

Bricycles

News

www.bricycles.org.uk

Spring 2019

No. 116

Your Valley Gardens

Fight for it now!

Make sure the promise to improve Brighton city centre comes into reality. People want to be able to cycle and walk to the seafront but all the traffic, difficult routes and run down, polluted streets are barriers.

Our final link to the sea is mapped out in Valley Gardens Phase 3. The big Aquarium roundabout would become a more manageable T-junction.

Resist calls to delay work to seek something "better".

Challenge peripheralisation of cycle routes for "safety" reasons. Let's tackle the traffic domination of public spaces now!

See page 2



St. Peter's Church



The Aquarium Roundabout

Election hustings on TRANSPORT!

Political parties will be questioned on transport policy!
Thursday, 25th April at The Brighthelm Centre.

Doors open at 7pm. Starts at 7.30pm

Keynote speaker: Stephen Joseph OBE

Tea & Coffee available *See page 11*



Bricycles AGM Tue 9th July

The Bugle pub

24 St Martin's St, Bton, BN2 3HJ
Off the Lewes Road

See page 30

Valley Gardens

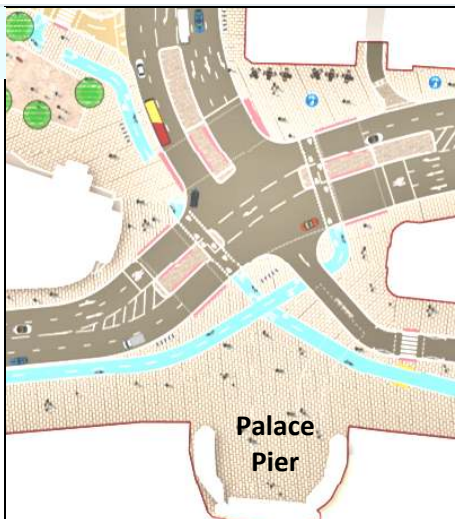
Bricycles lobbied the Council to approve [Valley Gardens Phase 3](#) and it was given the go-ahead at a special meeting on 7 Feb. Green and Labour councillors voted for it. Conservative councillors voted against it. Though now approved, this may not be the end of the story.

Some groups are campaigning against the plans such as the Valley Gardens Forum www.valleygardensforum.org.uk/ and the Brighton Events Group. There is a [petition](#) on the 38 degrees web site to “pause” the improvements. Latest TV is providing a platform for critics of the scheme. There are criticisms including lack of consultation and more congestion due to the scheme.



The Aquarium Roundabout puts people off cycling or walking.

But the area is a difficult site to redesign and we believe that the Phase 3 plans balance the different transport modes quite well. Although they have had reservations, Brighton and Hove Bus



The cycle route (in blue) comes from the west side of the Steine to meet the seafront track.

Company are not joining in with the opposition to halt the scheme.

It is being suggested that people would prefer to cycle through Pool Valley rather than the planned cycle route via a re-designed Aquarium junction, because it would be “safer”. But we need wide, direct, safe routes for increasing numbers of people riding, including those on non-standard and electric cycles. Whilst Pool Valley might be OK as an additional route, it would be limiting for high volumes of cycle traffic and would require another road crossing over the A259. Our best course of action is to support the Council with the Phase 3 scheme they have already approved.

If work is delayed or the soon-to-be-elected new Councillors refuse to implement the scheme, cycling will continue to be held back from reaching its full potential for even longer.

WHAT WILL YOUR ELECTION CANDIDATES DO FOR TRANSPORT?

The “Brighton and Hove Manifesto Special newspaper” (called *InTouch*) says conservatives would increase “electric charging points”, and under a heading of well-being, that they would

CONSERVATIVES

“promote walking, swimming, running and cycling for all ages...” Under the heading of “Get the city moving”, they said “A

Conservative Council will deliver a future proof transport system fit for the 21st century with a focus on freedom of choice backed by technology and electric vehicle charge stations.” They say they will “promote activities such as walking and cycling to help reduce health inequalities.” However, they give negative coverage of phase 3 of the Valley Gardens scheme calling it “deeply flawed” and that it would result in a 40 second delay to traffic which is “likely to cause jams all the way along to Rottingdean”. They plan to introduce a local lottery to fund projects. When we looked, the full Brighton & Hove Conservative 2019 manifesto wasn’t at: <https://www.brightonandhoveconservatives.com> due to an error, but it might be there now.

GREEN

Brighton and Hove Green Party pledges are about “Tackling the climate emergency by making the city carbon neutral by 2030, Expanding clean air zones to help the city’s residents breathe – and supporting the rollout of electric vehicles, as well as better walking and cycling infrastructure.”

At <https://www.brightonhovegreens.org/> they write: “Transport and the Environment. Residents want a healthy city which is easy to get around. We will invest in joined-up infrastructure for walking, cycling, electric buses, and other e-vehicles. We will also: • expand clean air zones • work with local communities to establish more green spaces and sustainable transport choices • continue the roll-out of on-road, high-speed charging points for electric vehicles • discount pay-by-phone parking charges for electric vehicles • improve road safety through education and by expanding and enforcing 20 mph zones • lobby public transport providers to reduce fares and improve services, thereby building on the improvements to bus lanes, bus stops and punctuality achieved when we led the council • oppose cuts to - and fight for more frequent - train services, as Greens have already done so successfully in Preston Park, and support the Brighton Main Line 2 project.

