

Bricycles

www.bricycles.org.uk

News

Winter 2019
No. 117

Barriers to Cycling



A259 seafront



A270 Lewes Road



A23 London Road

We need a network not a notwork!

2019 has been the year of endless obstructions to all our routes. The extent of the blockages has been staggering! Caused by utility companies, road schemes, building works, parking, events, floods, and **most disappointingly**, barriers installed by our own Brighton and Hove City Council!

Below: One of the new gates at the Ship Street / North St junction. No consultation, no sense.



Ship Street gates

- ARE THEY LEGAL?
- WAS THERE A TRAFFIC REGULATION ORDER?
- WAS THERE A SAFETY AUDIT?

See page 11

Valley Gardens

the final frontier!

The last link in the big Valley Gardens scheme includes the area from the Steine to the sea, where everyone wants to walk, cycle and drive! This is the “Phase 3” area.



The design was approved in February 2019. The Coast to Capital Local Enterprise Partnership agreed £6M of funding on 17 October.

Everyone has had to make some compromises and we are satisfied with the overall design for cycling. Brighton and Hove Bus Company is also on board with Phase 3, though Buswatch, the bus user group have expressed reservations.

Work on the ground (Phases 1 & 2) is beginning to show how Brighton will be transformed with improved pavements and cycleways and an attractive green area.

If Phase 3 goes ahead as planned, this will be a step change in cycling and walking provision leading to greater uptake. However, an alliance of businesses, residents, taxi firms and others have formed the “Valley Gardens Forum” and are promoting a different plan which abandons the major features which are good for cycling and walking. They want to retain the dire Aquarium Roundabout instead of converting it to a more manageable T-junction. They want

to keep the bus stops in front of the Pavilion and to also locate the main cycle route along there to then go through Pool Valley. This would set us up for conflict with bus passengers, pedestrians and tourists. National Express buses would have to move out of Pool Valley and find parking elsewhere.

On 26 November, the Chair of the Environment Transport and Sustainability meeting, Cllr. Anne Pissaridou (Labour) listed the deficiencies of the VGF alternative and said that the Council will continue to progress its preferred design. However, the Valley Gardens Forum was acknowledged as a stakeholder in future engagement. The Council’s Phase 3 design is on the Council’s [Valley Gardens](#) web page.



Support the Phase 3 design which does not have a big roundabout and has better cycling and walking routes.

Roadworks

Mark Strong, Brighton and Hove Community Works transport rep was busy at the **Environment, Transport and Sustainability meeting on 8th October**. He asked a most pertinent question: “In recent months there have been many roadwork and development sites in the city which have had a significant negative impact on the safety and convenience of people walking and



cycling, including disabled people. They have also affected the efficient flow of buses. These works regularly fail to take into account the majority of residents in the city who do not travel by car, with problems including blocked pavements, inaccessible pedestrian and cycle crossings and inconsistent signing & road-marking putting people walking and cycling at risk. How will the council's permit and planning processes be changed to stop this happening?" The Chair recognised the challenge, said that the Council welcomes reports of problems and that the City Transport Division is being restructured so as to be more effective in reducing such incidents. Mark suggested a forward plan of works made available for comment, but the chair did not commit to this.

How much say will we have in the crucial local cycling plan?

Mark Strong also asked another question about the Local Cycling and Walking Infrastructure Plan (LCWIP) on behalf of Katy Rodda, (his Community Works job share partner) on what degree of involvement stakeholders would have in the plan's development. He recommended setting up an Active Travel Forum. The Chair will consider this.

The terms of reference for the LCWIP Member Task and Finish Group were agreed later at the same meeting. A cross party group of councilors will oversee the development of the plan with support from officers. This will include methodology, scope, gathering information, determining criteria for improvement and reporting. Stakeholder involvement and input will be agreed by Members. Input "could include representatives of walking and cycling groups, community engagement, 'harder to reach' groups including young people, and public health providers." Meetings were due to take place from October to May 2020. Bricycles has not received an invitation yet.

Mark asked a 3rd question on behalf of Chris Todd of Brighton and Hove Friends of the Earth about engaging with residents on climate change so that the risk of opposition to beneficial schemes like Valley Gardens could be avoided. The Chair said that an engagement plan and carbon reduction programme would be published in early 2020.

Goodbye old tree in National Cycle Route 20!

Planners of yesteryear put a cycle track here despite the obvious tree! It's as though they thought cycling was in a parallel universe. People will be familiar with the scene: a tree in our narrow two-way cycle track as well as vehicles parked on the adjoining pavement or overhanging the track.



We don't like to see any tree go, but the huge elm on Preston Road A23 was infected with Dutch Elm Disease. There was a major arborist operation. Is the route now clear? Too much to expect! The stump remains. We have asked for it to be removed.

The warning sign about the traffic chaos in Argyle Rd. was not replaced after the tree was felled. We contacted the council and the sign was eventually put back and remained there, complete with graffiti after the works were finished.

