

Bricycles

News

www.bricycles.org.uk

Autumn & Winter 2017
No. 113



Christmas social!

Tuesday 12th December, 7pm
at "Memories of India"

9B The Board Walk,
Waterfront, Brighton

Marina, Brighton BN2 5WA

memoriesofindiabrighton.co.uk

Bookings to Tom Jones, email

whatevers@brighton.gb.net

by 9am Wed 6th December.

Payment: on the night on an individual-by-order basis.

Cycle parking beneath
restaurant & adjacent to
the Eastern entrance to
the Marina car park.



Space for cycling ride

**Thanks to everyone who came to our ride at the
Labour Party conference!**

There were many familiar faces and some high level politicians including Shadow Secretary of State for Transport, Andy McDonald MP for Middlesbrough (above) who in his speech, pledged an annual investment of **£10 per head on cycling and walking** if a labour government were elected.

Fabian Hamilton MP for Leeds NE, Stephen Morgan MP for Portsmouth and Brighton & Hove City Green Councillors Dick Page and Alex Phillips joined us. No Brighton & Hove Conservative or Labour councillors attended for various reasons. **See pages 16 - 17**



Ian Davey is back! See BTN BikeShare article p. 6 - 7

Local Transport News



Hanover & Elm Grove contraflows

It's a campaign win!

Following our correspondence with Brighton and Hove City Council about the need for cycling contraflows where one way streets are designated, we are very happy to see cycling contraflows in place on a number of streets in Hanover & Elm Grove and also in the Home Road area near Preston Park station.



However, Hanover & Elm Grove still have a lot of one way streets without contraflows e.g. Islingword Road, Howard Road, Bentham Road, Carlyle Street, Arnold Street, Baxter Street and Totland Road (shown right) which are a big barrier to cycling and cause conflict with other road users.



Lewes Rd. loading bay

A plan of the works at Elm Grove was never published, but a Traffic Regulation Order is now being advertised for a new loading bay and bus stop. It says “A new 24 hour loading bay is being introduced on the west side of Lewes Road to allow deliveries to the business frontages in the area.” This is a place where we have complained for years about loading vehicles



Act now! putting cyclists at risk. The bay should be elsewhere. It could also be time limited so that there is **no loading** between 7 and 10 am and 3 till 7 pm, when it's cycle-commuting times. **See TRO-34b-2017 at www.brighton-hove.gov.uk/tro-proposals and put your view by Dec 1st.**



Valley Gardens

Landscape design for the new central Brighton park was given planning permission on 8th Nov. This includes a square south of St Peter's Church and also “Richmond Square” opposite the Richmond pub. The project site extends from St Peter's Church to the Pavilion. General traffic will be on a two-way road on the eastern side. Buses, taxis and traffic to North Laine will be

on the west. The Mazda Fountain will remain. Planning committee chair Cllr. Julie Cattell said: “The plans should also make the area easier to travel through by sustainable transport such as walking, cycling, buses and taxis.” A YouTube video is at <https://youtu.be/yG39JcOAME> with comments from Mark Strong, Community Works representative. Work starts in March 2018 approximately.

Toads Hole Valley www.brighton-hove.gov.uk/toadsholevalley The results of the consultation on Toads Hole Valley, the 37-hectare area bounded by the A27 and King George VI Avenue were delayed but we have been informed that the 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's website.

Local Transport News

**Brighton & Hove City Council's
Environment, Transport and Sustainability
committee met on 10th October 2017**

Attending:

Gill Mitchell (Labour, Chair)
Saoirse Horan (Labour, Dep. Chair)
Lee Wares (Conservative)
Dick Page (Green)
Peter Atkinson (Labour)
Vanessa Brown (Conservative)
Robert Nemeth (Conservative)
Garry Peltzer Dunn (Conservative)
Alan Robins (Labour)
Pete West (Green)

Walking the walk of cycling

In June there was unanimous Council support for a renewed Cycle Strategy and a "Brighton and Hove Cycle network" but is Brighton and Hove City Council going to "walk the walk" of this undertaking?

Cllr. Gill Mitchell responded to the Greens' request for a report about implementing an ambitious local cycling strategy. She listed many points such as the national recognition Brighton & Hove has achieved for good practice, successful funding awards, delivering cycling improvements via the Local Transport Plan, the Community Infrastructure Levy and City Plan Part 2, but there was no reference to a specific cycling strategy.

In Brighton, we have not seen any Council-led meetings to develop the local Cycling and Walking Infrastructure Plan (CWIP). Future funding allocation would be jeopardised without one.

The Council's last cycling strategy was approved in 2003 and not updated. A later document called "Greater Brighton City Region Active Travel Strategy 2013 - 2023"

to which Bricycles contributed, was put together to accompany a funding bid which turned out to be unsuccessful.

We heard that CWIP consultation would take place in Transport Partnership meetings (which we attend) but it wasn't on the last agenda. Brighton is much later than East Sussex in getting down to this. ESCC started months ago!
(See also the bottom of p.21)

George Street for more traffic!



Cyclists are good customers

An increase in hours when traffic can enter pedestrianised George Street, Hove has been swiftly agreed without a public consultation. From April to October 2018, traffic will be allowed in from 4pm instead of 6pm as a "trial". Issues of air pollution and road safety remain, but a Traffic Regulation Order will be brought forward to shorten the pedestrian hours.

Cllr. Clare Moonan (Labour, Central Hove) presenting on behalf of George Street traders and residents, proposed reduced pedestrian hours as the way to "save" George Street.

