

Bricycles

News

www.bricycles.org.uk

Summer 2018

No. 115

SAVE OUR CROSSING!

It was a fantastic turnout in Shoreham on Sunday July 15th when 250 people protested against the closure of the popular road crossing over the A27 at Sussex Pad. People came on bikes, on foot and on horseback! The closure is proposed as part of the New Monks Farm development.

See pages 21-23



#SaveA27Crossing



The George Street bike hub stays!

The popular Hove bike hub will remain following a Council decision in June. There has been a negative campaign in the area and a petition to have the bike hub removed led by a local councillor. *See page 3.*

Next Bricycles social meetings: 10 October, 6 December. *See page 27*

Council matters

At the full Council meeting in April, Mark Strong, Community Works Representative referred to a lack of direction for cycling and walking in Brighton and Hove despite the Council's unanimous stated commitment to an ambitious cycling strategy. He asked when work will start on a Cycling Strategy and the Local Cycling & Walking Infrastructure Plan (LCWIP).

Councillor Gill Mitchell, Chair of the Environment, Transport & Sustainability Committee replied that having taken into account existing commitments, resources and the need for an officer and a budget, the primary work in this area in 2018-9 is to scope and develop a LCWIP. The plan would then inform a cycling strategy and assist funding applications. She said she was not aware of a reduction in delivery or use of cycling. Cycle counters show an almost 5% increase since 2016.

Mark wanted swift action to redress the historic imbalance caused by motorised



transport affecting many groups in society and recommended expediting it and "getting on with it very quickly".

Cllr. Mitchell again referred to funding and resources.

Since this meeting, an officer has been allocated to work on the vital LCWIP.

City Plan Part Two and UDF consultation

These major planning policy documents about the development of Brighton and Hove are out for consultation NOW until 13 September 2018.

Act now!

- **City Plan Part Two** is at <https://tinyurl.com/y76qghap> on the Council website.

- **The Urban Design Framework Supplementary Planning Document** - Issues and Options paper is at: www.brighton-hove.gov.uk/udf

Council changes in 2019

Looks like there will be a big departure of councillors after the May 2019 elections.

Standing down in May will be: Warren Morgan, Karen Barford, Caroline Penn, Tom Bewick, Kevin Allen, Penny Gilbey, Saoirse Horan, Mo Marsh, Gill Mitchell, Dick Page, Louisa Greenbaum, and Geoffrey Theobald. Daniel Chapman, Anne Meadows and Adrian Morris have been deselected so will not stand.

Other names mentioned as unlikely to remain include Ken and Ann Norman, Andrew Wealls and Denise Cobb.

Bricycles responded on the Rights of Way Improvement Plan and Steine Gardens / Palace Pier roundabout consultations. I alerted the Transport Partnership to the A27 "Save our crossing" issue at the meeting on 31 July. The poor standard of cycling provision in this LEP funded project raises questions about Highways England's support for cycling and the sustainability of transport across the Greater Brighton region. *Becky Reynolds.*

THE HUB STAYS!

Cllr. Wealls (Conservative) failed to have a BTN BikeShare hub removed from George Street in Hove.

He attended the Environment, Transport and Sustainability meeting on 26 June 2018 (photo right) to present a petition recommending that the hub be moved to Tesco's. When he said he was not hostile to cyclists or the bike share scheme there was laughter. He said Santander bank had complained about access; a gap had been made in the hub but this was not sufficient; people had fallen over the hub and had turned mobility vehicles over on it. The petition he presented on behalf of traders contained 1174 signatures.



The ETS Chair Cllr. Gill Mitchell (Labour) said that this docking point is one of the top 10 most used in the City, with 500 rentals from/to per month. Council policy is to encourage sustainable travel and removing this popular facility would impact on the success of the BikeShare scheme. Cllr Pete West (Green) said it was bizarre that Cllr Wealls proposed moving the hub and the associated trade to Tesco's car park. He said George Street needed to be reconfigured to be a more pedestrian and cycle-friendly space. Cllr Leo Littman (Green) pointed out the logical inconsistency of the petitioners' claim that the docking station condoned cycling in pedestrians hours but having somewhere to park your car didn't condone **driving** in pedestrian hours.

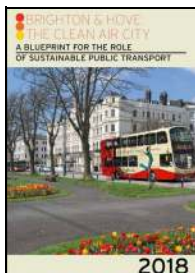
Towards a Clean Air City



“Towards a Clean Air City” was hosted by Brighton and Hove City Council at the i360 building. It was described as “A workshop to discuss policy options, strategies for the city and its transport providers, and the evidence available so far to help inform these decisions”.

We heard from **Professor David Begg**, (in photo above) who you may remember as the clear-sighted chair of the now disbanded Commission for Integrated Transport. He said Brighton is one of the most enlightened places on transport in the UK. He urged us to be brave, bold and to “keep doing what you’re doing”. He was complimentary about the Brighton bus partnership and keen to see continued success given the fall in bus speeds due to traffic congestion.

Martin Harris, head of Brighton & Hove Buses (right) launched a renewed campaign for lower vehicle emissions with the publication of a new report. He said that public transport moves far more people in Brighton than in any other town outside London. His new micro-hybrid Euro VI bus is close to zero emissions. His challenge is to convert 430 vehicles to this standard by 2030.



“Brighton and Hove, The Clean Air City

A blueprint for the role of sustainable public transport” is available on the Brighton and Hove Bus Company website at:

http://www.buscms.com/BrightonBuses2016/uploadedfiles/AIR_QUALITY_-_DIGITAL.PDF



Andy Eastlake of the Low Carbon Vehicle Partnership (above left) was keen for Brighton to identify a Clean Air Zone. He warned that operators would move dirty vehicles here if we don't create a zero emission zone here first! Cllr. Tom Druitt (above right) of the Big Lemon spoke about his solar electric buses.