ALSO: See the item on this cycle track's junction with Argyle Rd. and Campbell Rd. on page 14.



Bricycles AGM



The Bugle,
24 St. Martin's
Street,
BN2 3HJ



There was a good turnout for the AGM on 9th July at this tucked away pub near the Lewes Road.

We were honoured by the attendance of one of the founder members of Bricycles, Rob Stephenson, shown left, holding one of Bricycles' original "Buckled Wheel Awards" presented to Brighton District Council for 75 potholes identified in 1981! We could award this to the Council again in 2019 for all the gates and obstructions around the City! Great news is that we elected a

Web Manager, Rob Stevens who will maintain and improve the website. Also, Richard Bates as a campaigns ride leader is going to organise "Cycle Safaris" in collaboration with Tom Jones, the Ranger Co-ordinator so that groups can go out and assess cycling infrastructure (or lack of it!) and lobby the relevant authorities for improvements. No other changes in committee. Thanks to all members for continued support. **See back page for committee contact details.**



Sounding the Alarm on the Climate Emergency

Hundreds of protestors walked or wheeled with the lightship and yellow-suited crew (right) to the venue of the Labour Party Conference at



the Brighton Centre on Sunday 22 September.

One of the participants was Green Councillor Pete West, who is the opposition spokesperson on the Environment, Transport & Sustainability Committee.

In photo left, Pete (left) is with

Mark Strong (right) who tweets as [@ibikebrighton](#). Lloyd Russell Moyle, Labour MP for Kempton walked with Cllr. West briefly (right). Sirens, foghorns and flares added to the atmosphere on the overcast morning. The march halted at the Brighton Centre and Radio 4's familiar late night "Sailing by" theme was played to conference



delegates followed by a dire weather forecast predicting climate crisis! There was an enjoyable mix of lobby groups and politics. The march passed the Aquarium Roundabout and on to the Steine rally.



Maria with Helen Kellar



Becky Reynolds and Tony Green

22 September is Car Free Day every year. Lately in Brighton, this has passed without efforts to remove traffic, unlike in London where 20 kms of central roads were closed for the day. However, the Council is apparently now considering an event for CFD 2020.



Road Safety



QUESTION: Do you think the passing distance of vehicles overtaking you when cycling has improved or not in the past 2 years?

**Please reply to Keith Baldock, Road Safety Officer
Brighton and Hove City Council,**

Ground Floor, Hove Town Hall, BN3 4AH

keith.baldock@brighton-hove.gov.uk 01273 292258

www.brighton-hove.gov.uk/roadsafety

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

Brighton and Hove City Council, 2019

Labour		20
Green		19
Conservative		13
Independent		2

Labour and Greens have agreed to work together on some key issues.

LOCAL TRANSPORT PLAN

“LTP5” will be the next local transport strategy and plan. Bricycles provided some preliminary comments about aims and vision. Further information in 2020.

See BHCC website

Will we take seafront road space for cycling and walking?

“Question time” at the Brighthelm Centre on 25th April, 2019 was shortly before the local elections. Conservative, Green and Labour Councillors were on the panel for a transport hustings. Stephen Joseph OBE, Transport policy consultant was the keynote speaker. He said it’s simply not possible for everyone to drive everywhere and outlined innovative projects combatting car dependence.

An inspired question by Angela Devas of Clarion Cycling Club was about taking road space from the A259 for cycling. It produced a positive response from Green Councillor Pete West. Labour Councillor Daniel Yates said that he



would take all measures necessary (which was yes in effect). Conservative Councillor Lee Wares was not in favour. The event was reported in the local press and also by RoadCC at <https://tinyurl.com/y6sm8ttr>. Bricycles assisted in arranging this event and is grateful to all the Councillors on the panel. They were all re-elected in May.

SCHOOL STREET CLOSURE FOR WESTDENE ?

At the Environment, Transport & Sustainability (ETS) Committee on 26/11/19, chaired by Labour Cllr. Anne Pissaridou, the Green group headed by Cllr. Pete West strongly supported a deputation calling for a School Street closure at Bankside Road, Westdene in response to the dangerous driving behaviour of people taking children to Westdene Primary by car. The need to get a grip on chaotic scenes at the school gate attracted cross-party support. Officers will now report on ways to reduce danger near schools taking account of the successful School Streets project in Hackney where vehicles are not permitted to enter a named street at school start and finish times unless they have been granted an exemption.



Withdean has 3 Green Councillors. Cllr. Jamie Lloyd (in photo left), uses his bike most days and takes his children to school by cycle.

Another Withdean councillor, Sarah Nield (below) made an impassioned appeal about



safer routes to schools at an earlier full council meeting. The third Green Councillor,

Cllr. Steve Davis is a driving instructor and driving school owner.

Electric vehicles not a solution

The government's Air Quality Expert Group report that there will still be microplastic fragments and other dust produced by the brakes and tyres of electric vehicles which will continue to pollute the environment unless effective new standards are set.

