed to inform the design of the scheme and help it work according to the Council, but Brighton Area Buswatch expressed concern about

bus delays due to congestion and the lack of bus lanes, particularly at the St Peter's Place / London Rd. junction.

A Council report says "The key principles of the Valley Gardens proposal are to simplify the existing highway network making the journey through Valley Gardens less complicated, more legible and safer for all users." There will be north - south general traffic on the eastern side and 2-way public transport



with priority features for bus, taxi and coaches (with some access for private motor vehicles) on the western side. There will be a more coherent north - south cycle route than exists now with potentially better links to east-west routes.

Cllr. Pete West wants to see improvements at the dangerous Cheapside junction but the Senior Project Officer regards it as outside the scheme area. Among Cllr. West's other concerns were inadequate cycle pedestrian space at St Peter's Place.

Brighton Area Buswatch continues to raise concerns about "a detrimental effect on bus services all over the city."

This major scheme will require changes in adjoining roads.

Traffic reduction is not a feature, unfortunately.

Rights of Way



Rights of Way Improvement Plan out for consultation until 18th May 2018

Relevant for everyone who likes to get out and about in Brighton & Hove and beyond! Essential for off-roaders.

This is a 10 year plan. **Reiterate** our call for priority for cyclists over motor vehicles when going straight ahead on the seafront route (mentioned on page 17 in the draft ROWIP). **Support** Cycling UK's campaign* to open up more of the

rights of way network for cycling in England and Wales (para 2.2.8 on page 10, 3.1.2 on page 18 in the ROWIP.) Fill in the questionnaire!

<https://www.brighton-hove.gov.uk/content/leisure-and-libraries/parks-and-green-spaces/rights-way>

Tell Bricycles what you want, too - contact details back page.

*For more on Cycling UK's new campaign "Beyond the Green Belt, see page 7

Cross boundary work on A259 traffic

Officers from Lewes District Council, East Sussex County Council, and Rottingdean Parish Council are working together "on crossboundary issues related to current and future development proposals and travel and traffic issues, especially those experienced by local people and communities on the A259", specifically Brighton Marina to Newhaven.

They will "have regard to the role and future of the A259 when responding to the forthcoming Government consultation on proposals for a Major Road Network." (Consultation now closed).

Both Rottingdean High Street and central Newhaven have air pollution problems due to Nitrogen Dioxide emissions from motor vehicles and have been declared



"Air Quality Management Areas" (along with much of central Brighton).

Exceedances in Rottingdean have only reduced minimally since August 2013. The increased use of buses on the A259 bus lanes has greatly reduced car journeys to/from Brighton and places east. Morning peak buses travelling along the A259 coast road between Peacehaven and Rottingdean carry 50% of the people in just 2% of the vehicles.

See minutes of BHCC's Environment, Transport and Sustainability meeting, 28/11/17



LOVE TO RIDE at BHT London Road, Brighton



The BHT bike breakfast on Monday 12th March marked the start of “Love to Ride” in Brighton which ran until 18th March. Fred of “Love to Ride” <https://www.lovetoride.net/brighton> (above) welcomed the participants.

Andy Winter and Daniel O’Connell (left) of BHT provided a good spread with plenty of croissants and fruit. There was a Dr. Bike service supplied by Trevor from Bike for Life (in centre of photo below left). Also attending was Cllr. Pete West (on the right of Andy of BHT in the photo below), Steven of Cycle Brighton Bike Hire and Tours, Dave of Freedom Bikes and Paul of Bonett’s Estate Agents.





Also there was Ian Davey of BTN Bike Share (in the photo above standing on the right) talking to Cycle Trainer Keith.

I was representing Bricycles and [Brighton and Hove Cycling UK](https://www.brightonandhovecyclinguk.org/)

As I left, someone was riding down London Road to the venue on a penny farthing!



Becky Reynolds

BHT are fundraising to combat homelessness with great cycle rides on July 1st
<https://www.bht.org.uk/about-the-greater-brighton-cycle-challenge/the-living-coast-ride/>

See page 11

“Beyond the Green Belt” is Cycling UK's new vision for rural cycling

Jon Snow, Cycling UK's president says: “We want cycling to be a safe and convenient activity in rural areas; something which is seen as a natural means of recreation, enjoyment, travel, and fun. This isn't just important for those venturing into the countryside, it's also vital for those who live there, so they can go about their daily lives on foot and by bike without having to use the busiest roads. That means developing and promoting motor traffic free routes, and making sure those routes connect with safe quiet roads.”

Consultations on RoWIPs (see page 3) and Local Walking and Cycling Infrastructure Plans provide an opportunity for Rights of Way Officers and City transport officers to link town to country and enable greater access to and around the countryside by bike.



www.cyclinguk.org/sites/default/files/document/2018/02/1802_beyond_the_green_belt_final.pdf

Madeira Drive



We often complain about cycle routes along the seafront and elsewhere in the City being closed for events without any alternative cycle route being offered.

At a meeting in November 2017, a proposal was put forward by the Green group of councillors for events to meet sustainability criteria. This had the potential of ensuring access during events. However, we were disappointed to discover that the Labour chair of the Tourism, Development & Culture Committee blocked the proposal.

We were also unhappy that the many

representations we have made to the Council on the matter of cycle lane closures were not mentioned in the officer's report to the meeting.

The eastern end of Madeira Drive is in East Brighton ward.

There was a by-election in East Brighton ward in February. Before election day, we contacted all the candidates asking: "How would you ensure that the cycle route through Madeira Drive stays open for cycling throughout the summer?"

We also asked "What steps you will take to ensure that the (long overdue) Cycling and Walking Infrastructure Plan is developed as soon as possible for Brighton and Hove?"

We were grateful for the replies of Ed Baker, the Green candidate and George Taylor, the Liberal Democrat candidate. We didn't see a response from the Conservative candidate or the successful Labour candidate (Nancy Platts) who is now a councillor with part of Madeira Drive in her ward!