Conservative Andrew Wealls, the other Central Hove Councillor, is also in favour. A questionnaire put out in the summer with the involvement of these two councillors produced a response of 74% in favour; a petition obtained 2,600 signatories in support. Brighton and Hove Bus Company opposed the change, saying a consequence would be bus delays due to traffic queuing into Blatchington Road. A petition opposing the change was bravely presented by Mitch Alexander (see footnote).



Above: George Street signage

Cllr. Moonan put forward the view that the cause of lower takings in George Street was the end of free car parking at nearby Tesco's car park.



The attractiveness of public space is important for customers

However, she also said she did not want to create free parking for residents and traders. She said she is concerned about access by older and disabled people (arriving in cars and taxis). She aspired to a wider campaign to “improve the pedestrian’s experience”. The only time Cllr. Moonan mentioned **cycling** was in a criticism of cars and bikes persistently going “the wrong way”.

Petition to retain traffic free hours:

<https://you.38degrees.org.uk/petitions/keep-george-st-traffic-free-until-6pm-in-the-summer-months>

There was little analysis involved in this decision about George Street.

Green Cllr. Pete West made scathing criticism of the abandonment of sustainable transport principles by Labour and Conservative councillors.

The scheme will be evaluated and comments will be received during the “trial period”.

We can of course cycle (southbound only) when motor vehicles are allowed, so our access will be greater after the change, but the downside is the loss of a traffic free environment on summer afternoons.

In the previous George Street consultation, only 2 years ago, we requested that 2-way cycling was allowed at any time in the street and we continue to call for this. Cyclists need 2-way movement pretty much like pedestrians.

Many streets are one-way to accommodate on-street parking. There are many streets in Hove which are unjustifiably one way for cycling.



Bike sharing goes down a storm in Brighton & Hove



The hub at Brighton Town Hall

bikes are fitted with GPS locators. Together with built-in locks this allows them to be locked anywhere and located and unlocked via a smartphone. However these 'dockless' systems can create problems with bikes being sometimes dumped randomly, harming the image of cycling whilst leaving hard pressed local authorities to clear up the resultant street clutter. One London borough served highway obstruction notices and cleared the bikes off the streets.

Here in Brighton & Hove we have gone for a planned and managed approach with strategically located dedicated hubs in areas where demand was anticipated to be high. This is combined with the option of allowing bikes to be locked securely and safely away from hubs at existing public cycle parking for a small out of hub fee.

This hybrid approach is proving popular as are the high quality eight speed, hub geared and shaft driven Brighton blue "Life Bikes". Just two months in from launch the BTN BikeShare's 14,000 registered users have collectively made 53,000 trips and clocked up well over 100,000 miles. That is an average of 900 trips and 1,700 miles per day. Probably the most successful bike share launch there has ever been in the UK outside of London.

Brighton & Hove launched its very own BTN BikeShare in September against a backdrop of massive global growth in bicycle sharing.

This bike share revolution is going on across the world with battles for space taking place on city streets from Beijing to Sydney to Washington DC and cities too many to mention. Closer to home London, Oxford and elsewhere are seeing multiple operators competing for space and users.

This battle for market dominance is being facilitated by smart bike technology where



**Brighton
& Hove's
new
Bike
Share
scheme**

If you haven't been on one yet I recommend giving it a go. Even if you have your own bike, access to bike share can be a useful option for those one-way trips, or going out with bikeless friends. One of the great advantages is you don't need to carry a lock or lights as they are all built in. Just hire it, ride it, lock it up and you're done. At a £1 for a 35 minute trip with 3p a minute thereafter you can't go wrong.



A travel event at the University of Brighton with members of the BHCC travel team and the university environment team.

To register, download the Social Bicycles app onto your smartphone. You can also register online at Btnbikeshare.com or phone customer services on 01273 978096.

Life's a ride #BTNbikeshare

ian.davey@hourbike.com

See also page 22

Green Business Award

The 2017 Brighton and Hove business awards (BAHBA) winners were announced on 14th September. The Green Business Award “ONE TO WATCH” was [Brighton E-bikes](#) sponsored by Green Growth Platform – University of Brighton. Well done, Darren Williams!



Brighton Bike Hub is moving

“Our new home will be the Back-a-Yard on St Martin's Place, off Lewes Road. We hope to open there by mid-November. Our last day at FIELD, Preston Barracks will be Sat 14th October.”

www.facebook.com/BrightonBikeHub/

Quick! Bike auction closes on Saturday 25th November!



Bequeathed Van Moof bike being auctioned for the Green Party

A cycling inspired auction has been launched in memory of Green activist, Jack McAngus, who sadly died earlier this year. Jack bequeathed his beloved Van Moof straight frame bicycle to the local Green Party.

In excellent condition, the bicycle is single speed with a pared-back aluminium frame and high-powered integrated lights. South Coast Bikes has kindly donated a free first service. Other lots include a Catlike Cloud 352 bicycle helmet which incorporates the “Dual AEROSystem” technology, and a signed hardback copy of Cycling Science - the ultimate accessory for any cyclist wishing



to understand their craft by studying the techniques of the professionals. See

<https://www.jumblebee.co.uk/brightonandhovegreenpartysilentauction>



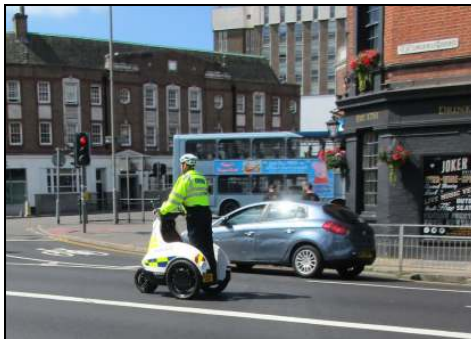
Police cyclists were out on their Smith & Wesson bikes at Pride on Saturday, 5th August.



