



September 2022 Newsletter

We campaign to make all our roads safe in Brighton, Hove & Portslade, so that everyone can get around easily.

[Join us.](#)

Two challenges, one result

We campaign on the big issues to make the city better for cycling but often the devil's in the detail. Here are a couple of small but important things the Bricycles team has been chasing this month.

1. If you use the section of NCN2 past [Hove lagoon](#) you'll be familiar with the overgrown bushes which, despite being trimmed frequently, often partially block the cycle lane and cause conflict between cyclists and pedestrians. You may have also noticed that the first few metres were trimmed in line with the rear face of the wall back in 2019 and they are still not causing any problems. The obvious solution would be to trim the full length - improving cyclist and pedestrian safety and reducing the council's maintenance budget.



We contacted the Council and have been told it's now under "consideration for action" but will the job get done? If you live in the Wish ward, where the lagoon is located, please point out this win-win safety opportunity to your councillors. You can email them here - [Robert Nemeth](#) and/or [Garry Peltzer-Dunn](#) - and it'll be copied to CityParks. We'd be pleased to know what response you get.

While we were checking to see if the sign had been corrected, several cyclists and a Zedify e-Cargo bike cruised through, all legally unperturbed.

- [Let us know](#) if you think a road sign is wrong to the detriment of cyclists and we can check it out for you.



2. Wrong road signs can be divisive like fake news so it's important the right signs are in the right places. That's why we queried the No Entry sign towards the southern end of [East Street](#) which, apparently, required beach-bound cyclists to dismount and walk the final 10m to the crossing onto the seafront cycle path. Within minutes of emailing the Council, an officer confirmed the sign shouldn't ban cycling and that a "sub plate" would be attached to it within a fortnight, saying "Except cycles". So we were pleased that, when we went to check it a mere 12 days later, the job had been done.

Balance Bikes

There's no such thing as "balance" in the news because everyone has their own opinions which they know are right. So Bricycles engages with the sometime-hostile media in a positive way, to show that people who ride bicycles are ordinary human beings and wish no harm. The Bricycles team had to practice this Zen-like composure twice last month, with reasonable outcomes.

Cyclists' alarm as pizza van parks next to Hove seafront bike lane



© The Argus 2022

First, the Argus sought a quote about a pizza van possibly causing conflict with people riding along the seafront cycle lane in Hove. Considering the local paper's circulation and its potential to stoke division, we considered "no comment" but then decided it would be better to respond generously, which may have helped to reduce criticism of cyclists. You can judge for yourself because you can read the story [here](#).

Secondly, BBC Radio Sussex sought an interview after an inflated and divisive newspaper story about number plates for bikes. We told them the Government had dismissed the same idea nine months ago and suggested, instead, they talk about how some GPs can now prescribe cycling for improving health. They liked the idea so we were interviewed on the Sarah Gorrell show for 12 minutes. You can hear our contribution [here](#)



Some callers in the subsequent phone-in repeated false facts about the temporary cycle lane which was removed from Old Shoreham Road a year ago. Nevertheless, it was clear that a good many other callers regard people who ride bicycles as fellow human beings.

It's sad and ironic that while the BBC Radio Sussex broadcast was going out live, emergency services were attending to a

road traffic collision on the A259 east of Seaford. Drivers who found themselves waiting for the emergency services to deal with the matter chose, instead, to divert through the small country roads that eventually pass through Alfriston.

This led to more big queues of motor vehicles leading up to and through the heart of the rural village, with their attendant exhaust emissions and noise pollution.

No wonder the Government is keen to increase the number of journeys made on foot and by bicycle.

Order, Order

If you send constructive comments about these two Traffic Regulation Orders (TROs) which affect cycling, they'll be welcomed by the Council. Supportive comments can help officers and councillors make the streets better for everybody who may like to ride bicycles. Do say if you spot any flaws, politely of course.

Both of these TROs are about school streets, which you can read more about [here](#).

[TRO-26-2022](#) – [Queens Park Primary School Street](#), helping kids and families to cycle, scoot and walk safely to and from their school by closing Freshfield Place to most motor vehicles at each end of the school day



[TRO-27-2022](#) - [Downs Junior School Streets](#), giving pupils and parents safer streets on two sides of the primary school so they can cycle, scoot and walk to and from the gates at each end of the day with hardly any motor traffic.