Congratulations to new Councillor Nancy Platts

who won the **East Brighton** by-election on 8th Feb with a wide margin.



She used to be a trustee of Transport 2000, (now the Campaign for Better Transport) and so is likely to be supportive of sustainable transport initiatives. She has also worked as Jeremy Corbyn's Trades Union liaison.

We will re-contact her in case there was an email failure.

Nancy's Council committee appointments are to Children and Planning (not Transport).

- ***The monthly Sunday market on the Level returns on April 8th. Let us know if the cycle track is blocked again.***

Hangleton

Brighton & Hove City Council's Transport Planning team appointed Mott MacDonald transport consultants to undertake a 'Walking and Cycling Network Improvement Study' about Hangleton. This will

involve reviewing the conditions for pedestrians and cyclists (currently poor) in the Hangleton area using Department for Transport assessment techniques. Design options based on this and stakeholder engagement will be produced. A Bricycles rep attended the workshop on Wed. 14th February at Hangleton Library.



Hangleton: The narrow cycle route ends at a busy roundabout



Workshop ideas collected on Postits

Cycling infra: "Social Justice issue"

In an interview by Cycle Islington, the leader of the Labour Party, Jeremy Corbyn described the provision of safe cycling infrastructure as a "social justice" issue. Read the whole article at: <http://cycleislington.uk/2017/jeremy/>

Long ride home

TV presenter **Zoe Ball** cycled 355 miles from Blackpool to Brighton in 5 days in March to highlight mental health issues on behalf of Sport Relief.



Goodbye to...

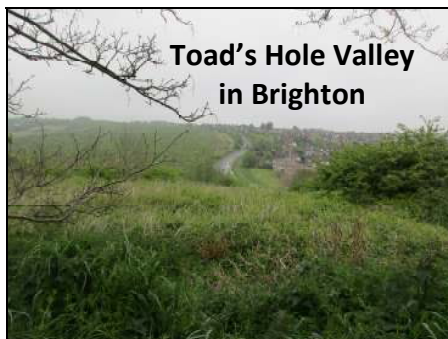
Dr. Tony Whitbread (on the left in photo, left) after 12 years in his role as CEO of Sussex Wildlife Trust.

Stephen Joseph (right) will leave as CEO of Campaign for Better Transport in the Autumn after 30 years in the role.



Norman Baker (the ex-MP for Lewes) left his post as Managing Director of The Big Lemon bus company in January after 10 months in the job.

Cllr Warren Morgan is stepping down as Leader of Brighton & Hove City Council in May, and will not stand for re-election in East Brighton ward in May 2019.



Toad's Hole Valley in Brighton

Last year we responded to the consultation on Toads Hole Valley, the 37-hectare area at the north-western edge of Brighton, bounded by the A27, King George VI Avenue and Downland Drive which is also the route of NCN82 (the Dyke Railway Trail).

In early March we attended a meeting with the design team and a Council officer arranged by agents St. Congar Ltd. A shared walking and cycling facility of 3m wide has been proposed to run parallel with the A27 boundary. "Switch back" paths are proposed on steep gradients. The design of roads and paths on the site are subject to change.

External cycling links would include:

- Shared facilities along King George VI Ave, linking to Dyke Road Ave, Goldstone Crescent and Hove Park.
- Improved cycle links to the South Downs with a shared facility up the embankment to join the existing cycleway (Route 82)
- Walking and cycling facilities (though quite basic) around the A27 roundabout to link to the car park east of Devils Dyke

Road and off road cycle routes.

We have recommended that cyclists have separate facilities to walkers, but many (if not all) the facilities are shared. We put the case for cyclists having priority at junctions and side roads but this is unlikely to be part of the design, however, we will have priority at driveways.

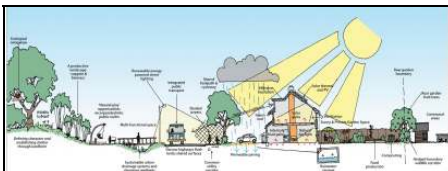
The steep bank will have a shared route at 1:20 linking to Route 82 which could then be routed from the primary school, through the site, along Goldstone Crescent and through Hove Park, all of which would be traffic free.

The previously suggested tunnel under the A27 for walkers and cyclists, is not being taken forward.

HGVs will be diverted to the more westerly A293, instead of King George VI Ave (A2038) which will be narrowed to a single lane in each direction.

The on-site speed limit will be decided by the Council, hopefully 20mph.

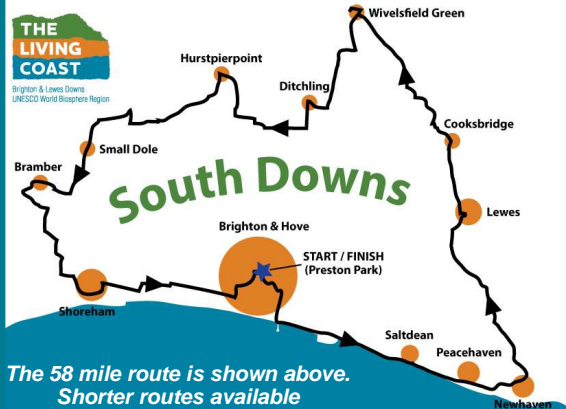
Planning permission will be sought in May. We need to respond to the consultation and keep a watchful eye so that cycling does not drift down the list of priorities and proposals don't materialise. This is particularly important as the land is likely to be developed in sections.



Toad's Hole Valley Supplementary Planning Document (THV SPD) 15 was adopted on 21/9/17 by the Tourism, Economic & Culture committee and is on the Council website. www.brighton-hove.gov.uk/toadsholevalley

The Greater Brighton Cycle Challenge!