Out and about



East St: better but not yet 2-way to the Toucan



New police vehicle spotted at Preston Circus!



"Share the space" but it's not shared space



Pump, tools, parking: Rottingdean seafront



You can cycle now at Avenue off East Street



Cycle parking, Brighton Marina development



North St. cycle sign in the middle of the road!



Temporary bike track: Brighton seafront

Blind awareness



Iris (left) who is partially sighted with Sue (centre) at a council road safety stall in August.

Sight loss is life-changing and one of the biggest challenges people can face. I hope this article will give you a little understanding about the difficulties blind and partially sighted people face outside.

Quite a few blind or partially sighted people enjoyed cycling before sight loss took that pleasure away. Many now don't even have the confidence to even walk "outside" so don't bother going out any more.

Shared surfaces are a particular nightmare! They rely on eye contact between pedestrians and drivers or cyclists - this completely fails to take into account the needs of blind and partially sighted people. Cycle lanes can become confusing and dangerous.

With poor sight, how do you know if you are in or out of the cycle lane? Which side of the markings are you? Will you notice it before you step into it? There are usually tactile markings, but often not the whole length, and often not at crossing points. It's very easy for someone without sight to unknowingly wander in.

How do you cross over a cycle lane if you can't see oncoming cyclists? Bright sunlight or poor light makes seeing much worse. Many wouldn't see the cyclist coming until they were virtually on top of them!

How fast is that cyclist going? Many sight impaired people struggle to judge speed and distance.

But you have a bell? Moving out of your way into a space you cannot see clearly is not easy! Also sight loss predominately affects older people who may also have hearing loss or mobility problems.

Sight loss is a hidden disability: For various reasons, not everyone with sight loss carries a white stick. If you are approaching from behind, it's unlikely you would see their white stick anyway.

So please be patient with blind and partially sighted people, many would much rather be cycling along too.

Sue Fever, Brighton and Hove Area Co-ordinator,
East Sussex Association of Blind and Partially Sighted People

www.eastsussexblind.org

Cycling Without Age

This is a fantastic scheme to take older people and care home residents out on 'trishaw' cycle rides "to feel the wind in their hair". From the website: "We bring generations closer together using special



trishaws (three-wheel cycles with a passenger cab out front). They have electrical power assist, so no need to be super-sporty to be a volunteer cycle pilot." Above Becky doing a practice ride on the seafront. Left: Elly and Duncan, Co-Captains of the Brighton & Hove Chapter tending one of the Christiania bikes.

See <http://cyclingwithoutage.co.uk/>



Bonfire Bike Train to Lewes 2017

Well done, **Duncan Blinkhorn and Lucy Dance** getting all those cyclists to Lewes and back!

Aidan & Lucy in photo left, Lucy with Sustrans staff below.

Duncan right:
See Facebook for more.



Preston Barracks scheme will increase traffic



Bricycles objected to the high level of car parking in the £300m Preston Barracks proposal (image from developer's publicity above) but the scheme was unanimously approved by BHCC's Planning Committee on 27th September.

Why are all these parking spaces necessary when the Lewes Road has fantastic public transport and cycling facilities? Masses of public funds have been poured into the road to encourage people to adopt sustainable transport modes. This development will undermine that work. The Watts House site will have a 551-space, eight-storey car park and there will be an additional 156 parking spaces. A response from the University of Brighton's Vice Chancellor, Debra Humphris to our

objection was: "Rest assured that one of key issues we are exploring is sustainable transport options, of which I am personally very supportive. However the challenge we face is the need to replace our current surface parking to enable the development to progress. As you will appreciate, along with many other organisations, we have a good deal to do to change expectations and behaviour in terms of travel and transport, and we are making progress." Ironically, the University of Brighton is involved in air quality research and has been a partner in sustainable transport initiatives such as electric bikes. Bricycles member, Angela Devas, raised the parking issue with Dr. Kirsty Smallbone, an air quality specialist based at

the University of Brighton, when she spoke at an air pollution meeting. It is very disappointing that even the academics are not objecting to the large number of car parking spaces.

The Council's own report said the development will lead to an increase in vehicles of 6% in the morning and 5% in the evening north of Natal Road crossroads; and an increase of 5%, both am and pm, south of Mithras.

Becky Reynolds

Government air pollution challenge

ClientEarth is pursuing legal action against the UK Government over its persistent failure to deal with illegal air pollution, notably in 45 local authorities. ClientEarth's CEO said "This is a national problem that requires a national solution. The government's own evidence shows that we need a national network of charging clean air zones, which will keep the dirtiest vehicles out of the most polluted areas of our towns and cities."

Sussex Police closer to “Close Pass” initiative

In September, Sussex Police attended a training day in Birmingham on “**Policing close passing of cyclists and related behaviours**” run by the Road Danger Reduction Forum <https://rdrf.org.uk/> in partnership with West Midlands Police. The Operation Crackdown report form now includes “Close pass of a cyclist” <https://webcontact.sussex.police.uk/ASDPRS/> as a category of anti-social driving. 214 close passes were reported from May to September.

Sussex Police also have in their possession a “Close pass mat” provided by Cycling UK, with 1.5m marked as the minimum overtaking clearance of a cyclist. Brighton & Hove City Council



Don't overtake too close! A23 southbound.

have used it for education. These are all promising signs!