Also, the Centre for Research into Energy Demand Solutions (CREDS) warned that electrifying cars will not address congestion, urban sprawl or parking. The Government needs to ensure that people can have a good standard of living without a car. This would also be healthier.

Park and Ride not a solution!

- Traffic & pollution at the site
- Expensive to provide
- Planning issues
- Not a solution for people without motor vehicles.
- Invest in public transport, walking and cycling instead.

Bricycles does not support Park and Ride!

**Join our
cycle
rangers and
keep an eye on
your cycle
routes!**

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

Mobile: 07775 736126



no Everyday cycling in Brighton & Hove



Valley Gardens “no man’s land”. Signage: inconsistent “dismount” + “share the space” and frequent advice to follow diversions to unknown places! (left) Blocked route, Trafalgar St. (right)



Gloucester Rd. Some of the proliferation of closure signs in North Laine this summer.



A23 southbound. Huge pointless cycle lane closure.



Preston Rd., NCN 20 looking south.



Hove St. South, NCN 2: “Cyclists must dismount”.



No matter what the problem is, just put in a gate and block cycle routes! As seen in the Ship St. / North St. junction above. There's another gate at the Ship St. / Duke St. junction below left, where things are worsened by obstructive motor vehicle parking. Also gated is the Natal Rd./Dewe Rd. cycle facility (below right), and at the foot of the page, Sydney St. (left) and Gardner St. (right) in North Laine.



THE SHAPE OF THINGS TO COME!

Autonomous vehicle trial in Brighton



We had a demo ride with an operator in an Aurigo autonomous vehicle (with reg plate “Arthur”) being trialled at the Blind Veterans UK site at Ovingdean. Interesting, but the vehicles are limited to a programmed route. No plans to go on a public road like Google cars. **Becky Reynolds**



New “zero emission” buses

Brighton & Hove has the first buses in the UK that can run in zero emission mode when going through a Low Emission Zone as in Brighton’s North Street / Western Road. The 30 buses are running on the 5,5a and 5b routes. They have cameras and monitors (not wing mirrors) for improved visibility. A diesel engine (“a small Euro 6 generator,”) is on board to assist recharging when outside the zone.

University of Brighton takes transport to a new level! The UofB’s new multi-



storey car park has “550 spaces for staff and visitors.” Although hugely intelligent, they are all unable to get the train/bus/walk or cycle. This will increase pollution and cause hazard to sustainable transport users for years to come. **#ClimateEmergency**

Out and about



Smashed panes all replaced, Adur Ferry Bridge.



New England Road cycle lane no longer red.



New BTN Bike Share hub , Preston Park Hotel, A23.



Temporary cycle lane by the King & Queen.



Flood, Cumberland Rd. / A23 cycle track, 19 Sept..



Narrow feeder lane, New England St/Rd. ASL.



New bridleway, West Hove Golf Club linking to Benfield Hill and New Barn Farm area.



West St. Rottingdean air quality measure: no right turn except cycles.

Argyle Road fiasco



The inadequate cycling arrangement at Argyle Road reached a new low this summer.

Busy National Cycle Route NCN20 (London to Brighton) goes next to Preston Road towards Brighton. When cycling southbound, you turn right into one-way Argyle Road **on the road** (westbound). On the return journey, the route goes eastbound **on the pavement** on a narrow one-way track next to parked cars.

During works at nearby New England Road, contractors reversed the traffic flow both on



Argyle Road and also on the narrow pavement track. One way Argyle Road became a “no entry” (shown below), and the eastbound pavement cycle track which was permanently signed with white arrows, was supposed to be used in the opposite direction. Confused? Of course. After complaining to Brighton and Hove City Council, some further inadequate signage was added.

We have been advised to email permit.admin@brighton-hove.gov.uk if we see contractors making poor arrangements for cycling.



PATCHAM PEDALLERS speak out!

Cycling south in the cycle lane from Patcham to Brighton you soon reach the Carden Avenue roundabout.

As you approach, not only does the cycle lane disappear, but you find yourself in the “wrong” lane for going straight on (see photo) and you need to be super aware of traffic coming in all directions. When you reach Withdean Park, *phew!* But it shouldn't be like this.

We asked local Councillor, Lee Wares about these problems. Lee is the Conservative group spokesperson on the Environment, Transport & Sustainability Committee.

He said:

“On the roundabout we have raised concerns about the design several times for a number of reasons, not just cycling. We are told that the casualty rate is such that it is not a priority.”

Lee also said that there is too much focus in the city centres and more investment is needed in the suburbs

PATCHAM... Gateway to Brighton!

Patcham, the northernmost outpost in the City of Brighton & Hove should be a welcome sight to people arriving by cycle or on foot. There is a quaint village feel to the centre, but beyond that, you encounter poorly designed roads and junctions dominated by motor vehicles...