We also heard from Cllr. Gill Mitchell (Lead on Transport) and Mark Prior, Assistant Director of City Transport . This event was held on was on 27 April 2018 and included a group flight on the i360 for those who wanted to go.

'The Future of Travel & Transport in Brighton & Hove'

Also labelled "Brighton & Hove 2030 Vision: Our City, Our Future", the insights gained are intended to be helpful to decision makers. The invitation said "Transport is changing at an unprecedented rate; new technologies are changing the way we travel, the way we move and use goods and services and even where we want to travel to – as a city we need to keep pace with these changes, determine which changes we embrace and which are not right for our city and its future."

Professor Glenn Lyons, Mott MacDonald Professor for Future Mobility at UWE and

"Transport sociologist" spoke interestingly about how predictions often underestimate change. We are at a point of revolution by technology. There have been unprecedented indicators of change among younger people. Trips have gone down 10% but road traffic predictions aren't changing. He accused transport professionals of being stuck in "compliance to DfT and WebTag".



Futurist Nick Price circulated scenarios for discussion, but this involved reading a lot of text and concentration. The sometimes dystopian and individual-focused imaginings included several negative mentions of cycling! It is generally valuable, however to consider autonomous and electric vehicles, new technology etc. and to speculate within the context of the Greater Brighton area. *Becky Reynolds, 13/6/18.*

Valley Gardens work starting now!



Signs have gone up around the City. Work on Valley Gardens is starting on 3 September on the green space behind St Peter's Church.

Valley Gardens is the area from St Peter's Church to the Palace Pier roundabout. Phases 1 and 2 focus on the green spaces and the surrounding roads and footways from St Peter's Church to the Old Steine.

The Council aims to simplify and improve the transport network and create an enhanced green area. The funding available for the first two phases of the project is £10.126m. £8m is through the Capital to Coast Local Enterprise Partnership. The remaining funding will be from local developer contributions and the Local Transport Plan.



The design for the busy Old Steine and Palace Pier roundabout (Phase 3) will be

decided after Phases 1 and 2 have been finalised. Work will take 2 years.

The three design scenarios for the Palace Pier roundabout are described as follows: • an option which retains a roundabout; • an option which replaces the roundabout with a signalised junction; • a 'hybrid' option which will explore alternative highway layout features that may not necessarily be regarded as fully 'conventional' but must be rooted in successful transport precedence and improved outcomes.

We will need a very good solution to provide continuous cycle access from the central area of Brighton down to the seafront given the high traffic volumes on the A23 and A259. The north-south corridor must link with the seafront cycle track (NCN2) which runs east-west.

At the Environment, Transport and Sustainability meeting on 26 June, Councillor Pete West said he would be looking for "some very strong proposals to support cycling through that space because where we are at the moment, you're taking your life in your hands to negotiate that roundabout and the spaces and roads surrounding it."

Active Travel & Health Partnership

The meeting on 26/6/18 was well led by **Daniel Bianco (right)** of **Brighton & Hove City Council**. Dan spoke about the workplace sustainable travel initiative, now focused on the Lewes Road employers e.g. Sussex & Brighton Universities, the NHS, B&HAFC, Southern Water and others. See:



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



Ian Davey of Hour Bike (left) spoke about the enormous success of **BTN Bikeshare** which has 40,000 regular customers. (See Ian's article, page 16). **Mel Mehmet, MBE** told us about the "travel green easit network" and **easitBRIGHTON&HOVE** for travel discounts for employees. See: <https://www.easit.org.uk/>

Paul Ollerton described the health benefits available to staff from **ViiSana** (brokers to **Vitality Insurance**) which helps people be healthy, safe and reduce sickness absence: <https://viisana.com/>

Laura Wells from BHCC gave an update on the Transforming Cities Fund bid (for the Greater Brighton City Region) and told us about **commencing work on the crucial Local Cycling & Walking Infrastructure Plan**.

Tracey Maitland of Possability People (ex- The Fed / Federation of Disabled People) <https://www.possabilitypeople.org.uk/> described her wide remit, including initiatives for active travel and bus travel for disabled people. Possability People's office in Windlesham Avenue was the venue for the meeting.

Becky Reynolds

The Active Travel & Health Partnership is funded by the Department for Transport's Access Fund for Sustainable Travel.

Road Safety News

Dooring

The BHCC Road Safety Team are pursuing a valuable campaign to reduce dooring of cyclists.

They are recommending the “Dutch reach” i.e. using the hand further away from the car door to open it so that you are in a better position to see anyone approaching.

They are also producing a leaflet (below right) and stickers to remind people to check behind them when getting out of the vehicle. The images will be flipped to show the British situation.

Drivers must also make passengers aware of the dangers of dooring.



New Cycle Map

New printed cycle maps are available from the library and the usual council outlets and bike shops. An online customisable version is on the Council website. Although useful, it is slow to load on some devices. See:

www.brightonandhovecyclemap.co.uk/

More information on BHCC's Road Safety campaigns:

www.brighton-hove.gov.uk/roadsafety www.whatdidimiss.co.uk
Facebook: [Share the Roads, Brighton & Hove](#) Twitter: @WDIMBandH
Contact the Road Safety Officer (in photo at top of page):
keith.baldock@brighton-hove.gov.uk 01273 292258



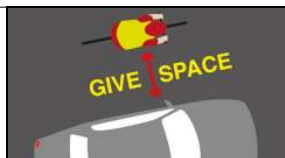
Sussex Safer Roads Partnership “Safe Pass”

We warmly welcome this action to assist enforcement of Highway Code rules, particularly Rule 163 about giving cyclists, horse riders and motorcyclists at least as much room as you would a car when overtaking.