Sunday 1 July 2018



The Greater Brighton Cycle Challenge is a celebration of cycling and the world-class environment that we live in. Local homeless charity, Brighton Housing Trust (BHT) has teamed up with The Living Coast to create a family event that all ages and abilities can get involved in. Cyclists can enjoy the beauty of The Living Coast, a designated UNESCO World Biosphere Region, by cycling a **30 or 58 mile route out to the South Downs**, starting and finishing at the Velodrome at Preston Park.

Or you can take the 'Around the World Challenge' at the Velodrome anytime from 7am to 7pm. The aim is to collectively ride the distance around the world, 40,075km, throughout the day. Family-fun entertainment including a "Smoothie bike" and other refreshments will be available.

Cyclists can raise money for BHT's work to combat homelessness or for other good causes of their choosing. For more information and to register to this event, please visit www.bht.org.uk or

<https://www.facebook.com/events/813131802204809/>



Save £5! Sign up now!

Marshals! Bricycles people, please help again!

Last year a number of Bricycles members kindly gave up their time to help out on the day and we couldn't have done it without them. If anyone can spare 2 - 3 hours (or more if they want) we would be very grateful. This year we can offer Bricycles £10 for every marshal who is a Bricycles member. Ideally, marshals will have their own transport to get to any marshalling points. If you would like to marshal or if you have any queries, please do not hesitate to get in touch.

Many thanks,

Chris Todd chris@css.bike Mob: 07889 302229



New Monks Farm and the loss of the A27 Sussex Pad crossing



This major residential, retail and park development by Shoreham Airport would mean an upgrade to the A27 and an estimated 8000 extra vehicle movements per day. A high level of car parking is incorporated into the design. Also, people walking, cycling (or on horseback) would lose their direct crossing at the Sussex Pad A27/Old Shoreham Road/Coombes Road junction (above). We have objected to the original and the revised proposals on the Adur & Worthing Councils' website (Reference: AWDM/0961/17).

On-road crossing

The alternative on-road crossing proposed by the developers would involve a 1 km diversion, going west to a new roundabout, waiting to cross several traffic lanes then back east to Coombe Rd. If we lose a direct road crossing, we should have a bridge or an underpass.



Off-road crossing

The alternative off-road A27 crossing proposed by the developers includes a planning application on the South Downs National Park Authority website (SDNP/18/00434/FUL) for a "footpath / bridleway between Footpath 2049 and



Coombes Road" i.e. for the part of the path within the Park on the other side of the flyover. But there is no detailed plan for the rest of the path i.e. the riverside section on the western bank of the River Adur, behind Ricardo's among the plans submitted as part of the major development AWDM/0961/17.

Although this could be a handy additional route, we have had to object due to the quality of the provision and because the footpath/bridleway proposals do not form

part of a complete, high quality alternative route for non-motorised users if our direct crossing of the A27 at Sussex Pad junction is closed.

A27 & beyond



Where is the transport vision for the Sussex Coast?

Make sure you keep up to date at <https://scate.org.uk/>

Don't ruin Sussex with massive road schemes!

The Government continues to focus on road-building as a way to solve congestion. Crazy! Do we want to see bigger roads creating massive barriers and carving up the South Downs National Park?

Sustainable solutions should be top priority and properly funded.

Oppose damaging road schemes being promoted in Arundel, Chichester, Worthing and elsewhere. *See also pages 26-7*

'A New Transport Vision for the Sussex Coast'.

Lewes Town Hall

10.30 - 12.30

Doors open 10.00 a.m.

Saturday 21st April

Well worth attending!

FREE tickets from Eventbrite!

See link below



<https://www.eventbrite.co.uk/e/new-transport-vision-for-the-sussex-coast-tickets-44634826969>

Appalling! East Sussex County Council uses walking & cycling funds to pay for over-budget road scheme

ESCC is diverting funding for walking and cycling to cover a road-building overspend. This is revealed in the 'Local Growth Fund Amendments to spend profiles 2017/18'. The Queensway Gateway Road and the North Bexhill Access Road were built to link to the environmentally disastrous Bexhill Hastings Link Road. They are being subsidised with funds from the Hastings & Bexhill Movement and Access Package. Funds from the Eastbourne & South Wealden Walking and Cycling Package have also been reallocated.

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

Decline in car use among young adults

Young adults in Great Britain and other countries are driving less now than young adults did in the early 1990s reports

www.transportextra.com/

The Department for Transport (DfT) commissioned the Centre for Transport and Society (UWE, Bristol) and the Transport Studies Unit (University of Oxford) to carry out a systematic assessment of available evidence.

See <https://bit.ly/2pGDdgh>

A63 cycle ban called "ludicrous" by Cycling UK

Highways England's proposal to ban cycling from a 15 mile stretch of the A63 near Hull is "entirely unreasonable and lacks both evidence and analysis"

<http://bit.ly/2BPA156>

Get on your bike!

Sign up for bike maintenance and cycle training courses

with Brighton and Hove City Council



Cycle Maintenance

2

hours

Basic course - Get to know your bike better (£10)

5

hours

Intermediate course - Learn to keep your bike running smoothly (£20)

For Brighton & Hove residents age 14 and over. Suitable for those wanting to learn to ride, or to get back cycling after a long break, to experienced cyclists.

Cycle Training

2-3

hours

Learn to Ride (£10)

≈3

hours

**Level 1 (£10)
Feel confident on your bike**

3-4

hours

**Level 2 (£15)
Feel confident on the road**

3-4

hours

**Level 3 (£20)
Feel confident on your journey**

<https://www.brighton-hove.gov.uk/cycletraining>
transport.projects@brighton-hove.gov.uk

Courses are subsidised by the Department for Transport's Access Fund for Sustainable Travel.

Safer Urban Driving course

Brighton and Hove City Council have again partnered with Lancing Driver Training to offer the Safer Urban Driving CPC module for LGV/PCV drivers, licensing the course from Transport for London. Training for LGV/PCV drivers promotes awareness of best practice techniques when driving in an urban environment. The Safer Urban Driving module raises awareness of cyclist behaviour and infrastructure. It is part practical - on the roads on a bike and part classroom based. The day long course is in central Brighton. Also useful for van drivers. Courses run at least every month on weekdays or Saturdays.