Bricycles is campaigning for police cyclists to ride on the road to identify close pass vehicles as in the exemplary West Midlands initiative. Becky (Bricycles) spoke to the Argus about this on 31/10/17. <http://bit.ly/2jDcL7k>

World Car Free Day with Green MEP Keith Taylor

We are tolerating 400,000 premature deaths per year in the EU due to air pollution. Transport is responsible for a quarter of climate changing CO₂ emissions. Air pollution is linked to dementia and many other ills. Our car dependence is making us and the planet sick. The poorest and most



vulnerable people are most at risk. And yet, we are terrified of upsetting the motorist and persist with outdated policies led by politicians who just want to build roads despite the lack of evidence of economic benefit. Air pollution, specifically Nitrogen Dioxide (NO₂), continues to exceed EU and UK standards for a number of roads in Brighton. It is a public health emergency. Is the best we can achieve “no idling” posters? This was a very thought provoking meeting hosted by Keith and chaired by Chris Todd of CBT, with Norman Baker (ex-MP, now of Big Lemon) and Kia Trainor of CPRE (left to right in photo above) on the panel. Good to see Cllr. Leo Littman there. 22 Sep 2017. **Find CPRE’s “The end of the road? Challenging the road-building consensus”** at <https://www.cpre.org.uk/>

London to Brighton for the Grace Eyre Foundation

I volunteer at the Grace Eyre Foundation, a charity in Brighton & Hove that supports adults with learning disabilities.

This year, one young man said he wanted to take on a big challenge, the Skyline

London to Brighton Cycle Ride – he was nervous to do it alone and so the call went out for friends to join in. The response was brilliant - soon we had a team of 12, people with learning disabilities, staff, volunteers and friends all together.

Prior to the big day we organised a couple of training rides, including one to size up the Ditchling Beacon. These ironed out a few teething issues, boosted our confidence, and created a team bond.

Early one Sunday morning, bright and bold in our Grace Eyre cycling jerseys, the team assembled on Clapham Common to join with over 4,000 riders. Coming out of London our group became separated by traffic lights and junctions but by the time we reached Carshalton, seven of us managed to gather together at a shared pace.

Once clear of London staying as a group became much easier. The challenge of the Surrey Hills proved just how useful the training rides had been as all of us tackled them with relative ease. Once into the Sussex countryside it flattened out and we all made good progress through to lunch at Turners Hill. We piled cake and pasta high.

An incident free 15 miles in the afternoon saw us make great progress through Haywards Heath and we all met at the bottom of the Beacon for a triumphant ride together to the top.

Once over the top we dashed through the streets of Brighton to the glory of crossing of the line. It took us around eight hours and we raised over £3,000, which is a fantastic boost for the charity. The money will help



Peter (right) with two of the London to Brighton riders



Ditchling Beacon, 11th September 2017



people with learning disabilities to 'live our lives in the way we want to, getting good support from kind and friendly people'. It was considered such a success that as well as looking to set up a group to do local rides we are now considering doing London to Paris next year!

Peter Dupont

Grace Eyre Foundation, 36 Montefiore Road, Hove <https://www.grace-eyre.org/>

Brighton Big Dog Mountain Bike challenge

The annual Big Dog and Little Dog event was held on Saturday, 12th August from 9am - 6pm. Trails were marked through the woods at Stanmer Park with the permission of Brighton & Hove City Council.



#Space4Cycling ride at the Labour Party Conference

On a Monday evening, on the upper promenade of the seafront, Brighton did its best to put on those alluring tones of a half-hidden sunset which shows our city at its best.

Delegates from the Labour Party conference thronged outside the Hilton Metropole hotel. Tom Guha (Space for Cycling Campaigns Officer for Cycling UK) and Becky Reynolds (Bricycles Campaigns Officer), the organisers of this year's 'Space for Cycling' event arrived with banners and a PA system which were soon rigged up.

The commuters heading home gave us very cursory glances as they hurriedly whizzed by on routes westward. However gradually others joined us, caught up by the occasion or invitees coming along to show solidarity. Councillors from the Green party also arrived (right).

Our spot could not be a better argument for the lack of space given to cycling; outside the hotel there is a four lane highway – in the middle of a densely packed urban area. It's impossible to come out of the doors of the hotel and cross to the sea; instead there is a convoluted journey to some traffic lights and then a dog leg to the other side. Meanwhile the traffic pours out its toxic particles. The narrow cycle lane along the promenade is really only wide enough for one way cycling but cyclists of all abilities have to share



Lucy Dance of Sustrans



From the right: Becky Reynolds (Bricycles), Tom Guha (CUC), Fabian Hamilton MP, Andy McDonald MP, Stephen Morgan MP with Space for Cycling riders.



Green Councillors Dick Page (in hi-vis helmet) and Alex Phillips in gilet.



Chris Todd of Brighton and Hove FoE and CBT. (& Phil Benstead taking a photo.)

this constricted space, with pedestrians weaving in and out. Logic of course would dictate that we remove the traffic from the road and give it over to bicycles.

Tom shepherded Fabian Hamilton MP and Stephen Morgan MP (both Labour members of the All Party Parliamentary Cycling Group), and the Shadow Secretary of State for Transport, Andy McDonald MP to our starting point. All the MPs spoke in support of Space for Cycling. Andy McDonald said the Labour manifesto was focused on local travel issues and that cycling was not at present getting the emphasis it deserved. He pledged that a Labour government would spend £10 per head on cycling and walking. Fabian Hamilton reinforced this later: "We need a radical shift in our transport system and we are committed to making sure that happens."