The SSRP reports that: “This first event took place in Hove in the Portland Road area *[on 6 June]* and was in place for a couple of hours. A police officer riding a bicycle fitted with cameras was deployed and supported by an unmarked Roads Policing motorcycle. Vehicles that passed close to the bicycle were radioed to the motorcycle who directed them to a nearby educational area which was kindly donated by EDF energy. Drivers were offered education as opposed to enforcement. During the event four drivers were spoken to and two were also reported for mobile phone use. An encouraging first event with our partners which will be repeated in due course.”

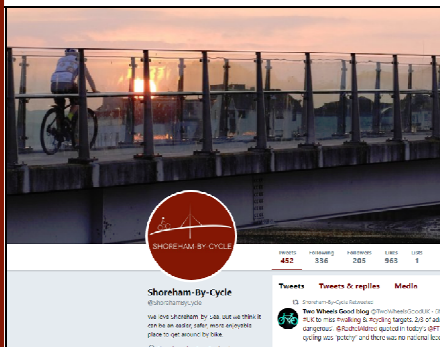
However, the “Safe Pass” leaflet has a page headed “The Law” referring to Rule 139 and Rule 188 which are wrong references (being about crawler lanes and mini-roundabouts), not overtaking. It appears they were using a 1999 version of the Highway Code! We have informed the SSRP. At present, the leaflet is still at:

<https://www.sussexsaferoads.gov.uk/campaigns-and-initiatives/view/Safe-Pass>



“Safe Pass”

Shoreham-by-Cycle



Cycling is a great way to get around Shoreham-by-Sea.

But we believe cycling in our town can be better. We want cycling in Shoreham to be easier, more comfortable and less stressful, so more of us feel able to ride to work, to school, to the shops or

simply to the pub.

We talk to councils, politicians, businesses, schools, police, community organisations and local people, finding ways to make things happen.

Why do this? What do we stand to gain? Perhaps cleaner air, quieter roads, healthier children – and maybe even quicker journeys.

We’re just getting started. Let’s see what we can do.

Web <https://shorehambycycle.org.uk/>

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

Facebook [@ShorehamByCycle](https://www.facebook.com/ShorehamByCycle)

Instagram shorehambycycle

Email shorehambycycle@gmail.com

**New
campaign
group**

Police cyclists at Pride

There was a friendly police presence at Brighton Pride on 4 August 2018.

Here near Preston Circus looking south.



Big Dog MTB race guest of honour - Max Glaskin!

11/8/18: Bricycles member & author of Cycling Science, Max (in the 2 photos at the foot of the page) launched the event in Stanmer. Max organised the original race in earlier years!



Out and about



New cycle track signs on the seafront (NCN 2)



Providence Place parking helps block steps hazard.
Thanks to Cllr. Pete West.



Edburton declares "Shared space" on the seafront.



Old sign:
Softer "No cycling" sign, Pavilion Gdns.



New A27 crossing and track to "West Firle".



New toucan at Marine Gate, Marine Drive.



Absurd place for gutters, Newhaven West Quay.



Wrong kind of traffic calming, Dyke Rd. Drive.

The Greater Brighton Cycle Challenge!

Riders in the Greater Brighton Cycle Challenge clocked up over 10,000 miles.

220 people, including councillors and Labour MP Lloyd Russell-Moyle, braved hot weather and took part in 30 mile and 58 mile cycles through the South Downs, part of The Living Coast UNESCO World Biosphere Region. Other riders collectively cycled over 4,000 laps of the Preston Park Velodrome.

The Mayor of Brighton and Hove, Cllr Dee Simson, set cyclists on their way before riding a tandem with former mayor Cllr. Pete West.

Paul Bonett (formerly of Bonett's Estate Agency) and Jim Stevenson cycled 250 miles on a trip through the Himalayas

www.justgiving.com/fundraising/paul-bonett5

The purpose of the rides on July 1st 2018 was to raise funds for First Base Day Centre, run by Brighton Housing Trust.



*Green Cllr. Pete West pilots his tandem.
(The stoker here isn't Cllr Dee Simpson)*

BHT head of fundraising, Jo Berry, praised the achievement of the riders in the hot weather and said:



Conservative cycling club?

Cllrs. Andrew Wealls, Tony Janio & Nick Lewry all took part!

“What is equally impressive is the amount raised for First Base Day Centre that works with rough sleepers throughout the year, during heatwaves and in the depth of the winter.

“At First Base we provide the essential services to maintain basic dignity and life, and the support needed to help people to move off the streets. Last year 1,113 clients made use of the services



Labour Cllr. Tracey Hill



Above: BHT CEO Andy Winter delivers the croissants

provided at First Base Centre, of whom 1,089 were rough sleepers...

"Events such as this make it possible to continue providing the services at First Base".

Over £11,000 has been raised.

The rides were organised by Cycling Support Services.

<http://css.bike/>



Nick Marks being Dr. Bike



The Penny Farthing Club



CSS staff: Brenda Pollack and support worker above left and Chris Todd above right.



More information about Brighton Housing Trust at <https://www.bht.org.uk/>



**Wheels for
Wellbeing**

Cycling for disabled people

Wheels for Wellbeing (WfW) is an award-winning charity supporting disabled people of all ages and abilities to enjoy the benefits of cycling.

There is little awareness of the fact that disabled people cycle



Growing numbers of disabled people do cycle and use standard bicycles, as well as non-standard cycles (tricycles, handcycles, e-cycles etc.) to get around. However, there are a number of physical, financial and cultural barriers that continue to prevent more disabled people from taking up cycling in the UK.