The next course is on Saturday 14 April.

For more details see the Council website at <https://bit.ly/2pFxOpN> or email keith.baldock@brighton-hove.gov.uk or info@lancingdrivertraining.co.uk.



Cycling Surgeon Scarlett McNally

Focuses on Physical Activity

In a BMJ article in October 2017, Scarlett McNally, consultant orthopaedic surgeon at Eastbourne District General Hospital argued that a concerted effort to provide support and opportunities for physical activity can help older adults maintain independence and lessen the costly burden of social care.

She says that the effects of ageing and of loss of fitness are commonly confused. The loss of ability that results from inactivity may lead to a person requiring social care. But older people can increase their fitness level to that of an average person a decade younger by regular exercise. The total cost of social care is over £100bn. The value to society of even modest improvements in fitness could be several billion pounds a year.

Environments and expectations need to change to make exercise possible for middle aged and older people, including open spaces and facilities for active travel

See the article: *BMJ* 2017;359:j4609 doi: 10.1136/bmj.j4609 (Published 2017 October 17) at:

<http://www.scarlettmcnally.co.uk> @scarlettmcnally on Twitter

From her website Scarlett links to the **Bespoke Cycle Group** based in Eastbourne, with which she has long been associated.

Government Cycling and Walking Investment Strategy (CWIS) safety review

“Call for evidence on ways to make cycling and walking safer while supporting the government's ambition to increase cycling and walking.”

Consultation closes at 11:45pm on 1 June 2018.

See <https://bit.ly/2G8exEu>

Commuting by bike significantly lowers risk of cardiovascular disease and cancer - BMJ study

The study says “This has important policy implications, suggesting that policies designed to affect a population level modal shift to more active modes of commuting, particularly cycle commuting present major opportunities for the improvement of public health.

See “Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study” *BMJ* 2017; 357 (19 April 2017) www.bmj.com/content/357/bmj.j1456

Sussex Police & Crime Commissioner supports police action against the use of handheld devices whilst driving

In January 2018 after a week long action, the PCC wrote “This offence remains one of the main causes of serious injury and fatal collisions and despite repeated messaging around safety, there are still motorists who continue to use their phone while driving.”

HIGHWAY CODE

Rule 163

Special feature on the experience of Bricycles Infrastructure Adviser, Duncan as a Sussex bike ride turned into a dangerous encounter...

In spring of 2017 a regular cycling companion, James, and I agreed to go for a road ride. The weather was as good as is can be that time of year, bright and dry.

We met in Cuckfield and set on our way, following minor roads to Cowfold where we had to use the A272 to get towards Partridge Green, where we intended to stop at a café. As we headed westbound out of the village past parked cars I heard a car horn sound from far behind

“The cars immediately to my rear seemed innocuous...”

me. The cars immediately to my rear seemed innocuous so I reasoned that whoever had sounded the horn was some way back. As we rode out of the village two cars passed me, then a van followed, passing extremely closely. I was startled; I watched it pass James ahead of me, similarly close. Then the driver stopped the van in the middle of the lane, blocking us and the traffic behind us. He got out of his vehicle looking agitated. I took out my phone and started taking a video on my phone, in part as a defence and in part as a record.

I filmed him walking down past the side of his van; he visibly changed posture

when he saw my phone held up, and began shouting at us. “You hit my van!” he started, what followed was a stereotypical debate about road funding; I tried to tell him about Highway Code Rule 163. During the exchange I learned James had palmed the van as it passed, a familiar act for anyone used to regular close-passes intended to let the driver know they’re too close. We continued to remonstrate as he returned to his van, and as James and I passed him, keen for the situation to be over and to escape the area.

As I rode on I was about to stop the video recording and return my phone to my pocket when I heard him accelerating behind me, I held the phone and my handlebar in my right hand as he overtook me again, closely. I decided to continue to video him overtaking James. James had adopted the primary position, occupying the lane as the road turned a gentle corner. The van approached him and the horn sounded, long and loud, James held his position and the driver forced his way around him, and then he swerved sideways into James, forcing him past a low concrete bollard onto the grassy verge, a lesser competent cyclist could have been pushed off the bike or under the wheels of the van. I stopped the video.

We stopped at a café to regroup mentally and discuss what had



James is riding above with the van close by. Duncan filmed the incident.

happened. I resolved to report the incident to Operation Crackdown that weekend.

The Operation Crackdown online form asked for any supporting video evidence to be uploaded to a sharing site, it suggested YouTube, so I did that, being careful to make the video unlisted.

It was soon picked up by a Facebook page called “Idiot Drivers Exposed”

However unbeknownst to me it was soon picked up by a Facebook page called “Idiot Drivers Exposed”. I only found this out the weekend after the upload when James saw the video on Road.cc. The video had gone viral, from Facebook to UK national press and local television news to popping up on news websites all

over the world. I was contacted by journalists on Twitter. This was not what I wanted; I wanted to see our justice system in action, not the unpredictable vitriol of social media. Fortunately I’d cropped the video to exclude the section showing the driver’s face, but the brand on the van he was driving was clearly visible and the bottom half of the internet was in full-swing. Jeremy Vine ran a feature on BBC Radio 2 and a local BBC radio service had to apologise for proposing a feature which suggested James might have been at fault. I felt for the company director who was receiving ire for actions which were not his own; I soon learnt he had sacked the man driving the van.

The next day I received a phone call from a Sussex Police Traffic constable asking if I wanted to press charges. He

Screenshot
(right)
shows
Google's
listing of
news sites
running
the story

Van driver caught swerving into cyclist in helmet-cam video | The ...

www.independent.co.uk > News > UK > Home News ▼

6 May 2017 - A white **van** driver has been filmed swerving into a cyclist, narrowly avoiding a collision and forcing the rider off the road. The **van** appeared to be overtaking the cyclist ... Vine (@theJeremyVine) May 5, 2017. The identity of the driver is unknown, although the **van** was branded with a **Vidette** UK Ltd logo.