Cycling south from Patcham: you are abandoned at the Carden Avenue roundabout on the A23 (NCN20).

to improve the transport infrastructure especially for cycling, walking and accessibility. At the moment, he said, we are creating a “two tier city in respect to transport.”

Despite the deficiencies cited, the A23 cycle lanes which are part of National Cycle Network Route 20 are well-used by commuters, utility and leisure riders. But demand is suppressed by these risky conditions. One dangerous section means that many people will not consider cycling at all which is a loss for them and the environment.

Join us to call for improvements!

Contact bricyclesbrighton@gmail.com to add your voice to

THE PATCHAM PEDALLERS!

Postcards from the Netherlands by Peter Silburn. Part 2: Utrecht

I was interested to see what a really good Dutch cycling city was like and it didn't disappoint. First-time visitors to places like Amsterdam marvel at the number of people on bikes, but if you



Transporting the kids - Dutch-style

want to see how you really make a city cycle-friendly you need to come to Utrecht! Utrecht is already incredibly cycle-friendly (it was one of the first cities in the world



Vredenburg, Utrecht - the busiest cycleway in the country!

to pedestrianise its town centre – over 50 years ago in 1965!) but the city has plans to make things even better.

Not surprisingly, you can witness the familiar principles in the Waltham

Forest [Mini-Holland scheme](#) in London writ large (restricting motor traffic, slower speeds, a dense network of cycle paths and creating attractive places for people).

The scope of what Utrecht is achieving is breathtaking. The existing 4,000 cycle parking spaces at the central station is proving too small so a new cycle park for 12,500 bikes is currently under construction and will be the [world's largest](#) when completed. An underused 1960s urban motorway was [recently](#) reinstated as the canal it had once been.



Incredibly, 3 years ago this was a 6-lane motorway!

The whole city is a [low traffic neighbourhood](#), which make it a much pleasanter



Public square in Utrecht - people (and cycle) friendly

place for everyone. People can stroll about and do what people do: meandering, chatting, drinking coffee in outside cafes. Enabling cycling as transport for everyone - from toddlers to the elderly - makes that possible.

In the next issue of Bricycles News, we discuss how everything in the Netherlands is designed to make cycling as effortless as possible, and how that creates beautiful places for people – not cars.

Links from the article:

<http://www.hdcf.org.uk/waltham-forest-mini-holland-scheme-shows-how-to-create-better-streets-for-everyone/>
<https://bicycledutch.wordpress.com/2018/06/26/two-bicycles-per-second/>
<https://bicycledutch.wordpress.com/2018/05/15/from-traffic-sewer-to-city-park/>
<https://www.cycling-embassy.org.uk/document/a-guide-to-low-traffic-neighbourhoods>

A short cycle along the South Coast



Last year I saw the coastline between Portsmouth and Swanage from the deck of a paddle steamer, and found it intriguing.

This reminded me that many years ago, friends went on the inaugural Sustrans ride along the South Coast Cycle Route, and I decided to follow suit, although I knew that the privileges they enjoyed with Sustrans, such as free passage through the East Preston private estate, would not be available.

I packed all the usual gear including a few OS maps and set off on a sunny morning following the SCN signs along cycle tracks from Brighton to Goring. Then it was on road around East Preston and through Rustington to Littlehampton, across the river and onto the new cycle track alongside the A259 to Bognor. I knew that after Bognor the official cycle route went via very busy B roads, so I fruitlessly spent an hour or so trying to find a safe short cut across Pagham harbour towards my goal, a campsite near Birdham, with the encouragement of locals. It was a very pleasant hour as the Pagham area

is beautiful and a bit wild, and I met various people who pointed out the original railway carriage houses.

Eventually I gave up the quest and braved the B2166 and B2145, wondering why heavy lorries were hurtling towards an unpopulated coast. A not-long-dead deer lay on a grassy verge, and the asphalt sported outlines of various flattened birds. This is a section of the SCCR that would benefit from more attention by Sustrans. Anyway with 43 miles done I arrived at a campsite around 5 pm where I camped in a quiet field at a cost of £13. Locals told me they had never seen the West Itchenor ferry cross the estuary towards Bosham, so I called the ferryman who confirmed he would be there for me around 9.30 am. While I was cooking my meal a woman 'walked' her dog towards me and asked if I liked camping on a dog 'exercise' area. A massive toilet in other words, the usual space offered to cycle tourists on campsites – best not to think about it!

I arrived for the ferry in good time and had to unpack the bike so I could lift it on. The charge was £1.75. On both sides of the water it was necessary to

walk across slippery mud for some distance and this applied to all the small ferries I took. After a few miles of quiet country backwater I arrived on the A259 and rode alongside it on cycle tracks through Southbourne to Havant and then Hayling Island via the A3023. Initially the traffic was quite heavy but at Stoke I turned onto side roads towards the Hayling Island ferry, on which I ate lunch while it sailed to Portsmouth. It was £4.50 for an 'OAP' return ticket, no single fares available.