Infrastructure

There is a lack of fully inclusive infrastructure across cycling networks. Narrow cycle lanes, speed reduction treatments, physical obstacles, barriers and potholes can reduce accessibility for non-standard cycles, which are often wider, longer and heavier than standard bicycles.

Cost

Non-standard cycles are typically more expensive than standard road bikes, with access to hire and loan schemes also limited. Disabled people are more likely to be on lower incomes than non-disabled people, creating a further financial disadvantage when it comes to purchasing the right cycle.

Facilities

Most cycle parking and storage facilities fail to accommodate non-standard cycles. Without reliably available parking (and fully integrated modes of transport) disabled cyclists will be discouraged from venturing out in the first place and from participating in active travel.

Imagery and language

Images of visibly disabled cyclists are under-represented in cycling, transport and design publications. Therefore people who work in cycling rarely think of the needs of disabled cyclists. Disabled cyclists are further excluded from cycling culture through use of the word 'bicycle', which fails to acknowledge the wider range of cycles available. Electric-assistance is often branded as 'cheating', which reinforces the perception that cycling is for the fit and athletic. WfW works to change the whole image of cycling so everyone

realises that cycling is done by “people like me” and professionals understand they must design with disabled cyclists in mind.



Cycles not recognised as mobility aids

Many disabled people find cycling easier than walking. However, under existing legislation cycles are not listed as a mobility aid (unlike wheelchairs and mobility scooters), meaning disabled cyclists may be asked to dismount in places where ‘cyclists dismount’ signs are displayed (despite the fact that walking or wheeling a mobility aid, such as a handcycle, might be physically impossible for some).

WfW Objectives

Better infrastructure

- We want all local authorities to adopt either **Highways England’s cycle design vehicle or the London Cycling Design Standards’ (LCDS) inclusive cycle concept** when designing, or outsourcing the design of, all new cycling infrastructure.
- We want the Government to develop **national cycle design standards**, in order that predictably inclusive cycling infrastructure is available nationwide.

Better facilities

- We want **5%** of all cycle parking spaces to be allocated for use by disabled cyclists – matching equivalent provision for disabled car drivers.
- We want local authorities, together with local **Cycle to Work providers and employers**, to improve information about the different kinds of specialised cycles available to disabled people in their area.
- We want all disabled people to have access to a local **inclusive cycling hub**.
- We want all publicly-run cycle hire schemes to include **e-cycles**, whilst expanding the types of cycles they offer by working with inclusive cycling hubs.

Better recognition

- We want a **disabled cyclists’ ‘Blue Badge’** to be piloted, which would grant disabled cyclists certain rights and exemptions.
- We want local authorities to ensure that at least **1 in 5** images of cycles depicted in cycling strategies is of a non-standard cycle – proportionate to the number of disabled people in the UK (20%).
- We want the term ‘bicycle’ to be replaced by ‘**cycle**’ wherever possible ensuring that language around cycling is more inclusive.

For more info see <https://wheelsforwellbeing.org.uk/>

 @WfWnews

Disabled cyclists! Take part in the survey on the website - open till 28 September
See also pages 26-7, “Everyday no cycling” and “Institutionally anti-cyclist”.

BTNBikeShare

the new way to get around!



Whilst transport policy in the UK delivers more of the same: more roads, vehicles, congestion and pollution; globally a mobility revolution is taking place with the humble bicycle taking a leading role.

Alongside a developing sharing culture, technology is facilitating the rapid development of real transport alternatives to owning and using a private car. The smartphone and internet are key enablers. From my phone I can buy a train or bus ticket, book a taxi, hire a car or a bike. In some cities I could even hire an electric scooter. Whilst bike sharing has been around for some time, it has now gone from being a niche product for those in the know to a mainstream transport choice for an increasing number of people.

The easier it gets the more people will give it a try. The more they try it the more they like it.

That is certainly our experience with BTNBikeShare. Brighton & Hove has long been a sustainable transport leader with low levels of car ownership, high rates of walking, cycling and using public transport. Now we can add what is probably the most successful bike share scheme in the UK outside of London

Launched last September BTNBikeShare has 450 bikes with 52 hubs or docks. Already 43,000 people have collectively made 275,000 trips and cycled in excess of half a million miles.

Globally there has been a massive increase in the number and scale of bike sharing over the last few years. Much of



this growth has been in the form of what is known as 'dockless' or 'free floating' bike share. This is where bikes are introduced into a city without any specific infrastructure in the form of hubs or docks in which to park them. The bikes may be left anywhere. Whilst the encouragement is to park safely without causing an obstruction, this is often not the case. The resulting bike 'litter' can cause problems for communities and local authorities whilst being detrimental to the overall image of cycling.

Here in Brighton & Hove we have taken a more strategic approach. BTNBikeShare uses high quality 'smart' bikes in a flexible hybrid system. This combines the structure and order of a dock or hub based system with the flexibility of a dockless system by allowing bikes to be parked 'out of hub' for a small fee.

Working in partnership with the city council expansion will be gradual and managed. In the next few months we are planning for new hubs in West Hove and Rottingdean and an increased presence on university campuses. This will come with 120 new bikes. Our aim is to make bike share a viable and attractive transport choice for even more people both within the city and beyond.

ian.davey@hourbike.com

To register, download the Social Bicycles app onto your smartphone. You can also register online at [Btnbikeshare.com](https://www.btnbikeshare.com) or phone customer services on 01273 978096. #BTNBikeshare

The A27 Arundel proposals

Impressive stance by the South Downs National Park Authority and by local residents in Binsted

There are now two judicial reviews against the Arundel bypass option called “5A”.