To submit your helpful comments, go [here](#) then scroll a long way down to the relevant TRO number, read the details then submit your comments by clicking on the link near the right-hand column.

The road less travelled

It's not always easy to be confident and ride on unfamiliar roads, even for experienced riders. Bricycles team member Sarah faced this issue when she wanted to swap driving for cycling on regular trips between Hove and Shoreham. We hope you, your family and friends can learn from how she's got on in this [uplifting blog post](#). Don't forget to share the link.

Stop press

[TRO-28-2022](#) also deserves your attention. It proposes to reduce the speed limit from 40mph to 30mph on part of [Wilson Avenue](#). This is good but not good enough. We believe the slower limit should extend all the way to the road's northern end so drivers won't feel free to accelerate as they approach the bicycle-accessible bridleway which crosses the road beside the racecourse. This part of the road is also where northbound vehicles should be slowing, anyway, because there's the traffic-light controlled junction with Warren Road.

Wilson Avenue: Proposed Extension to 30mph Limit



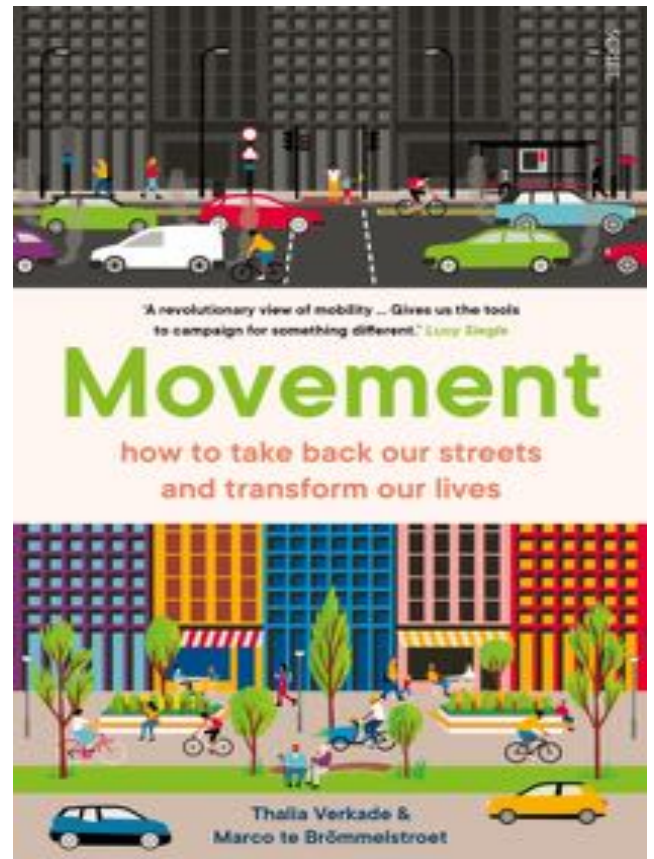
Scale 1:14,337 © Crown Copyright All Rights reserved. Licence: 100023988. Brighton & Hove City Council. 2018.03.06. Revised © 2021

Picture this

The new mural on the stands at Preston Park velodrome has been finished so, to celebrate, there will be a community picnic from **midday** on Saturday 3rd September. The stunning new artwork is a vibrant enhancement of the oldest working cycle track in the world that has retained its original design.



Moving along



We've been reading an inspiring book about urban planning because it says such a lot about how to make our city better for everybody. "[Movement: how to take back our streets and transform our lives](#)" is by Thalia Verkade & Marco te Brömmelstroet, published this May by Scribe. Marco is known as the Cycling Professor and is based at a Dutch university. It challenges the idea that the major function of streets is to facilitate those that are the fastest movers. The changes to the Highway Code's hierarchy of road users, prioritising the slowest, is a small start to realising the book's concepts but there's a lot more we can do in Brighton & Hove. [Let us know](#) if you'd like to borrow the book.

The Mysterious Case of the Co-Ops' Missing Bike Racks

Bike racks have gone missing close to the sites of two different Co-Ops, in what seems to be a mysterious coincidence.