Labour

Brighton and Hove Labour Party have a manifesto at <https://www.brightonhovelabour.com/> where there are 6 “Pledges for Brighton and Hove”. Of cycling relevance is: “We will take all

action required to make our city carbon neutral by 2030, including delivering a park and ride scheme” and “We will establish a fund to enhance the provision of neighbourhood services and community policing across the city”. Under the heading “Our City, Our Planet” they say they will “Work with our partners such as Greater Brighton and the Biosphere Board to help the city become carbon neutral by 2030.” and “Our transport system is crucial to achieving carbon neutral status and keeping the city moving”. They say they will “Deliver a transport system with a focus on moving people not vehicles, making best use of road space. ...Provide sustainable travel options, with investment in walking, cycling and bus travel and measures linked to smart traffic signaling” and “Develop a fully co-ordinated Local Walking and Cycling Infrastructure Plan to attract more investment”

Check before you vote! Go to the hustings on 25 April. See page 11

Brighton and Hove City Council's Transport Partnership

**Kia Trainor,
Director of the
Campaign to
Protect Rural
England, Sussex**

and Brenda
Pollock, Regional
Campaign
Organiser for
Friends of the
Earth addressed
Brighton and Hove
Transport
Partnership on
behalf of the South
Coast Alliance for
Transport and the
Environment on 12/3/19 at Jubilee Library.



*Kia Trainor of CPRE Sussex (left) and
Brenda Pollock of Friends of the Earth (right)*

SCATE <http://scate.org.uk/> promotes sustainable transport and about 30 organisations are members, including Bricycles .

Kia gave a presentation (above) describing how CPRE was formed to maintain access to the countryside and that they remain concerned about poor transport decisions and authorities' slow response to major problems such as carbon emissions and wildlife loss. She pointed out that a commonly used justification for building new roads is that they lead to economic growth, but there is a lack of evidence to support this. What the evidence does confirm, however is that more roads lead to more congestion.

Kia told the meeting that traditional traffic forecasts are now uncertain. There is a data/technology revolution. Young people are less interested in driving or owning cars, and cars are less necessary in cities where public transport is better. She called on Brighton and Hove City Council to review its Local Plan.

In response, the Chair (Cllr. Gill Mitchell) made a number of points referring to the ongoing review of the Local Plan and work in progress.

AIM OF THE TRANSPORT PARTNERSHIP:

To assist in developing an integrated and accessible transport system that minimises damage to the environment and promotes sustainable and healthy travel choices that will contribute to a safer, cleaner, quieter city,



Becky Reynolds attend the Transport Partnership on behalf of Bricycles.

Out and about



Chalk cut back by track, A26 east of Lewes



A23 shared path sign up due to Mark Aberdour's efforts



More bike parking near the i360.



NCN2 junction upgrade at Eastern Ave. Shoreham



Increasing ground signs! L-R "Pedestrian Priority Cyclists Slow" on Undercliff path; Roundel on the Brighton seafront path; London Road: "Crossing? Make eye contact with drivers".



Ropetackle path, Shoreham, now open.



New signed route to Ringmer from Lewes

The Greater Brighton Cycle Challenge!

Join Brighton Housing Trust (BHT) and The Living Coast for their annual cycling event on Sunday 19 May, starting and finishing at Preston Park Velodrome.

This unique cycling event is made up of three rides and raises money towards the running costs of BHT's services, helping those who need it most, people who are experiencing poverty, isolation, exclusion or homelessness:



The Classic – 60 miles

This 60 mile route closely follows the boundary of The Living Coast. Riders will experience the beauty of the chalk cliffs, river valleys and the glorious South Downs landscape.

Entry: £25 (£30 on the day)
Start time: 8am



The Devil's Dyke Loop – 30 miles

This 30 mile route heads out into the Downs on the Dyke trail, taking in the spectacular views of Devil's Dyke before joining The Classic ride near Woodmanscote.

Entry: £20 (£25 on the day)
Start time: 9am



The Around the World Cycle Challenge



This unique family friendly cycle challenge takes place on the country's oldest cycling track, Preston Park Velodrome. The aim of the challenge is to reach the combined target of 66, 792 laps – the circumference of the world! Participants can turn up when they like to join in the fun and take to the track for as many of few laps as can be managed.

Entry: Adults £15/ Children £5
Start time: Arrive any time between 8am – 5pm

Marshals! Bricycles people! Please help again!



Contact Chris Todd

Can you spare 2 - 3 hours (or more) to be a marshal on Sunday 19 May and help this worthy cause? Ideally, marshals will have their own transport to get to any marshalling points. Bricycles receives £10 for every marshal who is a Bricycles member! If you would like to marshal or if you have any queries, please do not hesitate to get in touch with Chris Todd chris@css.bike Mob: 07889 302229



For more information about the event, or to view detailed route maps, visit <https://www.bht.org.uk/greater-brighton-cycle-challenge-2019/>

no Everyday cycling in Brighton & Hove



Above: Unacceptable closure of the Level cycle path on both east side (left) and the west (right) due to Valley Gardens work.



Above: Obstructive sign in northbound A23 cycle lane. Why? Because there's an unnecessary dismount sign round the corner (see photo right) in Middle Road.



Misplaced sign on Preston Rd. Looking north on the southbound (only) facility.



Repeated obstruction at Campbell Road. There is a blocked contraflow is on the right.

SEEN SOMETHING SIMILAR? SEND YOUR PHOTOS TO US!