The South Downs National Park Authority held a meeting in Midhurst on 24 May where they rejected the Arundel bypass 5A option and asked for a judicial review. Option 5A would be immensely damaging to our local national park, destroying a peaceful valley and many acres of ancient woodland.

In a letter to the Bognor Regis Observer*, Margaret Paren, chair of the SDNPA, said ‘it was the view of the committee that Highways England have not followed the correct procedure,

which was to set out, to the same level of detail, for all options both inside and

outside the National Park. In our view this led to them discounting options outside of the National Park too early in the process.’

Member of the public were allowed to speak at the meeting and Angela Devas, a Bricycles member spoke about the importance of Ford station as a gateway to this part of the National Park. The destruction of these woods, she added, is not just a local issue; they are a vitally important part of these green spaces for many people in local conurbations, such



Angela Devas



People protested at the South Downs Centre Hall at Midhurst as the SDNPA met to consider the announcement of the preferred route 5A for Arundel



as Brighton and Hove. Access to these areas could be vastly improved by a high quality shared pedestrian/cycle path from Arundel to Littlehampton. 37% of people in Brighton and Hove do not have access to a car and this kind of public transport access to our national heritage is crucially important.

Several other organisations spoke against the 5A option, including the Sussex Wildlife Trust, Council for the Protection of Rural England and others.

Dr. Emma Tristram is also crowdfunding a judicial review and she puts forward her case here:

<https://www.crowdjustice.com/case/save-arundels-countryside-from-bypass-ruin/>

‘The main plank of my legal application is that Highways England’s many errors and omissions in their 2017 public consultation, which mostly favoured Option 5A, made the consultation unlawful. The public did not have accurate enough information to make an informed decision. District and County decisions to support 5A were based on this faulty information.

Highways England’s consultation also contravened planning policy and guidance and failed to have due regard to the South Downs National Park. The National Park Authority has announced that they are seeking a Judicial Review. The grounds on which my case will be based are broader than those of the National Park and will complement them.’

Further details and a petition for you to sign can be found here:

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



*Link to Margaret Paren’s letter:

<https://www.bognor.co.uk/news/your-say/letter-a27-making-difficult-decisions-is-never-easy-1-8524875>



The future of transport in Sussex?

Transport policy & spending priorities are outdated!

Derrick Coffee, East Sussex County Officer for the Campaign for Better Transport talked about a new report called 'A New Transport Vision for the Sussex Coast' at Lewes Town Hall on 21 April (right). He was supported by Lewes District Councillor Vic lent.

Derrick quoted evidence refuting the assumption that road building leads to economic growth. We need to move away from car dependency and the “predict and provide” mentality. The future of travel demand is changing. Young people are less interested in driving and owning cars. Traffic levels have not significantly increased since the millennium. New technologies are developing. We need a transport system that is healthier, more inclusive and less damaging to the environment.



This sensible 7-point plan is being put forward in the new report:

1. Encourage the use of sustainable transport e.g. by integrated ticketing
2. Provide alternatives to the car e.g. by cycle, bus, rail
3. Integrate development planning i.e. land-use and transport planning together
4. Demand management e.g. workplace parking strategies, better freight/traffic management
5. Support the operation of the highway network e.g. by limited improvements and speed management
6. Promotion of coordinated strategies: beyond local boundaries, sub-regional.
7. Marketing & communications: improvements in communication and media; Support for “Mobility as a Service”

Keep up to date at SCATE! See the report by Integrated Transport Planning & the University of the West of England at <http://scate.org.uk/transport-studies/a-new-transport-vision/>
Can you help share the report on social media? See page 30



SAVE OUR CROSSING!

The rally...



Sussex Pad rally, 15 July 2018

250 people came, including those from cycle clubs and organisations e.g. Bricycles, Brighton Excelsior, Cycling UK, Sussex Nomads, Clarion, Sustrans, & Brighton Mitre.

Chris Todd of BHfOE (left) gave TV interviews.

Becky (left) of Bricycles was on BBC TV's South Today. The horse called 'Storm' was a great celebrity. See

the march on YouTube:

<https://youtu.be/-i8d5UP9ePI>



Cllr Pete West from Brighton was there



National Park approve poor cycling provision



Bob Harber of Brighton Excelsior takes blind passengers on his tandem. He told the SDNPA the proposed path is not safe.

Plans for a section of path intended for use by cyclists, walkers and horse riders as a replacement for the Sussex Pad crossing in Shoreham has been approved by the South Downs National Park Authority despite it being inadequate and substandard.

Sussex Pad crossing is a popular, flat, direct, swift crossing of the A27. Nearly 1000 cyclists, walkers and horse riders were counted on one summer weekend.

Developers are proposing to turn a narrow riverside footpath into a bridleway, ramping it down under the A27 road bridge, then making a sharp left turn to go up the other side and join Coombes Road within the National Park boundary.

Public speakers at the SDNPA Planning Committee in Midhurst on 12 July spoke against the section of path in the SDNP

(SDNP/18/00434/FUL). Objections were about the poor provision for what would become the main route for users diverted from the Sussex Pad junction once that crossing was closed.

Bob Harber, Chair of Brighton Excelsior Cycling Club and also an Upper Beeding Parish Councillor takes blind people on his tandem and loves the flat, direct route across the Sussex Pad junction. He said that his cycling club had been crossing there even before it was called the A27. He criticised the narrowness, steepness, the tight bend and surface of the proposal and said it was not safe.

Chris Todd speaking for Brighton & Hove Friends of the Earth and the South

Downs Society said the proposed bridleway is substandard and is inextricably linked with the New Monks Farm development. The path would fail to provide the capacity to accommodate riders and walkers once the Sussex Pad

Would substandard, overcrowded housing be seen as a good addition to the housing stock?

Why, then is substandard transport provision seen as beneficial to walkers and cyclists?