There used to be four racks under the canopy outside the old Co-Op in the London Road. The building was demolished and the site has been redeveloped, with a beautiful new, wide pavement laid in front of the brand [new Co-Op](#). Planning permission had been granted on the basis that 10 new Sheffield stands (the best kind of bike rack) would be installed but, at the time of writing, there isn't a single one in place. We've asked the Council to chase this and will keep you posted.



Photo of London Road where 10 bicycle racks should be



Plan of London Road showing where the 10 bicycle racks should be

Meanwhile, the former Co-Op on the Lewes Road is also being redeveloped. The five on-road bike racks that had been round the corner in [Caledonian Road](#) quickly vanished behind the construction site's hoardings.

The developers then asked to replace the five missing stands with just four and to put that reduced number on the pavement, instead of the road.

We know that Brighton Active Travel and several Bricycles members are among 13 people who objected to this so we hope there'll be a better solution that doesn't penalise pedestrians or cyclists soon.

- If you hear of any planning applications or other developments that make things worse for people who'd like to ride bicycles in Brighton & Hove, do [email](#) us.

Seafront Cycle Lane (A259 Kingsway)

Our fingers and toes are crossed for this significant and permanent project. The window for public comments closed last month so thank you to all who submitted helpful, constructive and positive words. However, we won't know if the Council's officers believe it can now go ahead until the agenda for the Environment, Transport & Sustainability Committee on 20th September is published. Only then will the councillors be able to vote on it. We are optimistic that democracy and cycling will be well served. You can monitor it, as we will, by keeping an eye on the ETS Committee's [webpage](#).

On tenterhooks for bike share announcement

It's five years since the city's bike share scheme was launched, since when it's become the most successful in the country outside London. Early this summer the Council invited bids from people/companies who want to run it for the next few years and we expect the winner to be announced any day now. The contract is expected to include the addition of e-bikes, more pedal bikes and more hubs across more of the city and even beyond. Whichever company wins the contract, we wish them success. BTNBikeShare helps everyone by making cycling more visible.

Dates & Deadlines

Ongoing for 2022/23 – WOW. Formerly known as Walk to School Week, it has evolved to include Cycle to School and will run for the entire school year. Fill out this [short form](#) to help all of your local primary schools join the fun.

Friday 9th September 8.35 am - Old Shoreham Road just past the Hangleton Road junction. It's the return of the OSR Bike Train towards Hove Park, helping children to cycle safely to school. Additional pickups at Holmes Avenue and Weald Avenue. Repeats every Friday in term time. [Email](#) for more information and follow on [Twitter](#).

Sunday 11th September, 11.59pm - Online deadline for submitting [your comments](#) to the Council about the current designs for the Hanover & Tarner Liveable Neighbourhood.

Tuesday 20th September, 3pm - Hove Town Hall. Bricycles and other groups will be gathering outside to demand clean air. Inside, the Environment, Transport and Sustainability Committee will be discussing the next five year Air Quality Action Plan. Hope to see you there. Meanwhile, please consider [signing the petition](#)

Tuesday 20th September, 4pm - Hove Town Hall. The [Environment, Transport & Sustainability Committee](#) of Brighton & Hove City Council will make decisions on issues that will affect cycling. Its agenda hadn't been published at the time of writing so we can't be sure what will be discussed. The public is free to attend and it's streamed live online, too.

Thursday 22 September – World Car Free Day will be marked by Brighton & Hove City Council with events on and around the date itself. There's an exhibition in Jubilee Library 12th-20th & 24th, an eCargo bike expo on the 17th, a School Streets taster day on the 20th and free, bookable Dr Bike repair sessions in parks on several days. See [here](#) for details.

Monday 3 – Friday 7 October - Cycle to School Week. Bikeability and Sustrans want as many people as possible to make a pledge for Cycle to School Week. You and your family can make your pledge [here](#).

Sunday 9th October 3pm - Venue to be decided. It's your bi-monthly chance to meet the Bricycles team in person and to share your ideas for making our city better for everyone who may like to ride a bicycle in Brighton & Hove. Put it in your diary and [email now](#) to say you're interested in coming to the October meeting so we can let you know exactly where we're going to gather.

Power Grab

We've heard of several thefts of bikes this summer by criminals using battery-powered tools that can break even the best security devices. Long-standing Bricycles member Paul Tofts is one of the victims and tells his tale here, including the poor settlement offered by his insurer which must have added insult to injury.