Van driver sacked from job after footage showed cyclist being run off ...

www.getsurrey.co.uk > News > Local News > Cycling

8 May 2017 - In response to the backlash, **Vidette** UK managing director Ian Frazer wrote an open letter on the company's Facebook page. It read: "I am writing this letter to express my sincere apologies to cyclist that was very unfortunate to experience a very irresponsible and dangerous move by an engine driver ...

White van man sacked after video shows him swerving into cyclist in ...

<https://www.standard.co.uk> > News > Transport ▼

7 May 2017 - A **van** driver has been fired after he was caught on camera swerving into a cyclist and forcing him off the road. ... It shows the **van**, belonging to Croydon-based building company **Vidette** UK Ltd, trying to overtake the cyclist on a single carriageway road before sharply veering into him and pushing him ...

Company boss issues grovelling apology after white van driver was ...

<https://www.thesun.co.uk/.../company-boss-issues-grovelling-apology-after-white-van-d...>

8 May 2017 - **Vidette** UK Ltd sacked engineer with 'immediate effect' in wake of nail-biting viral footage that shows driver forcing cyclist off road.

Van driver filmed forcing cyclist off road is sacked by company ...

www.cyclingweekly.com > News > Home ▼

8 May 2017 - A **van** driver who was filmed forcing a cyclist off the road has been sacked by his employer. Footage of the driver of a **Vidette** UK Ltd **van** swerving into a cyclist, and causing them to

told me that the charge would be dangerous driving, more serious than assault and carrying a minimum driving ban with the possibility of imprisonment, and if I wanted to go ahead I would need to confirm quickly because the charge must be issued within two weeks of the incident. I checked with James, and we decided to go ahead.

James and I were invited to separate appointments to make statements and gather evidence for the case to be raised to the Crown Prosecution Service (CPS) for review. My statement took 3 hours; the officer was friendly, encouraging and meticulous in what he wrote. He mentioned how frustrating it was for the police to try to provide adequate cover to Sussex highways; that

there were only three officers patrolling the whole region that evening. He was enthusiastic about getting CPS support and a conviction to follow. My statement reached 5 A4 pages. James revealed to me later that his reached 4.

A week later we were informed that the CPS felt the case had sufficient merit, public value, and quality of evidence for them to prosecute. Had they not, James and I would have had to fund the case ourselves. It was at around this time I realised that if I had relied on Operation Crackdown alone, and had the video not gone viral, the Police may not have picked it up in time to notify the vehicle owner and the CPS may not have placed sufficient value on the case to prosecute. I was told that the driver having lost his job as a result of the

publicity could provide mitigation for him if he were to be found guilty.

A few weeks later we were told that at the preliminary hearing, the driver had pleaded not guilty, and therefore James and I would have to stand as witnesses at a full adversarial trial, with cross examination by the counsel for the defence and a magistrate passing judgement.

Some weeks passed before our court date was confirmed. We were contacted by the Witness Support Service, who offered a tour of the courtroom to us before the case would be heard. Apprehensive of what was to follow, we took this up. The witness service is run by a group of (excellent) compassionate volunteers; I also learnt that even the magistrate is a volunteer with no legal training.

Our court date arrived and James and I turned up at the court, suited and nervous about seeing the man who had aggressively driven his vehicle at one of us. The counsel for the prosecution introduced herself to us and let us know there might be a wait. We were given copies of our original statements to re-familiarise ourselves with the events of the day, since some months had now passed. We whiled away a couple of hours in the witness room alongside other witnesses for other cases before we were informed our case would be postponed. A higher priority domestic violence case was going to take longer than planned, so there was insufficient time to hear ours. We agreed a new date

with the court service and went home. As we left the court building we saw a local TV crew standing outside the court, following up on the case after the viral coverage earlier in the year.

Three more months passed before the new date came around in December 2017. This time we were told that, as a matter of policy, our case would not be postponed again. We arrived, went through security and were seated in the witness room. A different counsel for the prosecution introduced himself and made sure we were comfortable and understood the order of proceedings. He disappeared for ten minutes, when he returned he told us the accused had changed his plea to guilty, meaning James and I would not need to stand as witnesses after all. We could sit in the public seating in the courtroom to watch the sentencing though.

The counsel for the prosecution began presenting evidence and showed the video I had taken.

We walked to the courtroom and sat next to our companion from the witness service. The counsel for the prosecution began presenting evidence and showed the video I had taken. I watched the exchange between the three of us, the argument, and my parting shot of “Rule 163! Learn the Highway Code, learn to overtake safely!”. I winced as the van sideswiped James into the verge.

The counsel for the defence then began their case. He hinted at prior convictions

for the driver, seemingly some were violent. He focussed on mitigation of potential sentencing; the counsel reasoned that given the defendant's history, he did well not to get violent and as such some leniency should be given. We also learnt that he had two young children who lived some way away and his fortnightly visiting rights meant he would need a car (despite a direct train line between his and their homes, I thought to myself). When both cases were heard, the magistrate and his two legal advisors left the room to deliberate.

When the magistrate returned, he asked to re-watch the video. We sat through it once more, and the magistrate began stating his interpretation of the evidence. He acknowledged the content of Highway Code Rule 163 and that it had been breached. By the context in which he spoke, I realised he would not have known about the rule had I not shouted it in the video; nobody else in the courtroom had mentioned it. He then went on to suggest that, by adopting the primary position, James may have aggravated the situation; nobody in the proceedings had mentioned that this is good practice and that it was completely legal. He also suggested that because James and I had been cycling one behind the other we had been "cycling in a way that would not obstruct normal overtaking". The more he spoke the more I realised he didn't know about safety and the law.