Toads Hole Valley

Toad's Hole Valley is a large triangular green field site on the northern edge of Brighton. The A27 and King George VI Avenue run alongside and it borders a Site of Nature Conservation Interest (SNCI). The site is earmarked for development and an application has been made to build up to 880 dwellings, a secondary school, 25,000m2 of office/research/light industry space, a neighbourhood centre, shops, a

doctors' surgery etc. with alterations to the SNCI plus access roads from King George VI Avenue and further highway alterations. **The plans can be seen on the Council's website: BH2018/03633 Toads Hole Valley**

But there are problems with the plans, particularly the lack of high quality cycling provision. Please look at the plans and object. Bricycles has objected. Here are some points that have already been made by Brighton and Hove Friends of the Earth which we support:

1. The development fails to meet the requirements in the Local Plan and National Policy on transport and carbon
 2. The shops and doctor's surgery should be more central to the site so that it is easier to walk and cycle to them.
 3. Cycle facilities should be separate from pavements - There should be no shared paths on the site which can create conflict between pedestrians and cyclists - there's no excuse on a greenfield site (where they have a blank canvas)
 4. There are no cycle facilities along the main road through the site or to exit it - there should be
 5. The crossings at the major junctions are too complex - far too many stages for cyclists and pedestrians, while motorists have simple and quick crossings
 6. There are no cycle links to the local centre at Hangleton
 7. The path to the Dyke Trail behind the school should be upgraded
 8. The route to the National Park via Dyke Road and across the A27 junction is sub-standard and too complex and won't encourage many people to access the South Downs - it's a waste of money as currently proposed.
- There needs to be a proper upgraded cycle route through to Hove Station to reduce car use and encourage commuting by train.



Quote BH2018/03633 Toads Hole Valley when you object.

Email the case officer: Maria.Seale@brighton-hove.gov.uk and planning.applications@brighton-hove.gov.uk

Act now!

CAR PARK MADNESS!

How are we going to make any progress on sustainable transport or carbon emissions when the **University of Brighton** is promoting its **massive new multi-storey car park**, right next to the Lewes Road despite all the excellent public transport and cycling links? The 550 cars will cross our cycling facilities, increase traffic danger and pollute this populated area. University of Brighton advert below:



Bricycles [@Bricycles](#) Mar 31

We have to point out the irony [@uniofbrighton](#) [@debrahumphris](#) of you being supposedly a research centre for [#AirPollution](#) and at the same time crowing about your unnecessary multistorey car park which will damage [#SustainableTransport](#) and [#airquality](#) in [#Brighton](#) 's Lewes Road!



Also, mature trees have been chopped down in **Stanmer Park** (below) for **yet another car park** as part of the so-called "Stanmer Park Restoration Project".

Let your councilors know how you feel and vote accordingly!
Bricycles objected to both car parks during the planning process.



Transport in the spotlight in election hustings

Thurs 25 April,
Brighthelm Centre, North Road
Doors open 7pm for 7.30 start.
Tea & Coffee available

Join us at this local hustings and find out more about where the different political parties stand on transport issues.

Bricycles has teamed up with Brighton & Hove Friends of the Earth (BHFOE), Community Works, Brighton & Hove Clarion Cycling Club and others to organise the event. The four main political parties will be quizzed by the audience. The meeting is open to all who have an interest in how we move about the city and the impact on people.

Chris Todd of BHFOE said “We have a climate emergency, biodiversity in massive decline, illegal air pollution, an obesity epidemic and much more. We need to hear some real solutions to all of these problems. We need councillors who have the strategic vision to get us out of the current mess, rather than pander to the naysayers and those that shout the loudest.”

Angela Devas from Brighton & Hove Clarion Cycling Club said “We want to hear from councillors what they are going to do to make our streets safer. We would like to see more older people and women take up cycling as part of their daily routine. We need strong leadership so we can reap the health benefits from more people cycling and walking.”

Becky Reynolds of Bricycles said “We seem to be stuck in neutral when it comes to making things better for people walking and cycling. Valley Gardens will bring big

improvements if it is completed. On the other hand, the route to the universities is getting worse. What we’d like to know is how are the parties’ cycling champions going to help people feel safer cycling around Brighton and Hove.”



Mark Strong, one of the elected transport representatives for Community Works

said “As a Community Works transport rep I work with community and voluntary groups across the city. Our members are very concerned with the impact of traffic on vulnerable people, and are keen to see improvements to safety and air quality. We would like to see better provision so that people can walk and cycle safely, and more affordable public transport.”



Stephen Joseph OBE, former CEO of Campaign for Better Transport, (left) will open proceedings talking about the real issues and what the council needs to focus on in the next few years.

The meeting will be chaired by **Brenda Pollack, Regional Campaign Organiser for Friends of the Earth.**



For more information see Facebook.

www.facebook.com/Bricycles
www.facebook.com/brightonandhoveFOE/

RAIL CHAOS and HEROIC INJURY ...couldn't stop the ride!

Brighton station there shouldn't be an issue putting bikes on trains to London, there was a



Once again a group of us from the Grace Eyre Foundation (a charity in Brighton & Hove that supports adults with learning disabilities) undertook the Skyline London to Brighton ride.

This followed the success of last year's ride and once again we had a great response managing to field a team of 15 including people with learning disabilities, staff, volunteers and friends.

We managed a couple of practice rides prior to the event - however following last year's achievement, we were really confident in our ability to complete it.

Unfortunately we were not taking into account that Southern Rail had their own plans to scupper things. So despite being told that if we arrived early at

problem putting bikes on trains to London. Only desperate pleading and calling on Southern's conscience finally persuaded them that we could travel. This stressful start hardly put us in a good place for a relaxing day's cycle.

The team assembled on Clapham Common, slightly late to join the other riders. Leaving later did mean that coming out of London was less crowded. However with all the traffic lights and junctions it was really difficult to stay together as a group, but by the time we reached Carshalton, six of us managed to gather together at a shared pace.

Unfortunately one of our group picked up a slight injury which slowed him down. He was however determined to do the ride. By the time we reached lunch at Turners Hill our group was down to four and although the lunch was being packed away we managed to get some pasta in a cup - they even managed to find us some cake. We just managed to use the portable toilets before they were dismantled. The medical staff treated our colleague and he heroically decided to press on in some pain.