Fabian Hamilton MP (right) with BTN Bike Share hire bike & Mark Strong

At the rally, Becky Reynolds, our Campaigns Officer said that despite Brighton receiving many transport awards, cycling still needs greater priority and more high quality infrastructure so that people feel safe to ride. She said that even on NCN2, the South Coast Cycle Route, cyclists are expected to give way to motor vehicles crossing the path.

Becky then led off the ride into a gloriously fading sunset – a perfectly marketed advertisement for the joys of being on a bike. We turned back just before the King Alfred, cycling into the dusk and a rare easterly wind, hopeful and invigorated by these new pledges of support.



Above: Stephen Morgan MP with Angela on the left and Adam on the right of the photo

Angela Devas
25 September 2017





Collision update

Madeira Drive

Friday 1st September, a sunny evening and the day of the launch of Brighton Bike Share. But what's this? Madeira Drive



cycle lane was **closed** (left) in preparation for the **National Speed Trials** starting the next day. Not only was this **totally counter productive** to the BTN Bike Share project, but was arguably a contributory factor in a cyclist being involved in a collision with a motorbike (above). If the lane had been

open, the cyclist probably wouldn't have been on the road. We informed the Council. **We strongly oppose these frequent and often unnecessary cycle lane closures at Madeira Drive without alternative routes for cyclists.**

Coombe Terrace

In January Robert Parr hit the low kerb at Coombe Terrace sustaining serious injuries. Bricycles took up the issue with Brighton and Hove City Council. Some visibility improvements have been made. The story was covered by the Argus. Since then we have been contacted by another cyclist who reports that she hit the kerb and suffered a broken elbow.



Seafront cycle path, Hove (NCN2)

In June a cyclist was hit by a car crossing the seafront cycle path at Hove near the View Restaurant. **We have asked the Council to re-mark the route so that motor vehicles clearly have to give way to cyclists** as is the case on the award winning **Old Shoreham Rd. cycle lanes** (below). We await a positive response from the Council.



London to Brighton

Sunday 18th June, and after BHF's 54 mile fundraising ride, the cyclists received their medals from Chelsea Pensioners in their scarlet uniforms, also sporting medals! 27,000 riders took part in the 37th year of the event. Unfortunately, it was another opportunity for a cycle lane closure and dismount signs on Madeira Drive (below right).



Cycle routes must stay open for cycling!

Madeira Drive is part of National Cycle Route 2, the South Coast Cycle Route. It is extremely popular and there isn't an easy alternative when it's closed (above and opposite) which is

becoming more and more frequent. We have told the Council clearly that we are very concerned about these closures and that much more effort needs to be made to keep cycle routes open during events and not to use dismount signs when there is no reason. Dismount signs are in use at the Shelter Hall works (left) and were used on Stony Mere Way when Southern Water was doing some work. Cycling needs much greater priority when there are events, roadworks, building works, utility and private work etc.



Ireland and Wales



Above: Carlingford Lock

I recently returned from a cycling trip in Ireland and although, if you are lucky enough to get half decent weather, Ireland is great, the high point of the trip was the cycle path across the north coast of Wales.



The Guinness factory

We started in Belfast and headed up the east coast of Northern Ireland before battling the wind across the top.

The Giant's Causeway is great but not an ideal place to visit with cleats.

At the campsite we met an impressive French couple in their 70's who were on a tandem. They were riding around the whole Irish coastline and this was the half way mark. They had cycled all over Europe but

had never been to the UK before. When I asked why they implied it wasn't very cycle friendly!

Having struggled against the wind for a couple of days we decided to head south. We found campsites in Ireland to be a bit on the limited side. However people were fantastic and a couple of times when we were stuck for somewhere to stay locals came to our aid. One even letting us camp in his garden and use their shower. We found that the nearer we got to Dublin





Noel at Conwy

the more expensive it became. We asked at one B&B about 50k from Dublin and it was £100 for the 2 of us.

Irish roads are generally quiet which is just as well as we didn't come across too many good cycle paths.

We caught the ferry from Dublin to Holyhead. We had a nice ride across Anglesey then joined a cycle path at Bangor. The north coast path was a nice surprise and an absolute pleasure. It is generally separate from the traffic. It did help having the wind with us but the ride was a real joy and went all the way to Prestatyn. It included some

extraordinary paths taking cyclists on various specially build bridges crossing over the A5. It was disappointing when we got to Prestatyn and had to turn south and head over Offa's Dyke. We completed our trip in Stratford.



Peter Dupont

Cllr. Pete West gets cycling headlines!

We were delighted to see front page coverage for former Mayor, Councillor Pete West's call for a joined up cycle network and a cycling strategy for Brighton and Hove. This is connected with his strong request at the Environment, Transport and Sustainability committee on 10th October, see page 4 "Walking the walk of cycling".



Front page news, October 14th

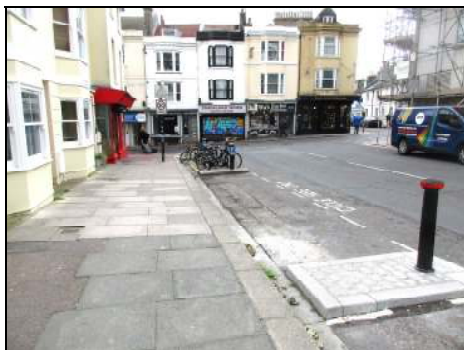
Brighton and Hove should be developing a Cycling and Walking Infrastructure Plan.

BTN Bike Share hub removed from Whitecross Street !

We were disappointed that a popular bike hub serving North Laine, Brighton railway station and Brighton Metropolitan College was removed suddenly without public consultation. Our enquiries revealed that the hub was the subject of a complaint of late night noise when bikes were returned.