I watched the defendant as the magistrate began sentencing; he noted

the defendant's social and family situation and acknowledged that he had not been violent. **He was guilty of dangerous driving under Section 2 of the Road Traffic Act 1988**, the sentence was 160 hours community service reduced from 180 hours plus an 18 month driving ban with a requirement for an extended re-test plus court costs. The ban and costs appeared to be perceived as the most punitive part of the sentence by the defendant. He protested that he wouldn't be able to visit his children, he said he'd lost his job that morning when he'd told his employer about his court appearance, and he said he wouldn't be able to afford his phone contract. When he was asked by the court how he could be contacted for payment he claimed to have no landline, no mobile phone number, and no email address. We learned he already had an assigned parole officer since he'd

We learnt the defendant had 41 previous offences and 27 court appearances

been released from prison earlier in the year. As the means to obtain payment of costs concluded, James and I left the room with the witness service representative.

During the sentencing we learnt that the defendant had 41 previous offences and 27 court appearances, though only one of these was driving related (for mobile phone use). He got out of prison in January 2017 and was due to meet his

probation officer the day after this.

As we walked through the foyer to leave the building, I didn't notice the defendant seated nearby; he shouted "you ruined my life" at us as we passed. I turned and considered my response but said nothing and walked away.

James and I left the building and began to get into James's car, we were about to leave when we saw a news camera pointed at us from a few metres away. We waited as a journalist ran towards us and we introduced ourselves. We were asked if we were happy with the conviction and that it would be on ITV local news that evening. James told the journalist his feelings on the case and asked not to be identified, fearful of recriminations from the potentially vengeful convicted man who was at that

time walking out of the court building towards the train station. We said goodbye to the journalist, got into James's car, and left.

I had mixed feelings about the experience at that time. I accepted the necessity for the adversarial system and that it would inevitably be nerve wracking. I accepted that the defendant should be trialled for this case alone, but his prior violent convictions being used to mitigate his sentence seemed contradictory. I was surprised how little the magistrate knew about the law, several people that day said that all magistrates have no legal background and often make seemingly unfair decisions and take more flak from defendants than a professional judge. I realised that if I hadn't shouted "Highway Code rule 163" in the video



Rule 163: Give vulnerable road users at least as much space as you would a car

the outcome of the case could have been less in our favour, and next time it might serve me to shout “he’s adopting the primary position for his own safety in accordance with government guidelines on good cycling practice!”

James has ridden his road bike less since the incident, being slightly more nervous around traffic. He’ll probably get over it in time.

Duncan Codd, Bricycles Cycling Infrastructure Adviser

Some further points from James to the article above



- I didn't appreciate hearing the primary position misleadingly referred to as *"the middle of the road"* by the prosecution and the defence during the hearing. I've always taken the middle of the road to be where the white lines are!
- Given that we were travelling well in excess of 10mph, I was disappointed the prosecution didn't indicate that the driver shouldn't have overtaken on a solid white line, as was the case during the first dangerous vehicle manoeuvre, leading up to the second and a reason for adopting the primary position.

Comments on this article? Contact Bricycles. Details back page.

Sussex version of Operation Close Pass to start in Worthing?

We have contacted Sussex Police and again called for the introduction of an “Operation Close Pass” in Sussex.

This is where plain clothes police officers cycling on the road identify dangerous driving such as close passes and mobile phone use. They liaise with police colleagues up the road who can then stop the vehicle.

We wrote to the Police and Crime Commissioner on 1/2/18 and have received an

acknowledgement from Sussex Police. We also asked why close passes are not included on the SSRP charts which show all the other offence types reported via Operation Crackdown: <http://dashboard.sussexsrp.org.uk/opcrackdown/charts/>



West Sussex Cycle Forum report that Worthing has been selected as the first place in West Sussex to benefit from the introduction of the new operation.

- In September 2017, Sussex Police attended a training day in Birmingham on “Policing close passing of cyclists and related behaviours”.

Out and about



"Share space", Ovingdean Rd. Brighton



Lewes Rd early green cyclist lights & trixi mirror



Wayfield Farm junction on NCN20 improved: much clearer marking & signage, work by WSCC.



Landslip near Pyecombe on NCN 20. Temporary path of mud and gravel (right) with bollards



Downs Link , Shoreham improved, on the east bank of river Adur looking south and north.

FEELING WELCOME?

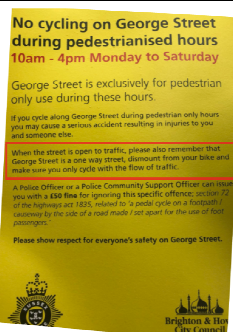
George Street, Hove is covered in “No Cycling” signs as Councillors and Police prioritise action against cycling in traffic free times

Approximately 70% of the shops in George Street are displaying No Cycling/ Dismount posters and more are fixed to posts. The “No Cycling” and “Cyclists Dismount” commands are in big text. The pedestrianised times are in small print.

Labour Councillor Clare Moonan, Conservative Councillor Andrew Wealls, Police and Crime Commissioner Katy Bourne and 3 PCSOs/police officers were in George Street, Hove on Saturday 10th March “advising cyclists and pedestrians” and giving out the leaflet above which says: “George Street Pedestrian Zone. No Cycling 10am - 4 pm Monday to Saturday. NO EXCEPTIONS CYCLISTS DISMOUNT”.

But the leaflet contains a paragraph which makes absolutely no sense: *“When the street is open to traffic, please also remember that George Street is a one way street, dismount from your bike and make sure you only cycle with the flow of traffic”.*

Both Sussex Police and BHCC’s logo are



on both sides of the poorly written leaflet. It goes on to say that a Police Officer/PCSO can issue you with a £50 fine for “ignoring this specific offence” and quotes a regulation which is irrelevant to the legal position for cycling during pedestrianised hours. We have seen the Traffic Regulation Order responsible for the “pedestrianisation” of George Street. It bans vehicles (this includes cycles) from entering the street during the appointed hours but it appears not to prohibit cycling if the cycle is already in the street (which is one way southbound).