The flatter terrain of the Sussex countryside helped us to make good progress through to Haywards Heath. We just made it to the bottom of the



Beacon as they were opening the roads. We all made it to the top. Then on to glory, crossing the line on Marine Parade. We got in about six o'clock and managed to claim our medals. It took us around nine hours and we were particularly proud of Chris who had done much of the ride harbouring an injury. And despite little help from Southern Rail. Important

funds were raised for the charity. The money will help people with learning disabilities to 'live our lives in the way we want to, getting good support from kind and friendly people'. Having done this for a second year this will hopefully be an annual event for Grace Eyre.

Peter Dupont

PLEASE LET PETER KNOW IF YOU WOULD LIKE TO JOIN THE TEAM IN 2019!

Email: dupontbythesea@yahoo.co.uk

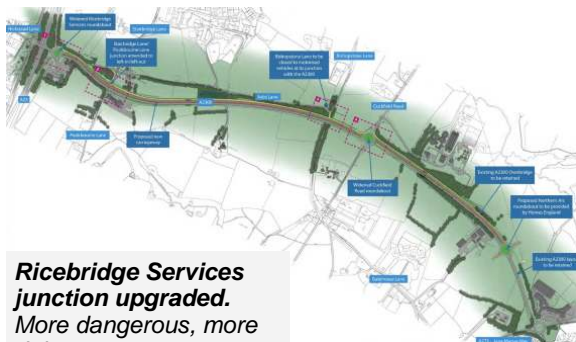
Grace Eyre Foundation, 36 Montefiore Road, Hove www.grace-eyre.org/

Councillor Gill Mitchell's last transport meeting.

This was Gill Mitchell's last meeting as Chair of the Transport Partnership. Cllr. Leo Wares, Cllr. Leo Littman and one of the officers made appreciative speeches and a bouquet of flowers was presented to her. Gill stands down after 26 years as a Councillor. She has been hard working, conscientious and has demonstrated her commitment to sustainable transport through difficult times. She was a fair chair of the Transport Partnership and of the Environment, Transport and Sustainability committee and will be missed.



This Burgess Hill dual carriageway scheme will sever our cycle routes



Ricebridge Services junction upgraded.

More dangerous, more delay.

Stairbridge Lane/ Pookbourne Lane junction and Bishopstone Lane junction:

Restrictions on cycling movements

Increased traffic routed down Jobs Lane which is the quiet lane parallel to the A2300 that we use.

Cuckfield Road

roundabout: Delay, danger and de-prioritisation for cyclists. We use this junction to get to and from Ansty, Cuckfield and Balcombe.

...and won't replace them with anything adequate!

WSCC intends to turn the single lane A2300 into a dual carriageway.

The A2300 goes west from Burgess Hill to the A23/ M23.

They want to add two extra traffic lanes to the northern

side, upgrade junctions and widen roundabouts. They will ban some left or right turns at junctions for ALL vehicles—this includes cyclists. They will send increased levels of traffic down the currently quieter lanes where we ride e.g. Jobs Lane.

Cycling facilities being proposed are narrow, shared with pedestrians and lacking safe crossings and connections. There would be a 2.5m wide two-way shared use path on the northern verge separated from the carriageway by a “drainage ditch”.

Such facilities should be at least 3 metres wide not 2.5m; the drainage ditch is a potential hazard; we should have separate paths for walking and cycling, not shared use paths where people get in each other's way; the traffic speed will be high

(70mph) and cyclists would have a two way facility on one side of the upgraded road. Yet more traffic will be encouraged.

Citing congestion and its anticipated increase (mainly due to their own policies) WSCC claims that the scheme will ease congestion and make journeys safer. They



Turning into Jobs Lane

say: "Phase 1 of the A2300 Corridor improvements scheme will deliver over £20m investment in highways, and help to unlock significant improvements to Burgess Hill. It will attract over £1bn of inward investment into the wider area."

But we know that the assumption of roads leading to prosperity is often overestimated.

No room for good infrastructure?

Aspirations for further cycling provision has no assured timetable and no guarantee of its completion. Space has been allocated for a dual carriageway but not for decent cycling facilities.

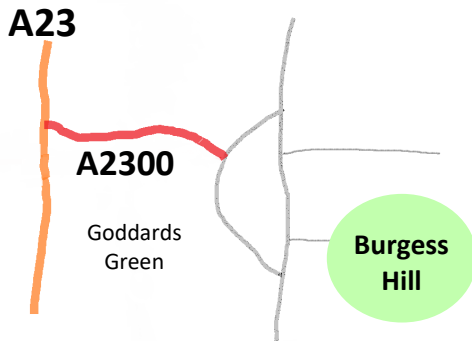
Despite these issues, claims about improvements for cycling appear prominently throughout the public information.

We have objected strongly.

Severance of routes acknowledged

We were told by WSCC that "There is a very limited space available at the A23/A2300 Services (eastern) roundabout to implement a Dutch-style roundabout."

WSCC said: "It is recognised that the proposed scheme will result in some severance of local routes, although these are not designated routes e.g. Public Rights of Way" and that "Any form of controlled crossings such as toucan or Pegasus crossings will have negative impact of the business case and put funding of the scheme in jeopardy."



This scheme is at odds with both government and local guidance to encourage walking and cycling, specifically the National Planning Policy Framework which says that pedestrian and cycle movements should be given priority.

Guidance on the design of cycling and walking facilities in Interim Advice Note 195/16 should be followed.

The proposals are outdated because they will encourage more and more car journeys which will lead to more car dependence and more congestion at the next pinch point or town centre, with ongoing public health issues of air quality, obesity and lack of physical activity. If more housing is planned, it is essential that high quality sustainable transport is built in to prevent yet more car dependence.