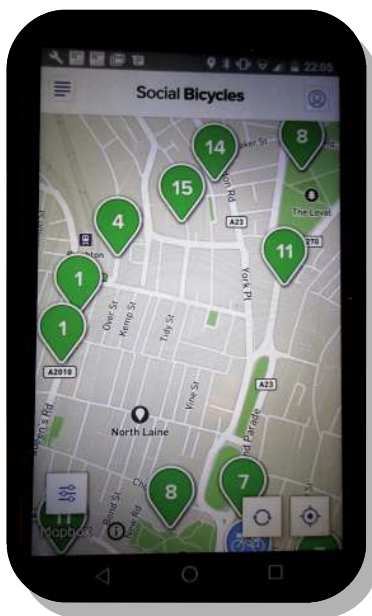


Before & after: popular hub removed



poorly served. We hope Brighton & Hove City Council officers and the local ward councillors (whom we have contacted) will do everything they can to ensure an equivalent location is up and running as soon as possible. We have asked for Councillor support for the new Traffic Regulation Order for relocation of the hub. This has not yet been published.

We supported this location at Whitecross Street during the public consultation earlier in the year because of its important central position. Its removal puts pressure on other hubs and leaves the dense North Laine area



Above: No docking stations in North Laine!



Cycle training by the Council

Free adult cycle training and bike maintenance courses are available for 14 years olds and older who live in Brighton & Hove.

<https://www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/city-cycling-skills-and-training>

Dooring is a real danger

All credit to Brighton and Hove City Council for supporting Cycling UK's campaign about the threat to cyclists of dooring.

BHCC issued a press release entitled "Cyclists and drivers warned over car-dooring threat." It said "Cyclists are encouraged to cycle 1.5m away from parked cars *where possible* to avoid opening doors" (our emphasis). Good advice, but we know the reason many cyclists ride too close to parked cars is the fear that drivers in the vehicles behind them will not wait. For cyclists to feel more confident about holding the primary position on the road, we need Sussex Police to conduct "Operation Close Pass" and deploy undercover police cyclists to apprehend dangerous drivers who overtake too closely.



In Britain in 2011- 2015, there were 2,009 cyclist casualties and 5 cyclist deaths where 'vehicle door opened or closed negligently' was a contributing factor in incidents attended by the police.

Cycling UK recommends the "Dutch Reach" i.e. opening the car door with the hand furthest away from the door, so that you are in a better position to look behind you.

Car dooring is a criminal offence for which both the person in charge of the vehicle, and the person opening the door are culpable. The maximum penalty is a fine of £1,000.

Last year in Leicester, cyclist Sam Boulton was killed when the passenger of a private hire vehicle (parked illegally on a double yellow line) opened her door, knocking him off his bike and into the path of a van. The passenger was fined £150 for car dooring. The driver was also convicted of car dooring and fined £955. He is currently appealing.

Rule 239 of the Highway Code for motorists is that you "MUST ensure you do not hit anyone when you open your door. Check for cyclists or other traffic." The Road Traffic Act 1988 makes it an offence to open "any door of a vehicle on a road so as to injure or endanger any person."

Becky Reynolds

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

Cycling the gorgeous Green Ways of Brittany

When I mentioned to a friend that I intended to cycle in Brittany, he lent me a copy of **'Brittany's Green Ways'**, a Red Dog book by **G.H. Randall**. At first I pooh-poohed the idea of off-road tracks as progress on them can be slow, but without this book I may have toiled unnecessarily in the heat over many a major hillside. The book includes sectional maps and an overview of the network of old railway lines linking Roscoff and St. Malo with Nantes.

I set off by overnight boat from Portsmouth to St. Malo and took trains from there to Quimper to visit friends in Finistère. Much of the 30 mile cycle to their house was a test of endurance in high temperatures, with hill climbs that went on forever on a narrow road used by very fast concrete lorries homeward bound. Luckily I had food and found a water tap, and the last few miles were on back roads. A few days later I set off after lunch towards the Green Ways. After a hot and hilly 45 miles I arrived late at the campsite in Châteauneuf-du-Faou to be greeted by a man dressed as Elvis. He invited me to join the other 40-50 Elvises celebrating someone's birthday, but I preferred just to imagine them. He actually didn't know a single song by Elvis, but did allow me to camp on his emplacement, where I listened to the calls of little owls instead.

In the morning I left while all the Elvises were sleeping it off, and cycled to Pont-



Chemin de Randonnée to Saint-Méen-le-Grand

de-Carhaix where I gratefully joined a canal path, the start of the Green Ways. The route went uphill through the town of Carhaix where inadequate signage caused a few deviations. Eventually I got onto a parallel road for the sake of speed and stopped at Maël-Carhaix after only 37 miles. Unable to find the campsite I knocked randomly on a front door, and found the mayor of the town who kindly led me to the empty lakeside site in her car.

On leaving, I re-joined the Green Ways. At Rostrenen I climbed over a big hill twice so as to get food before realising that the supermarket was right next to the route. Details of local shops are not given in the book. I began to encounter other cyclists, all coming the other way, as apparently most people start at Rennes, head west and then go south to



The old station at Rostrenen

join the canals at Nantes. Everyone said 'Bonjour' except an amazing outfit going really fast, headed by a woman on a recumbent with legs like pistons, attached to a bike ridden by a man looking like a charioteer, followed by several trailers carrying gear and eventually a carriage containing squabbling children. They swept by imperiously taking up most of the space while I got out of the way.