Cyclists should always ride responsibly and within the law, but all sense of proportion is being lost here. The large number of “No Cycling” posters gives a negative and alarming feel.

There is no mention of cyclists as valued customers. There is no

mention of motor vehicles being driven down the street in pedestrianised hours (as above), or inconsiderate driving/parking at any time. There is no focus on cyclists as vulnerable road users. Where is our safe haven from motor vehicles?



Charity shops like British Heart Foundation, banks, chains and independent shops are all displaying the “No Cycling” poster.



Take a virtual walk down the street and spot the posters: <https://bit.ly/2DZjahA>

An informative Twitter conversation about the Police & Council action in George St. on Sat 10/3/18 can be seen at: <https://twitter.com/KatyBourne/status/972455941412179970>

On Sat 25th February, a lot of bikes (>20) parked in George St had their tyres slashed. The police were informed but have not found the perpetrator.

Do councillors and shopkeepers want cyclists to stop coming to George St?

Ask local councillors for more balance: clare.moonan@brighton-hove.gov.uk (Labour) and andrew.wealls@brighton-hove.gov.uk (Conservative)

and the Chair of the Environment, Transport & Sustainability Committee: gill.mitchell@brighton-hove.gcsx.gov.uk (Labour)

Act now!

IN BINSTED WOODS

The tragedy and stupidity of the Arundel bypass proposals

I'm with Emma Tristram from SCATE (South Coast Alliance for Transport and the Environment)

and I'm looking through the winter trees of Binsted woods, hearing a faint murmur of traffic from the

A27 in the distance but entranced by the play of sunlight on the water of the secluded madonna pond. Emma is telling me the story of Lorna Wishart and Laurie Lee's trysts in these woods during world war two.¹

This pond is one of the many delights of these woods and came from an attempt to create a grand landscaped park designed to improve the status of a would be posh local family.

In the woods are coppiced sweet chestnut and birch as well as magnificent specimens of beech and oak. Further on is a meadow renowned for its orchids. We've walked through Tortington woods via the medieval church of St Magdalene hidden in a farmyard.²

Part of this beautiful and currently tranquil area is in the South Downs National Park, one of whose aims is to



Binsted Woods in springtime

'Conserve and enhance the natural beauty, wildlife and cultural heritage.'³

However this means nothing to Highways England who have proposed several schemes for the Arundel bypass:

<http://roads.highways.gov.uk/projects/a27-arundel-improvement/> all of which are deleterious to the surrounding landscape and all of which are premised on the predict-and-provide model⁴ long considered to the best way of increasing traffic and pollution.⁵ The South Downs National park is a vitally important resource for the south coast conurbation. Cyclists in Brighton and Hove can hop on a train for Ford on the west coast mainline, and then cycle along through the almost deserted lanes around Binsted and Tortington. However, if you wish to get to the national park the other side of the roaring A27, be warned there are no

crossing points between Arundel and Fontwell; the little lanes and bridle path judder to a stop and you can only gaze across to the tempting down land on the other side. Pedestrian and cycle bridges would be a boon here. There is no cycle path on the Ford road leading to Arundel to the north and Littlehampton to the south; this road is relatively flat and a decent segregated cycle path would be a boon for commuters and tourists. Ford railway station could offer better services to and from Brighton, London, Portsmouth and the south east, but again, there is no plan to upgrade this service.

The Arundel bypass proposals are a perverse use of infrastructure investment⁶, destroying a swathe of our natural environment to save a putative ten minutes off car journeys by 2040.



What you can do

Email Highways England

Jim.osullivan@highways.gsi.gov.uk

Email the local Arundel MP Nick Herbert

nick@nickherbert.com

Email Chris Grayling, Secretary of State for Transport

chris.grayling.mp@parliament.uk

Suggested ideas for email:

Arundel bypass A27

The proposed routes of options 1, 3 and 5a would all lead to destruction of parts of the South Downs National Park and of other woodland and countryside. No public transport, cycling and walking improvements have been considered; instead Highways England has gone for the predict and provide model which will only serve to increase traffic and worsen air pollution. This proposed bypass should be rejected and instead we urge a low impact version of option one, a single carriageway 'New Purple route' <http://www.arundela27forum.org.uk/>



Sign the petition

<http://scate.org.uk/areas-under-threat-arundel/>

Angela Devas

1. <https://www.theguardian.com/theguardian/2000/jan/21/features11.g27>
2. <https://www.visitchurches.org.uk/visit/church-listing/st-mary-magdalene-tortington.html>
3. <http://www.nationalparks.gov.uk/students/whatisanationalpark/aimsandpurposesofnationalparks>
4. <http://www.bettertransport.org.uk/node/2467>
5. <https://www.fleetnews.co.uk/news/environment/2016/08/30/government-policy-fails-to-deliver-air-quality-improvement>
6. <http://www.bettertransport.org.uk/roads-nowhere>

See also page 13, "A27 & beyond"

LETTERS

Seafront revamp needed

It seems a good time to make changes to arrangements for seafront bike traffic now that the new hire scheme is adding greater numbers to the many regular users of the cycle track.

I frequently use the cycle track at the beginning and end of longer trips out of town, and regard it as the most dangerous part of any journey. There are frequent near collisions with people wandering about and with other cyclists, some of whom

are going for a spin while talking to friends or leading children on fairy cycles, scooters or skateboards. With all the pressure of numbers there isn't much respect for other users. Recently I had to brake so hard to avoid a child who ran in front of me that I almost went over the handlebars, and the father laughed loudly to see this.