My beautiful Trek Powerfly 4 e-bike was stolen recently, from outside the Beach Club café on the seafront. It was secured with an Abus chain (Hardened Steel Bicycle Lock, 9 mm Hexagonal Chain, ABUS Security Level 12, Sold Secure Gold).



The chain was cut by a teenage gang of three thieves, equipped with a portable angle grinder. Someone witnessed the attack but did not call the police. I was able to retrieve the cut pieces of the chain link, which helped in my insurance claim.

The insurer refuses to meet the full cost of a local replacement. Instead they are offering a bike from a remote supplier, without any local support, or else cash to 80% of the insured value.

An alleged bike thief can be seen on YouTube, being pursued through the streets of Brighton and arrested. Baker Street Bikes has a story of pursuing thieves in the street. Pelham Square seems to be a store for stolen bikes to be picked up later.

The campaign to make Brighton centre a bike-friendly environment is now seriously threatened because so many people will not bring their bikes into the centre of Brighton for fear of losing them. "Never let it out of your sight" was advice I received. Thus the thefts reduce the quality of our environment. Serious actions are needed. The police seem remarkably uninterested; I hope they will set up a sting operation to catch the thieves. In the meantime I have 'remodelled' my nice non-electric bike to conceal the make and model, hoping this will make it almost unsellable and therefore not worth stealing.

Paul Tofts

Bricycles member #5

Hangar Management

Forty new secure and weatherproof on-street hangars for residents' bicycles are about to be installed across the city, joining the 20 that landed in July. They can each hold up to six bikes. It costs £24 to rent a space in a hangar for three months, £39 for six months and £60 for a year. Demand for them is massive and all 120 spaces in the first 20 hangars were fully booked by mid-August. You can see where spaces become available and get on the waiting lists for the next batch via the [online map](#).

There was some nonsense shared on social media about the hangars, claiming that they'll cost the Council £1 million in lost car parking fees but the Bricycles team quickly exposed the fake news and showed how the exact opposite is true. The hangars will, in fact, generate more money than car parking.

The divisive lies went quiet but, in case you see or hear similar balderdash, here are the facts:

- A residents' car parking bay generates £200 a year on average. (On-road hangars are only in residents' car parking bays.)
- A hangar will generate £360 a year on average,
- That's £160 MORE than a car parking bay.
- It gets even better when you consider a hangar occupies only 60% of the space needed to park a car so, taking size into account, every hangar will generate THREE times more money than the space for parking a car.

Don't forget that not all of the hangars are on the road. About a quarter of them are on very wide pavements. And about 10% of the installed on-road hangars are in streets where the space for parking cars is seldom full.

Finally, the hangars are a financial win not only for the Council but for everybody in Brighton & Hove. The more people who find the hangars make using a bicycle for their journeys to be more convenient, the less they will use cars so motor traffic, pollution and noise will be reduced - and there will be less competition for car parking spaces.



You're lovely – we need you!

Bricycles continues to evolve and grow. We have a core team of a dozen, each of whom plays a small but important role in running Bricycles and we always like members and supporters to get more involved. Last month we were delighted to be offered help from two more members, with improving our campaigning strategy and with editing our publications. This month it's your turn to step forward. If you have a skill, talent or enthusiasm, we'd welcome your input, for just a couple of hours each month, so please consider joining our supportive and foolishly happy team. We particularly need people with these skills:

- writing articles for press and for our blog
- giving interviews and statements to press, radio and TV

We'd particularly encourage women to get involved, as we want to maintain our 50:50 gender split, and people of the BAME community so that we're even more representative of the city's population.

You'll get loads of support and encouragement from the rest of the team. Check out our website for further details, or [email us](#).

C'mon, you know you're exactly the right person and will enjoy it almost as much as you enjoy cycling!

We hope you have a great month and that we'll see you at 3pm on Sunday 9th October. Until then, send us your news and [tell us](#) what you want to see in your newsletter.

The Bricycles team



PS You know other people who ride bicycles in Brighton & Hove, don't you? Ask them to join and make our campaign even stronger. Send them this link

<https://bricycles.org.uk/membership/join-bricycles/>.