Pink Ferries at Warsash

Then it was a struggle along a coastal cycle path into a strong headwind which really slowed me down. Two cyclists passed me with ease, which was surprising until I realised they were on electric bikes. Soon I arrived at Portsmouth Harbour where I queued for the Gosport ferry, a large boat with ramps and return fares only at £3.80. On the other side I rode through a lovely old town and on wooded cycle tracks, then onto the coastal cycle track by the Solent where the wind almost

brought me to a standstill. A phone call revealed that the Pink Ferry across the Hamble at Warsash was about to make its last crossing of the day at 3.30 pm. I was about 45 minutes away so had the choice of taking main roads to cross the river higher up, or staying with my aunt in Stubbington. I chose the latter with only 33 miles done.



Southampton Water

In the morning I stocked up at the village Co-op and then resumed my battle against the wind, which had not abated overnight. Eventually I reached Warsash where there were 3 Pink Ferries all doing a good trade: I paid £2.50 for the short crossing. Then I got

my head down and enjoyed any stretches which were protected from the headwind, making it to Southampton Harbour and the ferry to Hythe: one of the ferrymen lifted my bike on and off fully laden! The ticket was £7. This crossing of Southampton Water offered dramatic views and lots of shipping to look at, including an enormous container ship passing by.



Chain Ferry at Poole

At Hythe I set off following occasional SCN signs and found myself on a network of new, featureless roads heading for the motorway. Just as I decided I must have made a mistake I arrived at a junction with a lovely small road heading for the New Forest. The wind was still in full flow but the sun shone and I stopped to have lunch under a tree. The route turned onto tracks, through

Brockenhurst and back on tracks again. I realised that there was a gap between my maps but managed to find my way to an enormous campsite where I paid the 'backpacker rate' of £18.55 for a night in a quiet corner with 44 miles done.

In the morning the route took me through some lovely countryside down to Christchurch and then along the beach through Bournemouth and Poole still fighting the wind all the way. I sped past miles of queued cars for the Chain Ferry across Poole Harbour where I paid £1 for the crossing to Studland Head, subsidised, I was told, by the cars...This ferry has closed for repairs since my journey. At Swanage I stocked up with food and pushed the bike up the steep hill to Tom's Field campsite, my favourite in the UK. There was a lovely dog-free field for cyclists and walkers and I spent 2 nights there at £7 per night, walking for a day on the Purbeck Downs. Then I cycled to Wareham via small roads where I encountered a couple on bikes who asked me for advice on cycle touring, which I was flattered to give. My train home cost £18. This was such a lovely trip that I may soon do it the other way round to benefit from the wind and use up my return tickets.

PS ' I set out from Fareham to use my return ferry tickets: of course the wind was still against me but the weather was lovely.

On Hayling Island I discovered the Hayling Billy Line, an ex-railway cinder track running down the west coast towards the ferry. I missed this in May as there was only one sign on the right hand side of the busy bridge road. Worth looking out for! This track continued going north towards Havant Station after the bridge, but I turned off through Langston Harbour and followed the Solent Way towards Hermitage and Thorney Island getting onto the A259 briefly at Prinsted before catching a train at Southbourne. Next time I'll do the coastal track around Thorney Island. It's an area worth exploring!

Marie Sansford
September 2019

Combatting climate change through active and sustainable travel

Many thanks to **Council Transport Planner, Daniel Bianco** for hosting a lively and interesting half day conference at the Dome on October 2nd 2019. This was connected with Brighton & Hove City Council's Partnership for Active Travel and Health.



We first heard from **Dominic Kniveton, Professor of Climate Change and Society at the University of Sussex** who described the cycle of temperatures going up, sea levels rising, the oceans becoming more acidic and weather becoming more extreme with heatwaves and floods. Humans are responsible for much of this. The process is at risk of escalation.



Dr. Gary Fuller, Senior Lecturer in Air Quality Measurement at King's College, London gave a hard hitting, evidence-based presentation about the seriousness of the health emergency due to air pollutants. There are 4.9 million early deaths globally and 9,600 Londoners die prematurely each year due to air pollution. Public Health England estimates that in Brighton & Hove, PM 2.5 exposure results in 115

attributable deaths per year. Yet 60 % of car journeys are less than 5 miles. 40 % are less than 2 miles. 39% of delivery vans are less than 1/4 full. Active travel would improve health while also reducing air pollution, climate change emissions and traffic noise. **Christmas present tip:** Gary's new book! (Right)



Oli Ivens, Sustainable Transport Consultant of MP Smarter



Travel described the benefits of using cargo bikes for deliveries and inter-site shuttling as shown in case studies of a London florist, a food purveyor, legal chambers and Guys and St. Thomas's NHS Trust. He observed that Brighton's density means that cargo bikes could offer real advantages. Bikes for business are far more efficient than motor vehicles.

There was also a useful Q&A session with other guest speakers.