**Object to West
Sussex County
Councillors and**

**to
a2300@westsussex.gov.uk**



Postcards from the Netherlands

Part 1:

by Peter Silburn

In the first of three articles, Peter Silburn shares his experiences of cycling in the Netherlands and shows how designing for bikes – not cars – creates beautiful places for people.



As the summer heat was reaching its peak we went cycling in the Netherlands. Along with visiting the northern cities of [Amsterdam](#), Delft and Haarlem we went further afield: to the Veluwe National Park in the east with its 1,800 (!) free White Bicycles and – for the first time – to the beautiful city of Utrecht.

De Hoge Veluwe National Park (to give it its full name) is one of the largest nature reserves in the country and everybody gets about on a network of surfaced cycle paths. There are separate tracks for walkers and for horse riders. People don't want to get shaken to bits and covered in mud just to go for a ride in the park

You don't need to bring your own bike since there are free White Bicycles for use in the park. These are a legacy of the famous Provo bikes from Amsterdam in the 1960s which inspired public bike hire schemes the world over, such as the Santander Cycles in London as well as Brighton's BTN Bike Share.

Right: Just some of the 1,800 free hire bikes at one of the park entrances





The bikes are about as simple as you can get (no gears and only one back-pedal brake) but work brilliantly as transport in the park. You just pick up a bike and go, drop it off when you stop and pick up another one when you leave.

We had torrential rain one night but by morning the tarmac cycle path was dry so we could continue riding without getting covered in mud. *Photo above.*

In places like the national park, E-bikes are now so commonplace as to be unremarkable. On newer models the power-plant and battery is so discrete it's hard to tell them from normal bikes.

Cycle touring (as in, going for a longish ride on your bike for pleasure) is big in the Netherlands. In the summer it seems as if everybody is always heading off into the countryside on their bikes.



Wide paths promote sociable side-by-side riding

For a couple of days we headed out of the city. A system of numbered "junction points" makes getting about ridiculously easy. Each point on the network has a map showing you where you are and where all the other nearby points are. You simply choose the number and follow the signs to that numbered point. You could cross the entire country without even needing to buy a map!



Cycling on country roads - no cycle lanes but safe because traffic speeds and volumes are low

Photo right: Numbered way marker showing the direction of the next points on the network

The whole country is geared up for cycling. As you would expect there are cycle paths alongside all the main roads. With such an extensive network of cycle paths it's bound to be empty some of the time, just as with the road network.

One big difference from the UK is that the cycle paths continue at junctions and at roundabouts. Riding through a [Dutch roundabout](#) has to be

experienced to be believed. Even on a busy junction it's remarkably easy, safe and stress-free.¹



Photo left:

Empty cycle path? That's not a problem, no more than the empty road.

Photo right:

What the Dutch call a bicycle - comfortable, practical and stylish



Editor's references

1. <https://bicycledutch.wordpress.com/2013/05/09/a-modern-amsterdam-roundabout/>

This type of roundabout has a circular separated cycle path all around it with priority for cyclists over motor traffic.

2. Peter Silburn's Amsterdam article (previously featured in Bricycles News) is at:

<http://www.hdcf.org.uk/a-trip-to-amsterdam-whats-it-like-to-ride-in-the-cycling-capital-of-the-world/>

In Part 2 we visit Utrecht, one of the best cycling cities in the country!

NOT "No Cycling"

New "No Cycling" signs have been painted by BHCC on the [off-road cycle route at Wild Park](#) despite the route being shown clearly on older BHCC cycle maps. This issue has been referred to the BHCC transport team and the Local Access Forum.

Local Access Forum

Issues being addressed

- Condition of Ditchling and Falmer Roads shared use paths - for resurfacing
- Bridleway gates around Stanmer being replaced.
- Bid for funding for shared use paths to Ditchling Beacon and Moulsecoomb Station for resubmission to SDNPA. A lot of support.
- Shared use circuit around Stanmer Park to be implemented.
- New easy access shared use path between Ovingdean and Woodingdean being implemented.
- More publicity for the Brighton and Hove buses 77



and 79 routes to the Dyke and Ditchling Beacon that carry bikes.

- Highways England unresponsive to BHCC requests for a meeting to discuss A27 crossing points.
- Heavy vehicles to be restricted on Waterhall lane to help prevent drain problems.
- BHCC online Access Map should be ready now.

Points to raise?

Contact Andrew at

Colemanaj@ntlworld.com

Pop-up Bike Breakfast

BTNBikeShare celebrated their 1st birthday on the seafront on 6/9/18 with www.lovetoride.net and **Pedal4Health**.



There were lots of familiar faces! Part of **#CycleSeptember**



Above, left to right: Daniel Bianco, Laura Wells both of BHCC. Ronnie Rodrigues being Dr. Bike. Left and below: Mark Strong, Katy Rodda both Community Works reps.





Above: Small person on board!



Above, Brenda Pollock, Chris Todd; Becky Reynolds, Tony Green & one of the organisers. Below left, Darren of Brighton E-bikes www.brightonebikes.co.uk/ Below: Jane with her bike.



Let's do it again in 2019!



BTN Bike Share new look bikes?

The successful Brighton & Hove based bike hire company is expanding its fleet this spring with 120 new bikes making a total of 570.

A different design has been spotted (see left).

There are now hubs as far afield as Portslade and Rottingdean.

Litter on paths

Do you get fed up of cycling or walking among junk on paths next to roads? The major roads are trunk roads, managed by Highways England, but litter picking is usually the responsibility of the local authority. Occasionally the mess next to the A23 (ie. National Cycle Route 20) is cleared up. See right and below. This



stretch to the north of Brighton is the responsibility of West Sussex County Council. Brighton and Hove aren't doing so well closer to home on the A23.

Check out the "A27 Clean Up Group" on Facebook (right). Campaign group "Clean Highways" have been trying to get Highways England to take overall responsibility to keep the A27 clear of litter with a single contractor instead of the present arrangement where seven different local authorities have the statutory duty to keep their sections clear and often fail.