Junction was closed. Minimum Highways England standards are for a 4 metre path in a 5 metre corridor **just for cycles**. This proposal is for a path of 3.7 metres wide for walkers, cyclists and horse riders linking with an even narrower riverside path within Adur District of 2 metres usable width. The SDNPA Officer's report



Chris Todd of Brighton & Hove Friends of the Earth also addressed the SDNPA

included the following statement: “The additional benefits of a shared path include encouragement of users to share the space, be respectful of other users, resulting in a calmer approach to path use and a more economic use of space. Encouraging all non-motorised users, of varying abilities is important and a shared path is considered the correct approach to promote this.” In fact, the opposite is the case. Bringing together horses, children, club riders and novice cyclists on a narrow slope with a tight bend is very unsafe. This path design would create difficulty for all, particularly users of tandems, trikes, trailers, families with children and disabled people.

On the other side, Martin Perry, Executive Director of Brighton and Hove Albion Football Club disputed the path’s failure to meet standards. BHAFC are the developers, using the name New Monks Farm Development Limited. It was a surprise that the applicants had been able to submit modified plans to the committee shortly before the meeting, without the objectors having had a chance to scrutinise. However, despite

changes, the bridleway path remains substandard and inadequate.

The Government’s target is to double cycling by 2025, but there has been no attempt here even to properly accommodate displaced users let alone to plan for an increase.

Disappointingly, the committee voted 6 to 2 (with one abstention) to approve the path.

Adur defers its decision

The New Monks Farm development includes 600 houses, a country park and an Ikea store. It is as part of these proposals that the Sussex Pad crossing would be closed. **Mike Croker, Cycling UK representative and Bramber Parish Councillor** spoke at Adur District Council’s planning meeting on 18 July. He said: “The proposed development offers a once in a lifetime opportunity for Adur to acquire a mixed development with sustainable travel at its core, especially in the provision of an attractive, safe route between central Shoreham-by-Sea and Lancing. Sadly, all that is on offer is sub-standard non-motorised user provision, which does not place active travel at the centre of design objectives, contrary to both National Planning Policy and your own local plan.”

The Adur meeting deferred a decision on the development so that Ikea can work to reduce its environmental impact and to allow discussion with Lancing College about a 4th arm to the new roundabout.

A new date for consideration of the application (**AWDM/0961/17**) has not yet been announced.



Bike For Life

Bruce Jonas (in photo below) talks about the cycle training company which provides maintenance courses, road riding courses, a Doctor Bike service and social group rides.



Q. How did Bike For Life initially come about and why?

Back in 2000 John Clinton was looking for a way to better promote safer cycling in Sussex and formed Cycle Training (South East). The councils were providing the old Cycle Proficiency but were reluctant to adopt the new Bikeability being pioneered in London by Cycle Training (UK), our parent company at that time. Ronnie Rodrigues and myself were the first two trainers there and we're still running the company now!

Q. What advantages do you have over and above other providers and what do you offer?

Greater teaching experience and an hourly pay rate well above the Living Wage to our valued trainers. Although we're not the only providers of the following, we pioneered all three in Sussex:

- Bikeability: we started it in 2000 but it was running in London via CT (UK) before that.
- Mechanics courses: Beginning in 2003, ours was the first.
- Dr Bike: Year 2000, but the idea was taken from CT (UK) in London too.

Q. Why is qualified tuition important in your opinion?

There is still nothing to prevent anyone without a licence or road experience from buying a fast modern bicycle and charging out on to hectic 21st Century roads. With proper training, cycling can be a safe activity.

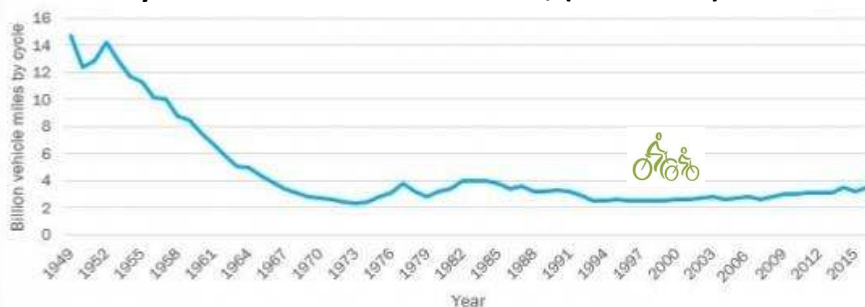
Q. There are many free or cheap cycle services out there, what's your view on charging for training?

There is still an attitude around that cycling should be free and many still don't budget adequately for it, while not blinking an eye at spending hundreds on their cars! I feel that you generally get what you pay for; you probably wouldn't trust a volunteer or cut price dentist, so why risk your bike mechanics or cycle training to inexperienced, cheap providers?

Q. What problems have you encountered over 18 years in running the service?

Several! If you look at the cycle use chart you'll see that cycling miles have dropped dramatically since 1949 but have hardly risen as much as we had

Cycle use in billion vehicle miles, (1949-2016) GB



hoped since we started in 2000, so it's been hard to grow the business. British people still haven't really grasped the nettle of paying for training, or indeed to value Bikeability which is not compulsory like the driving test anyway.

Councils in Sussex have preferred to offer Bikeability 'in house' themselves rather than to use us, once they were obliged by the DfT to adopt it 10 years ago, whereas in London they mostly used the high quality CT (UK). We feel we could provide the service cheaper and pay staff more money per hour, which they deserve.

Trainers cannot afford to work long term on the poor pay they're offered and / or the few hours work they're given, so leave to pursue other jobs. New staff must then be trained, an expensive undertaking.