Becky Reynolds

The Greater Brighton Cycle Challenge!



Brighton Housing Trust and The Living Coast held their annual cycling event on 19 May, starting and finishing at Preston Park Velodrome. Many riders raised funds for BHT's services for homeless people.



The rides were well organised by Cycling Support Services <https://css.bike/>

Left: Brenda Pollack & Simon Burgess of CSS. Right: Daniel O'Connell of BHT. Below left: Ronnie and Monica (also of FoE).



Sussex Wildlife Trust had a stall (right).



Right: Andy Winter, BHT CEO with his "Sloth Cycling Team" T-shirt.

Thanks to the 6 Bricycles people who marshalled. This brought a donation to our own funds!

BHT's vital First Base First Base Day Centre is at St Stephen's Hall, Montpelier Place, Brighton, BN1 3BF. Make a donation to BHT to help people through the cold weather. Please visit <https://www.bht.org.uk/>



Further afield...



Pagham Harbour to Medmerry link

A new 3km route now links Pagham Nature Reserve with Medmerry Nature Reserve in West Sussex. This includes 1.2Km of shared path, improvement to National Cycle Route 88 and 1.7Km of improvements to the path between the new route and flood defences at Selsey. West Sussex County Council's Public Rights of Way team worked with The Manhood Peninsula Partnership to boost tourism resulting in the £400,000 scheme. The path opened in April. It has been warmly welcomed by the Manager of RSPB's Pagham Harbour and Medmerry Reserves.

Thanks to Derek Whittington, WSCC Member for Fontwell Division, Chairman, WSCC Rights of Way Committee for the Press Release.

New bridleway at West Hove

This new path opened in September. It links rights of way on Benfield Hill and the New Barn Farm area with the Dyke Railway trail. The route features in the BHCC Rights of Way Improvement Plan. Its creation came about as a planning condition of work carried out by West Hove Golf course and in collaboration with Brighton & Hove City Council's countryside team and the South Downs National Park Authority. Unfortunately when we visited a few weeks later, parts

Local Access Forum News

Brief update: The issue of surfacing keeps resurfacing! The Falmer to Woodingdean path will be resurfaced with a sealed surface. More news next time.



Points to raise? Contact Andrew at Colemanaj@ntlworld.com

A27 Berwick - Polegate path

Tony Green met Highways England at County Hall in Lewes on 7/8/19 about a new shared use path East of Lewes on the south side of the A27 between Middle Farm and Polegate. The 3m wide path with 0.5m separation from the road reduces to 2.5m through Selveston and some other points. It would have a bituminous surface and a drain. There will also be a new path from Drusillas up to Berwick station. Work due to start April 2020.

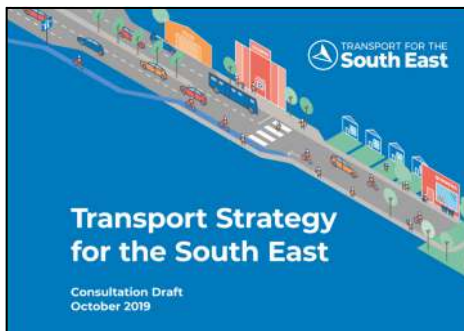
of the path were suffering from weather erosion and weed ingress. (See below).



Report by Bricycles Ranger

Transport Strategy would reduce walking and cycling

There are many failings in transport, especially for cycling. Transport for the South East (TfSE) wants to adopt a transport strategy for the South East and is consulting on this until 10 January 2020. The consultation documents are at <https://transportforthesoutheast.org.uk/transport-strategy/> TfSE draws upon



Councils, Local Enterprise Partnerships, businesses, transport providers and some stakeholder groups for input. **The draft strategy needs reworking. The TfSE's own forecast for their preferred strategy is a reduction in cycling and walking by 7%! (See the "Scenario forecasting summary report" on the website).** It has also been noted

that this drop is additional to the drop in walking and cycling in the "Business as Usual" scenario. New roads will continue. We need to join together and work out how we can influence this strategy for the better. We made a start by attending a meeting in Gatwick organised by the **Transport Action Network**, a new organisation assisting people and groups calling for local sustainable transport.

More information about the Transport Action Network at

<https://transportactionnetwork.org.uk/>

Not another Arundel Bypass!

More than 2000 objections were sent to Highways England about their destructive proposal for another Arundel bypass. The consultation closed on 24/10/19. All of Highways England's 6 options for a new A27 dual carriageway at Arundel were also rejected by the South Downs National Park Authority on 1/10/19.

Other areas under threat are Chichester, Worthing – Lancing and Lewes to Polegate.

See SCATE for updates.