See cleanhighways.co.uk



Highways England, fix National Cycle Route 20!

It's over a year since the landslide by Pyecombe garage. Highways England say: "Following the unexpected landslide last year, the



location was made safe by way of warning signs, cones and a temporary footpath ... It was also established by our specialist surveyors that removal of the landslide could cause further landslides as the soil is acting as a support, and make the location unsafe and possibly prone to further landslides. Funding has been secured to address this, and

we're currently onsite carrying out surveys, testing and inspections over the next 2 weeks to determine how we can remove the landslide and reinstate the embankment safely and securely. The reinstatement works are to be carried out in the financial year 2019/20." **BUT WE HAVEN'T GOT A DATE AND THIS IS URGENT!!**

Plastic free Brighton?

Oppose plastic grass!
#reduceplastic



Circus Parade, Brighton

Five fantastic days cycling from St Malo to Le Havre

As it was already early September I decided I couldn't miss a cycling holiday despite advancing age and lack of companions (who, if still alive and well are now walking, motor-caravanning or dog-owning) so I booked for the overnight ferry to St Malo two days later. It was a shock to discover that I couldn't take my bike on a train after 3.30, and of necessity I arrived in Portsmouth with time to spare which I used to mark my route on a map – Michelin's 'Calvados, Manche', no 303.

From St Malo I headed east along the coast road and as soon as the road became rural saw what I hoped was not symbolic for the trip – a car parked on a hedgehog's corpse. It was hilly up to Pointe de Groulin, but after a section on a

bigger, emptier road I sped along a gorgeous flat coast road in full sunshine. There were restaurants offering local oysters and mussels, and a number of decommissioned circular stone windmills, one of which was open as a gallery. The very nice people staffing it were lunching and offered me a coffee. We had a lively discussion on life and then off I went through the polders – managed wetlands – to Mont St Michel, (photo below) which I gazed at from afar. Then it was off again on an increasingly busy, hilly route to the municipal campsite at Ducey, after 56 miles.



The site comprised of emplacements bordered by high hedges, and most were, to my surprise, reserved. Shortly after my arrival a convoy of camping-cars arrived, full of French couples having some sort of reunion: I never understood what. I stayed at the site the next day to fight off a cold, and all day heard them talking and laughing as they sat eating and drinking at tables in one emplacement

with an inflatable baseball bat prominently displayed, presumably to keep order. Most wore costumes, which for the women included a tall white cylindrical hat with veil, and peasant style skirts. There was singing and accordion playing, ending with 'Je ne regrette rien'. An intriguing, entertaining mystery.

No-one was working at the site so I enjoyed free facilities, before speeding off the next day towards Flers on quiet rural roads on which I was occasionally passed by extremely large, fast road trains full of scrap metal. There was a massive climb up to Mortain, and more hilly roads up to Ger, where I briefly visited the Earthship built there by people from Brighton. After 44 miles I arrived at the campsite in Flers which cost 7.50 Euros, and had a laugh with the site manager about whether I was carrying a 'tente' or a 'tante' (aunt), as they sound the same. A very smart caravanning French couple hovered around, curiously horrified by my tent and cooking arrangements.

The morning started as usual with church bells and woodpigeons in full flow, and the gorgeous smells of rural France. Looking for the small road out, which disappeared into the road to Paris, I unnecessarily circled Flers, but as least found a good bakery on the way. The day took me through Suisse-Normande, a small but beautifully rugged, forested and rocky area, very hilly around Br  el. On one demanding stretch a man stood watching me dourly, and I laughingly asked 'c'est fou n'est pas?' He gruffed 'c'est pour la sant  ' – a pragmatic view – I just love the whole experience. Shortly after, as I struggled to the brow of a steep hill, I shared a laugh with the occupants of a car loaded with bikes coming in the opposite direction. They understood. I took my time to avoid the large tractors taking the harvest home, and later had a great flat run to Falaise, past the Norman castle (photo below) to the campsite where I paid 10.20 Euros. Only 40 miles done: on this trip there were no campsites except municipal ones in large towns, dictating my route and stopping places.



The castle at Falaise

My goal the following day was to arrive at Honfleur near to the motorway bridge across the Seine, and to save time I decided to cycle to Lisieux, and then catch a train to Deauville-Trouville and cycle along the coast. The morning was gorgeous and I made an early start. Outside Falaise I found myself looking across an enormous mainly flat landscape, with occasional hills, trees and small hamlets, and very good roads with only a few cars and people. The cycling was a joy. Before joining the inevitable busier feeder road into town my route took me through a forest where roads were lined with tall mauve wildflowers.



A view across the Suisse-Normande

I arrived in Lisieux with more than an hour to spare so dragged the bike up an incredibly steep hill to St Teresa's Basilica, where I had my picnic lunch and spotted an English archbishop. People kindly helped me get the bike up steep and narrow steps into and off the train. It was 5 Euros to speed to the coast, and I soon crossed the river and walked along the boardwalk on the sandy beach at

Trouville among smart smiling people, and old-fashioned seaside activities. As I hadn't looked in a mirror for days and was dressed in very odd attire I soon got back on the coast road and shot around to the campsite at Honfleur where it was 10.70 Euros for a not very nice pitch, and the company of mosquitoes, with 46 miles done. Owl calls at night were a bonus.