Most grants which are available to subsidise costs and which encourages more uptake only cover 'core' expenses and require a lot of unpaid application and administration time. A small company such as ours does not have the resources to cover this.

Bruce Jonas



Bike for Life is running a cycle mechanics course on 15th, 22nd and 29th September.

See the website for details www.bikeforlifesouth.org.uk

01273 676278 Mo: 07792 211839



no Everyday cycling in Brighton & Hove



Kensington Street



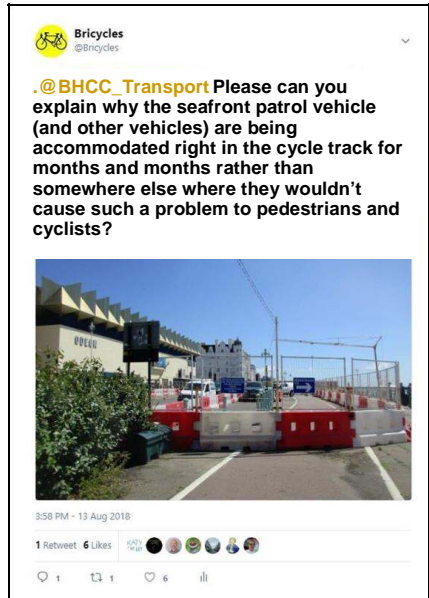
Gloucester Road



Sydney Street



Gardner Street



Seafront, NCN2



Seafront near Kingsway, by NCN2

Come and have a drink with us!

Bricycles social meetings

We look forward to meeting up with you for an early evening drink on

Wed 10 October, 6.30 pm at The Joker

2 Preston Road, Brighton,
BN1 4QF.

It's a Brakspear pub. Come along!

We welcome more help, support and/or a chat!

**Christmas social Thu 6 December, 6.30 pm
at Sawadee Thai Restaurant**

87 St James's St, Brighton BN2 1TP

Contact Tom Jones by 6pm on Fri Nov 30

to book your place. Email: whatevers@brighton.gb.net Mobile: 07775 736126

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
below.**



Institutionally anti-cyclist

OK to drive but not to cycle!

The Seafront Operations Manager tells us that beach hut owners are allowed 2 visits per year by motor vehicle "in order to do minor repairs to their Beach Hut or take down large items like chairs and tables". They are allowed discretionary further visits from November to March.

However, *"If someone wanted to visit a beach hut on a bicycle they do have the option to use the cycle path, unlike a car, which will need to go carefully and slowly along the promenade."*

In other words, drive yes, cycle no.

Cyclists dismount required: *"Once they have travelled along the cycle path and are opposite the approximate beach hut location, they will then need to dismount and head down one of the south running access routes to the promenade. Or they could dismount and push the bicycle*



along the prom for the entire distance to the beach hut."

Disabled cyclists and those with poor mobility/strength can't dismount and push (pages 14-15.) Cycles with laden trailers and special bikes can be very unwieldy. A restrictive old Hove Borough Council Byelaw is used as justification, but this needs checking and updating in the light of disability legislation, more informed sustainable transport policy and the overcrowded seafront cycle path and upper prom.

LETTERS

Time for a seafront revamp!

My letter in the last newsletter about the seafront cycle track prompted no responses from readers. However since then the figures for use of the Bike Share scheme show that since last September 35,483 users have cycled more than 400,000 miles in the city. These riders are extra to the rising numbers of cycle owners, and no doubt many of the journeys all riders undertake will be along the seafront.

One of the council's transport officers is seeking funding for improvements to cycle facilities from the Transforming Cities Fund, and has been lobbied for a focus on catering for increased, safer use of the seafront track.

If you have views on this, please make them known to Green Councillor and cycling supporter Pete West, via

Pete.West@Brighton-hove.gov.uk

Marie Sansford



New invention: Flare

A University of Sussex student, Jake Thompson has designed a bike light to help cyclists flag up dangerous features to local authorities. Aimed at regular cyclists, users can press a button on the 300 lumen app-integrated light to collect data on poor road quality (e.g. potholes) road danger (close passes etc.) and junction danger.

Check out the video at:

<https://www.flarecycling.com/>

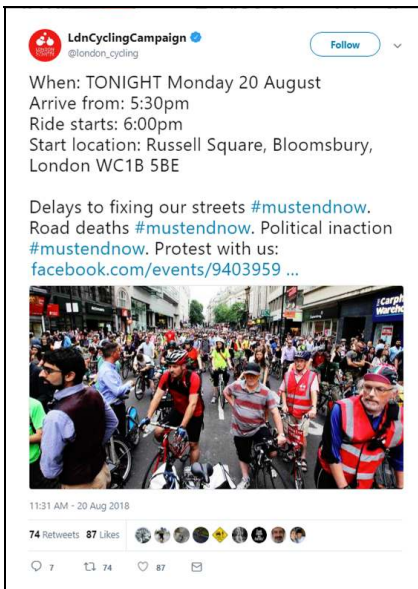


Van parked in the Drive cycle lane

Despite the obvious cycle lane and the kerb separation, this trade vehicle was left parked obstructively.

Photo:
Peter Dupont

Road Deaths #MustEndNow



*LCC's tweet about the ride, above. #MustEndNow
Dr. Fisher was a doctor to the Queen.*

I arranged to visit London to coincide with this ride and about 300 cyclists turned up.

Once we got to a green light we were allowed to continue through as a whole group when the light changed. We were marshalled by **London Cycling Campaign** (LCC) riders with a Police presence at Holborn Station where the ride parked up on the junction to pay respect to yet another fallen cyclist, due to a lorry, Dr. Peter Fisher. Several speeches were made using a megaphone. Road Deaths #MustEndNow was the message.