<https://scate.org.uk/news/>

A27 upgrades - We also do not need a new Lewes - Polegate road which Maria Caulfield, MP for Lewes is calling for. Online improvements could be made if necessary. We support better cycling, walking and public transport provision

Adur and Worthing Local Cycling and Walking Infrastructure Plan - This crucial local plan which affects us is out for consultation now until Mon 6th Jan 2020. See cycling campaign group Shoreham-by-Cycle for a review of the contents which they have received positively:

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

Transport for the Future



With delegates from throughout Sussex and the South coast, including councillors from Arun, Chichester, Brighton & Hove, Mid-Sussex and Horsham District, this interesting networking conference in June gave a welcome boost for action on transport and sustainability.

Speakers came from CPRE, Sussex Wildlife Trust, Friends of the Earth and a very relevant new organisation, called Transport for New Homes <http://www.transportfornewhomes.org.uk/> who call for housing developments that promote walking, cycling and public transport and avoid car-dependence.

Campaigner John Stewart (photo right) previously of Alarm UK which opposed road building in the 1990's was a speaker. He is the long term Chair of the Campaign for Better Transport and now chair of HACAN – the Heathrow Association for the Control of Aircraft Noise. He told the audience:



We can defeat road building schemes!

We need to:

1. Make alliances; Diversity is strength.
2. Be proactive. Get campaigning before any Public Inquiry begins.
3. Follow the money. The financial situation may be less certain than is claimed by road builders. Don't be afraid to critique economic arguments.
4. Expose false claims. New road building does not solve the problems.

Conference organised by SCATE - the South Coast Alliance for Transport and the Environment. Bricycles is a member of SCATE. Check out <http://scate.org.uk/> for updates on road schemes. Areas under threat: [Chichester](#) [Arundel](#) [Worthing](#) – [Lancing](#) [Lewes](#) to [Polegate](#)

PRIDE

Brighton and Hove's Mayoress, Alex Philips rides with baby in cargo bike and Councillor Tom Druitt alongside. (3/8/19)
Below: St John Ambulance Cycle Response Unit.
Below right: Police on Smith and Wesson bikes.



BHF London to Brighton ride ...on a Chopper! (16/6/19)



Brighton Naked Bike Ride ...alien takes part! (9/6/19)





Brighton & Hove Triathlon

15 September 2019.
1600 participants,
masses of bike parking
on Hove lawns and a
ride, run and swim
event for adults and
children of 8yrs and
over. Great weather,
great organisation.

Veteran Seaford Cyclist on TV

It was a great advert for cycling when
BBC South East Today interviewed
Ann Rix and club members on 6th July
shortly before Ann's 88th birthday.



She had a Raleigh bicycle in wartime.,
married another cyclist, joined East Sussex
CTC in 1950 and still rides on club runs.



Patcham Duck Fayre

Chris of **Baker Street Bikes**
rode his tall bike and posed
with a very tall "duck" on
stilts on 19 May at the
revival of the Duck Fayre, a
traditional event at
Patcham which used to
take place in front of the
church on the village pond
before it was drained! The
popularity of the event
must mean that it will be
back next year.





Child hit on “Traffic free” Hove seafront

In May 2019 there was a hit-and-run on the seafront cycle track west of King Alfred’s. A 9 year old boy was knocked off his bike by a car. In June 2017, we reported a similar incident to the council at exactly the same location where an adult suffered fractures as a car turned across the track to a restaurant. **We warned at the time that children were at risk. People cycling straight ahead along**

the seafront should have priority over motor vehicles and this should be made clear. Motor vehicle access should be minimal. The seafront route is described in Council literature as traffic free and suitable for children.

This is what the BHCC Councillor wrote:

“In the vicinity of where the above incident occurred, whilst I can understand your suggestion of changing the priorities there is also another way to look at it. Our priority is always to reduce the frequency and severity of collisions throughout our network. In this instance you could argue that making the motorists give-way would make the cyclists safer. However, under the current layout the motorists are already travelling at a slow speed in order to either rejoin the carriageway or to turn off the carriageway. By asking the cyclists to give-way, this should also reduce the speed of the cyclists as they prepare to stop if required. We therefore have two means of travel going at what should be reduced speeds which will reduce the severity of any collision that occurs due to a lapse in judgement or failure to look. If we reversed the give-way then cyclists would potentially be travelling at speed across the junction and so a failure to look on the part of the motorist could result in a much more serious outcome.

We do however take the road safety concerns that we receive very seriously. We have worked with the businesses along this section to ensure that access by vehicles is kept to a minimum and in accordance with any planning restrictions in place. We also

run regular road safety campaigns along the seafront to encourage a ‘share the space, share the responsibility’ approach to all users and we also work with our parks team to ensure that hedges are maintained at a suitable height to maximise visibility.

Whilst there are no current plans to change the layout of the seafront cycle track, as you are aware, the council will shortly be progressing the Local Cycling and Walking Infrastructure Plan. This will involve reviewing walking and cycling routes across the city and identifying priority networks and zones where future funding will be allocated for improvements. Bicycles will be a key stakeholder in the preparation of the plan.”