The following morning I followed other cyclists through scenic Honfleur to the Pont de Normandie, where signposts were lacking. As the cycle path on the very steep bridge was about the same width as my loaded bicycle, and one wobble would have been fatal, I decided to walk it, enviously watching the road racers zooming over in large groups taking over a lane. At the other end I carried the bike down 46 steps only to find that the road into Le Havre started on the other side. Luckily I recruited a passing Englishman to help me up the 64 steps required, and there was a lift down. After that it was plain sailing on a quiet Sunday morning past the estuary and the docks to the ferry office where I bought my ticket for the 17.00 hrs boat with 10 miles done. Then I visited the Musée d'Art Moderne André Malraux, where the staff looked after my bike while I had a fantastic lunch and saw two excellent exhibitions.

The return journey was not without its challenges as on a Sunday the last train to Brighton leaves before the ferry discharges its passengers, and there were engineering works too. Luckily I managed to get the bike onto a replacement bus to Havant and then a train took me to Littlehampton, where at midnight I sleepily set off for Brighton using the empty roads to full advantage. It took 2 hours exactly and was a privilege to cycle 24 miles unimpeded. As usual I thoroughly enjoyed my trip with all its weird and wonderful moments and came back with 220 miles done and a further enhanced appreciation of France.



Marie Sansford, September 2018

The Invisible Killer

**The Rising Global Threat of Air Pollution -
and How We Can Fight Back**

by Gary Fuller

Published by Melville House, £12.99.

ISBN 9781911545194



'This compelling book is a must-read for all.'

Damian Carrington, Environment Editor, Guardian

**'An admirably clear book and an appropriately
urgent one.'** *Sunday Times*

The air pollution that we breathe every day is largely invisible – but it is killing us. How did it get this bad, and how can we stop it? Dr Gary Fuller argues that the only way to alter the future course of our planet and improve collective global health is for city and national governments to stop ignoring evidence and take action, persuading the public and making polluters bear the full cost of the harm that they do. The decisions that we make today will impact on our health for decades to come.

Dr Gary Fuller is an air pollution scientist at King's College London. He led the development of the London Air Quality Network. He frequently appears on

television, radio, and writes for the Guardian. He has given evidence to parliament and is a government advisory group member.

'The scandal of how we have been poisoned for greed shames governments and companies. Gary Fuller's knowledge and insights are remarkable.'

John Vidal, Environment editor, Guardian (1989-2016)

'A compelling and disturbing history of air pollution – a must-read.'

Andrew Maynard, Director of the Arizona State University Risk Innovation Lab



Gary is a Brighton resident and rides a bike!

There's a whole chapter in the book on "the wrong transport". Cycling features strongly in the book as part of the air pollution solution. If we can get more people

to walk and cycle we a quadruple whammy. We can reduce air pollution, reduce climate change emissions, improve urban noise that blights the lives of so many people and tackle the ill-health caused by inactivity in our daily lives. Hear Gary's podcast about the book:

<https://soundcloud.com/kings-college-london/dr-gary-fuller-on-air-pollution-as-the-invisible-killer>

THE QUIET CONTEMPLATION OF LIVING BESIDE THE SEA

This morning the sea has no intention of climbing the shingle bank, its power resting dormant in the deep. A little coaster rolls in, sweeping a gentle arc across the sand like a snooker player smoothing the baize, then recedes with barely a sigh. The odd wave summons up something a bit more energetic, but most do not even make it to the shore, swallowed up by a returning wave, then beating an undignified retreat. A sad thing to have journeyed all the way from Fécamp and be denied that final flourish.



An hour later and the tide comes in with more purpose, an element of frolic enlivening proceedings, one wave riding piggy back on another then tumbling ashore in a chattering crescendo. By evening, sky and sea are embroiled in a tumultuous embrace, the moon bleeding into a mosaic of black clouds, the wind shredded through a forest of trees.

Rob Silverstone, local author and cyclist, www.normandymule.co.uk

East Sussex Art & Culture

Map and Guide by Robert McGowan.

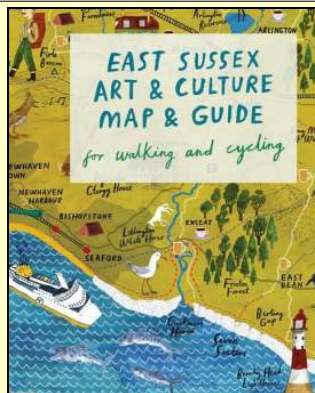
Illustrated by Ben Phillips.

This attractive publication covers the Sussex coast from Eastbourne to Brighton and inland to Hailsham, Lewes and Ditchling.

Ask for the guide at the [Emma Mason Gallery](#) in Eastbourne, Much Ado Books in Alfriston, Charleston Farmhouse, the Towner Gallery, Ditchling Museum of Art & Craft and Waterstones Brighton, Lewes and Eastbourne.

We sent some comments to the author during the development of the guide.

Published by Riffle & Pool Press, 3 Cornfield Terrace, Eastbourne BN21 4NN



LOCAL TRANSPORT PLAN CAPITAL PROGRAMME BUDGET

The Council's 2019/20 Local Transport Plan capital programme budget allocation of £6.798m was approved this spring. Of the schemes listed, Valley Gardens is by far the largest funded scheme which benefits cycling. There is additional Local Growth Fund funding for this major scheme adding up to £6.875m in 2019/20 and £4m in 2020/21.

Cycle parking will receive £80,000 in 2019/20 and £40,000 in 2020/21 (though all figures for 2020/21 are only indicative) and there will be a Road Safety 'High risk' collision/casualty sites allocation of £200,000 in 2019/20 and £300,000 in 2020/21. There will be consultation and design work on the "Gateway to the Sea" scheme in 2019/20; projects on Safer Routes to Schools (Wilson Avenue/Roedean Road), a scheme for the Boundary Road/Station Road - Portslade shopping area and an allocation for Rights of Way /access to



the National Park. The heading "Cycling & Walking Infrastructure [LCWIP] sites" appears on the LTP list but there is no capital financial allocation for 2019/20, but £100,000 for 2020/21. However, revenue funding for LCWIP was agreed at the budget meeting on 28th February by a Labour-Green alliance. £500,000 which was for the redevelopment of Brighton Town Hall will now be used for investment in "sustainability and carbon reduction". The Council tax increase is 2.99% . £1.7m from the council's £900m budget will go towards city-wide improvements and local transport.