The ride started at Russell Square and dispersed at Bloomsbury Square where we encountered a motorist nudging his way

through cyclists, albeit where the ride turned off the road he'd come on to. During the ride we encountered pedestrians insistent on crossing the lines of bikes but what was worse were the commuting cyclists riding contra flow or across the peloton. Of course we had a bystander who insisted the protest take place out of view. The tailback of traffic was both sympathetic and annoyed.

The Evening Standard post ride reported Terry Patterson - Chair of London Cycling Campaign saying Enough is Enough and calling for action on better cycle provision. Dr. Fisher was the 8th cyclist to die on London roads so far this year. In response to LCC Campaigns Co-ordinator Fran Graham's call for action, the Mayor's Office said record investment was being made on cycling provision. But I do not encounter much cycle infrastructure when I cycle in London and I used to work near Holborn Station. It was a junction I did not enjoy cycling through and would try to navigate the roads nearby when possible.

Richard Bates

London to Brighton BHF ride

17 June 2018 "Europe's oldest and largest charity bike ride".



Volunteer path warden scheme



Brighton & Hove has 150km of public footpaths, bridleways and byways. People who use the same paths regularly are encouraged to join Brighton and Hove City Council's Adopt-a-Path Scheme.

If you have a regular walk or cycle / horse ride you enjoy, and want to help look after it, then **please contact the Cityparks Team at Stanmer**

Cityparks@brighton-hove.gov.uk

You can also phone: 01273 292929 for further information and to register.

The Volunteer Path Warden leaflet is on the Council website at

<https://tinyurl.com/y99lrrex>

How you can help:

- Walk or ride the route regularly (at least 4 times a year)
- Report any problems to the council on the Rights of Way report form
- Help with cutting back vegetation from signs, stiles & gates (optional.)
- Promote responsible use of the path

Full training and support will be given by the Council.

SOCIAL MEDIA HELP!

South Coast Alliance for Transport and the Environment - SCATE

We are looking for a volunteer who could help us write and publish social media posts to promote our "New Transport Vision" report (see page 20). We need someone who could spend a day or more a week drafting and publishing posts for Facebook and Twitter and getting engagement through these media. You can work from one of our member organisation's offices in Brighton or Henfield or from home. See the post from 17 August at:

www.facebook.com/southcoastalliance/

Sustrans ride volunteers



Are you looking for an opportunity to inspire children and young people to get active and ride their bikes? We are looking for friendly and enthusiastic

volunteers in Brighton to become ride assistants on bike rides.

Bike rides run during the school day and after school and we mainly cycle to the beach or Stanmer Park. School staff and parents attend the rides to look after the children, we are looking for volunteers to help run the rides. A volunteer would start off as a back marker and would cycle at the speed of the slowest rider. Full support and informal training provided. Bike rides are a really fun way to get involved.

Get in touch with Lucy Dance
lucy.dance@sustrans.org.uk
07768424363

Cycle September

This is an initiative linked to “Love to Ride” to promote cycling. Everyone who lives or works in Brighton & Hove is invited to join Cycle September to help get more people on bikes. It doesn't matter if you ride every day or haven't been on a bike in years, you can ride for fun or transport any time, anywhere in September to take part! There will be a friendly competition between workplaces to see which can get the most staff to try riding a bike, plus prizes for riding and encouraging others.

www.loveto ride.net

#CycleSeptember

https://www.twitter.com/LovetoRide_

Pop-up bike breakfast

Thu 6th September, 8-10am
The Meeting Place Café on the
seafront at the boundary of
Brighton/Hove.

Join **Love to Ride** and **Pedal4Health**
BTNBikeShare will be celebrating
their first birthday with free cake!



Get your bike serviced, for free!

Women's Tour of Sussex

September 6th - 9th, 2018

<https://www.tourofsussex.com/event-program.html>

Breeze Network

British Cycling's Breeze rides for women

www.goskyride.com/Breeze/Index/

Facebook: “Breeze Network Sussex & South Downs”

alisonbreezesearea@gmail.com

BRIGHTON BIKE HUB

<https://brightonbikehub.org>

BRIGHTON BIKE HUB is a community cycle
workshop supporting D.I.Y. repairs and selling
refurbished bikes. Free use of tools.

**Affordable new & used parts + second-hand
bikes.**

Wednesday to Saturday, 11am to 5pm

28 St Martin's Place, Lewes Road,

Brighton BN2 3LE

Tel: 07944 152706 / 07804 051815

Brighton and Hove Cycling UK



**we are
cycling**
The cyclists' champion **UK**

See Facebook for rides!

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Follow Bricycles on Facebook & Twitter



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Contents

<i>Save Our Crossing</i>	1
<i>Council matters</i>	2
<i>The hub stays!</i>	3
<i>Towards a clean air city</i>	4-5
<i>Valley Gardens</i>	6
<i>Active Travel and Health</i>	7
<i>Road Safety News</i>	8
<i>Safe Pass / Shoreham-by-Cycle</i>	9
<i>Pride / Big Dog</i>	10
<i>Out and About</i>	11
<i>Greater Brighton Cycle Challenge</i>	12-13
<i>Cycling for Disabled People</i>	14-15
<i>BTN Bike Share</i>	16-17
<i>A27 Arundel proposals</i>	18-19
<i>The Future of Transport</i>	20
<i>Save Our Crossing rally</i>	21
<i>National Park and Adur decisions</i>	22-23
<i>Bike for Life</i>	24-25
<i>Everyday no cycling / Meetings</i>	26-27
<i>Letters</i>	28-29
<i>Volunteering</i>	30
<i>Noticeboard</i>	31

Write to us!

Send your views, articles, news, and photos to the Editor by email before the end of November 2018 for the Autumn Bricycles News!

GENERAL ENQUIRIES:

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