Early morning leaving Saint-Méen

Charmingly each old railway building is painted with trompe l'oeil images of railway workers, passengers and days gone by. The tracks were just wide enough, with good surfaces, and gradients were slight. There was much to see, hear and smell as the route went through woods with lime trees and alongside lakes and meadows full of flowers, birds and insects. That day I did only 32 miles, stopping early at a lakeside campsite close to Merignac where I had a swim in choppy yellowy-brown water, after which I started to feel unwell. As it poured with rain the following day I indulged in reading and drinking coffee in my tent.

I left the following day and cycled through Loudéac to Saint-Méen-le-Grand, where the railway service closed only a year ago but was already overgrown. At the campsite I met an English couple resident in France who were cycling with three delightful children aged 6-11, all on their

own bikes. There was also a New Zealand couple on a folding tandem which could adjust to be used as a single bike. We indulged in comparisons of equipment and the children watched me cook curry on my trusty Trangia. The site fee was 3 Euros 10 cents, including phone recharge and hot showers.

The following day I was off before the others emerged, heading for Rennes. There was a marked cycle route but I decided to ignore it and headed off across hills and through villages where I enjoyed several tartes aux pommes. After 45 miles or so I re-joined the cycle route through the industrial hinterlands of Rennes and eventually made it to the shiny new station where some of the lifts were too small to accommodate bicycles...

It was easy to ride to St. Malo along with some 10 other cyclists who all cheerfully squeezed their bikes into the new, capacious double decker train. French passengers were keen to talk politics and not for the first time I let them know that not all Brits wanted Brexit.

At St. Malo I spent the night in the rundown hilltop campsite where the fee for one person was a massive 17 Euros. Recharging points were, alarmingly, inside the shower cubicles and some unwelcome sights were to be seen inside the unisex toilet block complete with open urinals, a uniquely French experience?

On the way home I sat in the sun watching the Channel Islands slide by and at Portsmouth joined a group of cyclists surging through the town towards the station, where my train left 4 minutes later. All in all I had a thoroughly good time and met a lot of kindness along the way. A trip to be recommended.

Marie Sansford

Review

“How to build a bike”



It was great to meet Jenni Gwiazdowski, founder of the [London Bike Kitchen](#), speaking about her new book “How to build a bike”.

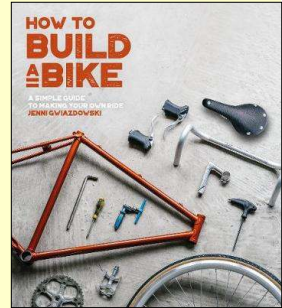
She is a fan of vintage bikes. She finds that bike

shops create a lot of waste and that the quality of some modern components is very poor. There aren't many women in the bike industry, and Jenni says that girls aren't encouraged to do “engineer-based fun” like bike building.

Her DIY manual guides you through all the stages needed to build your own single speed bicycle, often re-using parts from old bikes. The presentation is clear with many tips and photos. You are invited to “learn how fun, creative and satisfying” making your own bike can be.

“With a few simple tools and a bit of inspiration, anyone can build a bicycle...”

Jenni's talk on 15th October at the Cowley Club, on the London Road in Brighton attracted a nice crowd and was accommodated in the library (see below).



The occasion was enhanced by a beer festival taking place at the same time!

Published by Frances Lincoln at £14.99, “How to build a bike” is available at good bookstores & at www.lbk.org.uk/

Becky Reynolds

A27 & beyond



East of Lewes decision

Following consultation in 2016, **Highways England** have decided on a scheme which marginally increases the capacity of the A27 for motor traffic and

provides some improvements for non-car users. Drusillas Roundabout will be enlarged with footpath, pedestrian crossing and cycle path upgrades; Wilmington Junction will have a staggered “ghost island”, improved bus stops and bus lay-bys; Polegate bypass junction will be widened and there will

be a pedestrian crossing upgrade and a cycle path. The video on the website shows a shared use path for pedestrians, cyclists and other non-car users marked on a map from Beddingham via Berwick (Drusilla’s) and Wilmington to Polegate. **What happens next?** There will be more surveys and investigations to design the scheme in more detail and public information exhibitions in 2018.



Hailsham, Polegate and Eastbourne

Bricycles responded to East Sussex County Council’s “Hailsham, Polegate and Eastbourne Movement and Access Corridor” consultation. ESCC have £2.1 million of Local Growth Funding from the South East Local Enterprise Partnership (SELEP) towards this scheme and other contributions. It appears that bus awareness is dawning! The main issue for us is the standard of cycle facilities being proposed.

New Monks Farm, Lancing

The outcome of the proposed New Monks Farm development near the A27 in Lancing will not be decided until 2018. The proposal includes an IKEA store and the removal of the Old Shoreham Road/ Coombes Road crossing known as “Sussex Pad” (now Lancing College) which is frequently used by cyclists. Alternative crossings are problematic.



Wayfield Farm junction with the A23 (NCN 20)

A cyclist-van collision occurred here in 2016. It remains unclear that this is anything other than a slip road to the A23. We are glad to hear from West Sussex County Council that they aim to improve signage and the surface. If you have had any issues or near misses here or have views on improvements, contact Becky, details back page.

LETTERS

There's my stolen bike!