Labour leader Daniel Yates said: "We need to deal with the climate emergency facing the city and create a fund for those who wish to fight climate change."

Do you watch the webcast Council meetings? Live or archived, see your councillors and officers in action! <https://brighton-hove.public-i.tv/core/portal/home>

OK to drive? Then OK to cycle!

Beach hut owners are allowed 2 visits per year by motor vehicle *and further discretionary* visits from November to March.

But big signs say no cycling to the beach huts. Unfair? Yes.

Disabled cyclists can't dismount and push. Laden cycles are unwieldy.

Update the old Hove Borough Council Byelaw in line with disability legislation!



Au revoir to Christian Avril, founder of Dieppe à Vélo



I got to know Christian Avril as a fellow cycle campaigner in the French town of Dieppe. He founded Dieppe à Vélo, which like Bricycles campaigns for active travel.

I am sad to report that he died on 16 March after an illness, at the premature age of 61.

I first met Christian in June 2000 at the *Fête du vélo* in Dieppe when he organised a demo against traffic domination and unnecessary restrictions on cycling and rollerblading. A group of us rode together along the seafront with balloons aloft and bicycle bells ringing, attracting attention for the cause. Typical of an outdoor event in our northern climate, raindrops gradually increased, causing our balloons to descend and we eventually found ourselves sheltering from an enormous thunderstorm with rain running in torrents down the streets! However,

the next day, undaunted, we met up again for welcome speeches and a prize giving by the Mayor of Dieppe.

Christian very successfully promoted cycling to the local council and the populace. Once, at an event he organised, we demonstrated our Bike Friday folding bikes to friendly Council candidate Jean Bazin and other townsfolk.

If you visit Dieppe you will have seen some improvements he campaigned for such as the cycle rental scheme and the developing cycling facilities, (which like ours are of varying quality!) Below, he is at the centre of



a banner calling for cycle parking.

Christian was married to Jolanta Avril, the Dieppe Councillor with responsibility for active travel.

There was a ceremony in his memory at l'église Saint-Jacques de Dieppe on 22 March. The obituary in *Les Informations* said "il ne se déplaçait jamais sans son vélo." (He never moved without his bike).

Becky Reynolds

Cycle Training

with Brighton and Hove
City Council



See the Council website:

www.brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/cycling

Adult Cycle Training and Maintenance courses

Learn to Ride - £10

Beginner cycle training, Level 1 - £10

Intermediate cycle training, Level 2 - £15

Experienced cycle training, Level 3 - £20

Cycle maintenance classes

Basic cycle maintenance - £10

Intermediate cycle maintenance - £20

Bikeability courses for children

Bikeability training courses throughout the year for children in school years 5 to 10.

Bikeability courses in school holidays.

transport.projects@brighton-hove.gov.uk

Problems with the on-line forms? Contact Emily Tester on 01273 293847

Any questions? Contact the team by email on east.central@brighton-hove.gov.uk

Bricycles AGM Tue 9th July, 6.30 pm, The Bugle pub, 24 St Martin's Street, Brighton, BN2 3HJ (Off the Lewes Road.)



Come along!

We will review the year and elect officer positions in Bricycles.

Fancy lending a hand?

Help needed with communications, social media and many other areas.

Contact 07731 773 847 if you have any questions.

Join our cycle rangers and keep an eye on your cycle routes in Brighton and Hove & further afield.

Report to Tom Jones, whatevers@brighton.gb.net

Mobile: 07775 736126





Looking for a NEW perspective?

“Transport for the Future” CONFERENCE

Saturday, 15 June 2019
from 12:00-17:00 .



Brighthelm Church & Community Centre, North Road, BN1 1YD

Come and find out about unsustainable development and damaging new roads in Sussex and Hampshire. Hear from keynote speakers about how we can do things better and make change happen. Hear about SCATE's New Transport Vision as well as workshops on a variety of topics. An opportunity to meet like minded people, share information and to learn new skills. Be part of the solution!

Booking essential. Tickets are FREE from Facebook's link to Eventbrite

[SCATE - South Coast Alliance for Transport and the Environment](#)

Also check out <http://scate.org.uk/> for updates on road schemes.

Transport Hustings, Thurs 25 April,
Brighthelm Centre, North Rd. Doors open 7pm for
7.30 start. *Tea & Coffee available*

VOTE! LOCAL ELECTIONS THURS MAY 2ND

Breeze Network

British Cycling's Breeze rides for women

www.goskyride.com/Breeze/Index/

Facebook: "Breeze Network Sussex & South Downs"

alisonbreezesesearea@gmail.com

Bike Week 2019

8 to 16 June

www.cyclinguk.org/bikeweek

London to Brighton BHF ride

Sunday 16 June 2019

Brighton Naked Bike Ride

TBC Sunday, 9 June 2019

Preston Park. See Facebook.

Living Coast Ride

Sunday 19 May 2019

BRIGHTON BIKE HUB

<https://brightonbikehub.org>

Community cycle workshop supporting D.I.Y.
repairs and selling refurbished bikes.

28 St Martin's Place, Lewes Road,
Brighton BN2 3LE

Tel: 07944 152706 / 07804 051815

Brighton and Hove Cycling UK

www.brightonandhovectc.co.uk/

**we are
cycling**
The cyclist's champion **UK**

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Write to us!

Send your views, articles, news,
 and photos to the Editor by email
 before the end of July 2019 for the
 next Bricycles News!

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