We dispute almost everything about this response. It assumes motorists are “travelling at a slow speed”. The location is not in an area of “busiest footfall”; There is no housing here; walls impede visibility; high hedge growth remains; no one has ever seen checks on vehicle authorisation; Waiting for a lengthy Council process to complete with no guarantee of implementation shows what low priority this has compared to other measures which BHCC instate without any consultation e.g. gates.

Wild Park cycle route scrapped

Brighton and Hove City Council has replied that the two-way cycle route in Wild Park was scrapped after a councillor took up the issue with a council officer on the basis of “complaints” about “cyclists”. There was no consultation with any cycling group, nor were the public informed before “No Cycling” signs were painted by BHCC.

Signage for the old off-road cycle route remains visible in some places (see right) and the route is clearly shown on older BHCC cycle maps. The cycling ban requires everyone to use the main road but the Lewes Road (A270) cycle lanes are not suitable for all users, nor are the A270 lanes 2-way on one side of the road as the Wild Park route was. We are dismayed at the Council’s unilateral action and heavy handed signage. Are children banned from cycling in the park? Does the Council expect children to cross the Coldean Lane junction? Why didn’t they consult? Why wasn’t consideration given to creating an additional separate off-road route for cycling, separate to walking provision?



Coldean Lane / A270 junction above. Suitable for whom? Many children there? Lots of tarmac!



We have not seen inconsiderate cycling on the path, but we have been harassed by aggressive dogs and traffic in the area. That doesn’t bring about a ban so easily! We will complain about the lack of representation, particularly as we are supposedly in a “partnership” with the Council on transport.

Photos at: <https://tinyurl.com/suhqeel>

Seafront Squeeze! People were amazed to find that the already narrow “temporary” (about 3 years?) shared cycle path opposite the Brighton Centre had got narrower & impassable on Sat. a.m. 28/9/19, probably due to a bash from a motor vehicle on the A259.



Traffic Regulation Orders

- **West St, Brighton** - We met with officers to improve plans for the junction with the A259.
- **West St, Rottingdean** - We objected to the TRO banning the right turn to the High Street for pedal cyclists. It is now “Except cycles”

NOTICEBOARD

Highways England landslip repair

Contractors plan to repair the landslip that occurred in Feb 2018 on NCN20



near Pyecombe. Work is due to start on Mon Dec 9th 2019 for 8 shifts, week nights only and weather dependent. We've been told that "Operatives will escort all cyclists through to ensure safe passage." Dates subject to change.

Bavaria to Bognor...



I bumped into this German chap cycling to Bognor last week. He had cycled from Bavaria. He had enough stuff for a year. Worth looking at his blog it's quite interesting. Cheers, **Pete**
<https://www.pedallingforplanet.org/>

BikeShare expansion?

I asked BTN BikeShare if they had any plans to expand to Patcham e.g. outside the Co-op where I often see a BTN Bike Share bike abandoned or to Withdean Leisure Centre (below). BTN Bikeshare replied: "We don't have any plans for that at the moment but we are always keen to receive suggestions for locations as our scheme continues to expand across the city. Any new hubs will be announced on our social channels." So there is hope!

Maxine



Rule5 bikes



Rule 5 Bikes' shop has shut on Ditchling Road, but a drop off service, mobile servicing and servicing for all kinds of bikes, wheel building, wheel servicing and suspension servicing continues from elsewhere. Some details at:

<http://www.rule5bikes.co.uk/>

FALLS AND LAWS

‘Any sufficiently advanced technology is indistinguishable from magic’.

When science writer A.C. Clarke (reputedly) proposed this, his third ‘Law’ he may not have had old, tried and tested technology like the bicycle in mind but riding a bike still has magic vibes.

Sometimes you turn into a bird, whizzing along as you fly down the empty lane, the wind in your hair, progress easy and nearly effortless. In jammed traffic you may be more of a wasp, buzzing, agile, finding a way through or fizzing mad when you are blocked. If you do a lot of shopping or go touring your bike can be your beast of burden, an efficient uncomplaining packhorse.

Beware. At zero speed the balance goes, and unless you put your feet down smartly, you soon learn a lesson about another law - the law of gravity. Falling off is, sadly, as much part of cycling as zipping along. Who hasn’t ended up on the tarmac? All the magic stops.

My right knee and my left hip were given almighty whacks in two falls, 18 months apart. They prove how suddenly you can change from a fast agile rider to a sprawling beetle, waving

arms and legs uselessly, looking up at, if you’re lucky, sympathetic faces while you’re wondering how you got there. A trip in an ambulance and a spell in A&E can follow or, in my case, visits to the osteopath.

I ride now, mostly, because I am too lazy to walk. And as an alternative, being chauffeur-driven by car isn’t too bad. But it’s slow, awkward and - apart from the devoted driver, my wife Liz - there’s no magic about it.



Les Robinson

**How
would
your
bike
vote?**



**Brighton and Hove
Cycling UK**

www.brightonandhovectc.co.uk/

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The cyclists' champion

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Write to us!
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