I had an interesting issue this week. I had a bike stolen from outside my house. My reaction was to think about reporting it at some point but no rush. However on Friday night I was cycling along the front and I discovered my bike chained up. I locked it up. Then on Sat went to the police to report it. I had my post code on it so there was no doubt it was mine. However the police said I wasn't able to take it and gave me a comp slip to pin to it. This suggested that the bike might be stolen and that the person should get in touch with the police. I pointed out that I was in danger of losing the bike again and also having my locks ruined. Their only response was to say well that would be criminal damage. Apparently I am okay to cut the lock next week if they don't hear anything. I understand it places the police in a difficult situation, but have you heard of this happening before? Cheers, **Pete**



Reply: Yes, we think so. We saw a note from a PCSO attached to the handlebars of a bike parked outside Aldi in London Road in April (photo above). It read: "This bike was reported stolen on 22/02/17 and the original owner has found it at this location. Could you please contact Sussex Police asap quoting the ref. no. above." Sounds similar. We assume this is how police deal with this situation. Not much help for the real owner!

Lost Dog Cycle Search Team



The main reason I am contacting you is that apart from now joining Bricycles I run the above mentioned Lost Dog Cycle Search Team and if you know any riders in the Brighton area that might be happy to turn out in the location if a dog is missing and join the search we would welcome them.

This year has involved searches from an hour up to periods spread over five days both on and off road but any cyclist with any bike that could spare an hour would be welcome.

The format is that we send a text with the search location, description of the dog and the owners telephone number to our volunteers in the area and hope they can see the dog.

My HM Coastguard experience shows that a search in the minutes when a person goes missing in the area that they were last seen can often be successful whereas the longer the delay there is less chance of success.

It is often the same case with dogs but as they can cover the ground faster so people on bikes can move faster than those walking and allow the walkers to do a more intensive search.

Tom has indicated that he would let the Rangers know so I thought I would send you one of our flyers (**see right**) that have been distributed around the city.

Kind regards, **Dave Churchill**

Hove Volunteer Lost Dog Cycle Search Team



07940 796934 and 01273 418801

We'll help to find your dog!

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

Give us a description, where last seen, where the dog might like to go and any other information such as likes or dislikes.

Lost, scared or injured dogs can cause road traffic accidents, harm people and other pets and injure or kill farm livestock so the sooner they are reunited with their owners the better for all.

Why not join the 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!
THANK YOU FOR READING THIS!

When hi vis is low vis

I was cycling uphill near Ardingly Reservoir with the sun behind me one morning when I passed a couple of horse riders coming the opposite way. "I didn't see you!" one of them exclaimed in a somewhat critical manner. "That's because you're all in yellow!"

Just shows how my jacket which was high visibility in the dark hours became low vis in bright sunlight!

Tony



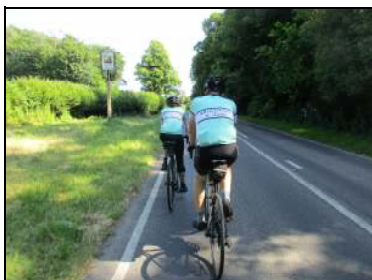
Reply: Yes, good point. Visibility depends a lot on contrast. Spot the cyclist above.

NOTICE BOARD



Brighton and Hove Cycling UK

See Facebook for rides!



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](https://twitter.com/breezeAlison)

Email: alisonbreezeseara@gmail.com

Bike For Life South

Bike mechanics course

25th November, Level 2

2nd December, Level 3.



We're happy for anyone at Bricycles to
attend a session free of charge in
return for a write-up about it!

There is a group ride on 9th December
to Kingly Vale. Same offer applies if
anyone would like to join our group.

www.bikeforlifesouth.org.uk

01273 676278 Mo: 07792 211839

bikeforlife@gmx.com

www.getafixcycles.org.uk

Jason's Egg Shop in the Open Market



Jason kindly distributes copies of
Bricycles News, which helps us
get our message out. He rides a
bike himself. He also takes back
egg boxes, so don't throw them
away, take them there! His shop
is on the right at the entrance to
the Open Market from London
Road.

Cycle September success

More than 1,000 people
from 82 companies and
organisations in Brighton
& Hove took part in this
year's Cycle September
challenge and made over
12,000 trips, totalling
almost 85,500 miles.

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.

Tom says: "We have the area of an inverted T covered well between Seaford and Worthing and then in a broad brush stroke up the Northern axis from the pier to Falmer and Lewes but ideally it would be good to have villages and suburbs assigned."

Join us!

Campaign coverage



Bricycles Campaigns Officer Becky was in the Oct/Nov edition of "Cycle", the magazine of Cycling UK.

Wire menace

There continue to be instances of wire across/near paths with the apparent aim of injuring people. Tell the police if you come across wire dangerously positioned.

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 the final stages of a PhD research project with the University of Kingston. I am investigating the psychological factors and benefits of regular cycle commuting. As part of the research I'm looking to recruit up to 12 regular cycle commuters who would be willing to take part in a 60-90 minute interview in the Brighton area.

The purpose of the research is to understand what we can do to increase the numbers and frequency of cycle commuting beyond the usual measures of providing infrastructure, facilities and promotion. By understanding the psychology of regular cycle commuting we can develop policy that is informed by what makes people switch commuting modes.

Interviews can happen at a time and place of your choosing in or around the Brighton area. I am looking to have completed all interviews between now and the end of February.

I work and cycle locally, and am self-funded, so can't offer payment for taking part, but there is the reward of knowing that in time the research results could be used to influence more people out of their cars to ride to work.

If you are interested, please contact me at k1656277@kingston.ac.uk

Alan Redman

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Follow Bricycles on Facebook & Twitter



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Support Bricycles!
 Keep up to date with subs.
 Joining information is on
 the website or contact
 Tony, above.

GENERAL ENQUIRIES:
bricyclesbrighton@gmail.com

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Write to us!
 Send your views, articles, news,
 and photos to the Editor by the
 end of January 2018 for the Spring
 Bricycles News!

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