I would like to propose that a new, fit for purpose cycle track should be provided on each side of the road, each using half of one lane, and protected from the roadway

and the pavement. The three remaining lanes could be dedicated to cars, with the middle lane used flexibly to allow traffic to go in either direction at different times of the day depending on road use. Perhaps the existing cycle track could still be used by runners, skateboarders and children on bikes or scooters.

I hope this idea can be given consideration as it seems only a matter of time before there is some sort of catastrophe on the existing cycle track.

Marie Sansford

Jason's Egg Shop in the Open Market



Jason (above) cycles to work at his Egg Shop in the Open Market, London Road in Brighton. He also distributes some of our spare printed copies of Bricycles News from the shop. Thanks, Jason!
He also recycles old egg boxes, so don't throw them away, take them there!

Brighton and Hove Libraries Home Delivery Service

Love books? Could you be a lifeline?

There are many booklovers in Brighton and Hove who are unable to get to a library due to limited mobility or poor health.

We are looking for volunteers to visit them and deliver their books. You could be vital in helping someone continue a lifelong love of reading.

If you are interested, please get in touch to find out more about our Home Delivery Service and the role that you could play in improving lives:

library.volunteering@brighton-hove.gov.uk

01273 296953



Hove Volunteer Lost Dog Cycle Search Team

**If you've lost your dog, contact us
and we'll help search.**

07940 796934 and 01273 418801



Why not
join the
search
team by
calling
Dave on
the above
numbers?

Cyclists over 18, riding any bike are
welcome, for whatever time they can
spare.

You volunteer at your own risk!

Cycle commuting psychology research

**Do you ride to work more than twice
a week over a distance of 3 miles or
more?**

Would you like to help psychologists
understand how more people could be
persuaded out of their cars to
commute by bike?

Can you take part in a research
interview about your cycle commuting
experiences?

I am a Chartered Psychologist in the
final stages of a PhD research project
with the University of Kingston.

**If you are interested, please
contact me at**

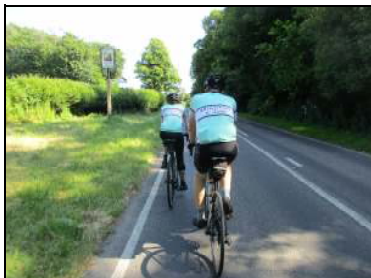
k1656277@kingston.ac.uk

Alan Redman

NOTICE BOARD



Brighton and Hove Cycling UK



See Facebook for rides!



9th – 17th June

Freedom Bikes

shop@freedombikes.co.uk



46-47
George St,
Brighton,
BN2 1RJ
Services,
Repairs,
Brompton
specialist.

Breeze Network

British Cycling's Breeze network run
rides for women

www.goskyride.com/Breeze/Index/

Facebook: "Breeze Network Sussex & South
Downs"

Twitter: @breezeAlison

alisonbreezesearea@gmail.com



Southdowns Randonnées

13th May 2017

50, 80, or 100km

Entry forms & route sheets are available
to download now at

www.eastsussexctc.org.uk



Or you are invited to:-

Contact the organiser:

Norman W. Wright

nww25norman@live.co.uk

Tel: 07838974059

Entry fee £4:00 Entry by 6th May

NO ENTRY ON THE LINE

Start and finish at Ringmer, East Sussex.

Free drinks at start and finish.

Food at reasonable prices
available at the finish.

Bike For Life South

www.bikeforlifesouth.org.uk

01273 676278 Mo: 07792 211839

bikeforlife@gmx.com

Group rides coming later in 2018

www.meetup.com/Bike-For-Life-cycling-group-rides/

CELEBRATING
bikes and body power
PROTESTING
against oil dependency
DEMONSTRATING
cyclists' vulnerability

2018 Brighton Naked Bike Ride

Sun 10 June 12 noon
The Level BN2 3FX
wnbr.org.uk/brighton

Bike week

Illustration by
Jasmine Horlap

2018 Brighton Naked Bike Ride

Sun 10 June 12 noon
Meet at The Level, Union Road BN2 3FX

Easy 8-mile route starts 1.30pm
After-party at Volks Club 6.30pm - late

celebrating bikes and body power
Protesting against oil dependency
Demonstrating cyclists' vulnerability
Supporting local cycling groups

Fully nude, painted or bare as you dare
Event cleared with Sussex Police
Family friendly · Part of national Bike Week
Hundreds of riders expected
Over 15 rides in UK · 50 around the world

worldnakedbikeride.org/brighton
brighton@worldnakedbikeride.org
07944 152706 / 07812 036415

Cycle Dunkirk to Brussels

July 25th - July 29th

www.bhcfundraising.co.uk/

In aid of RAYSTED - giving animals a better life.

www.raystede.org/events/

Wednesday 25th July: Leave Brighton by coach, board the Folkestone ferry.

Day 1 - Dunkirk to Ypres (40 miles)

Day 2: Ypres to Bruges (40 miles)

Day 3 (Bruges to Ghent) (30 miles)

Day 4 (Ghent to Brussels (42 miles)

Day 5: Brussels and home.

"Travel on the Eurostar home to Brighton, stopping at Ebsfleet. A coach will take you home..."

London to Brighton Bike Ride

17th June 2018

Bikes on trains often banned for long periods, not just for the event.

Want to contact Brighton & Hove City Council on Road Safety issues?

keith.baldock@brighton-hove.gov.uk

01273 292258

www.brighton-hove.gov.uk/roadsafety

Facebook: [Share the Roads, Brighton & Hove](#)

Twitter: @WDIMBAndH www.whatdidimiss.co.uk

Be a Bricycles Ranger!

Join our cycle rangers and 'keep an eye' on areas in Brighton and Hove (& further afield).



Report to Tom Jones, Contact details back page.

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Follow Bricycles on Facebook & Twitter



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Write to us!

Send your views, articles,
 news, and photos to the Editor
 by the end of June 2018 for the
 Summer Bricycles News!

GENERAL ENQUIRIES:

bricyclesbrighton@gmail.com