

BIRMINGHAM Cyclist

The newsletter for *push*  *bikes*



Bike Week Events in Birmingham & Solihull see pp. 3 & 9

Cycle City Bid - not this time for Birmingham see p.2

If you would like to help make the newsletter happen, please contact any of the Newsletter team.

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Views expressed in this newsletter do not necessarily reflect official Push Bikes' policy.

Newsletter Team:

Graham Hankins,
Michael Groll

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Push Bikes' AGM

Push Bikes' Annual General Meeting took place on Wednesday 21 May at the Warehouse. The event ran smoothly, even if there was a 'tense moment' while we waited to become quorate after the assurance that someone was cycling all the way from (I think) Bromsgrove? He received a well-earned round of applause when he did arrive a few minutes later. Good to see Nick Wattison again, and Martin Wilkinson, previous membership secretary.

Congratulations to John Bennett, you are now joint chairman with Howard Boyd, plus Minutes Secretary; and congratulations to Neeraj Malhotra, you are now elected onto committee as Membership Convenor. Howard and John also share the Campaigns role.

Thanks to Howard for arranging some refreshments and for ably and knowledgeably chairing - as always.

Graham Hankins

For a full list of committee members see page 11.

Front cover picture shows a Cyclesolihull ride to Packwood House in Warwickshire. For more information on the Cyclesolihull rides programme visit: www.cyclesolihull.org.uk

Cycle City Bid

We might have lost the bid....but let's not lose the vision!

On 8 May Birmingham heard from Cycling England that it had not been short listed to win Cycling City status. Whilst this is a big blow to us all, Push Bikes feels strongly that what we need to do is build on the wonderful momentum that was gathered in the process of submitting our bid.

Congratulations are in order to the Birmingham City Council officers who brought together a whole range of people and organisations: public and private sectors, residents and campaigners. We created a real collective vision for cycling in Birmingham, and the partnerships that were formed need to be developed and strengthened.

It's too early to know the reasons why we weren't short listed but we are already asking the questions and we want to learn the lessons. We may not have the £30million in this round but why not maximise the effect of the work done so far? Let's continue to mobilise widespread support to make Birmingham much more cycle friendly. We'll be getting our thinking caps on at future meetings. We'd love you to hear from you too – about what you think are the best next steps.

Never before have we simultaneously had three immensely powerful levers to effect change: climate change, obesity and rising fuel costs. Standing still is not an option!

Neeraj Malhotra

The shortlisted towns and (in bold) cities are:

1. Blackpool
2. Cambridge
3. Chester
4. City of Stoke-on-Trent
5. Colchester
6. Coventry
7. **Greater Bristol**
8. **Leicester**
9. Leighton Linlade
10. **Manchester**
11. Milton Keynes
12. Nottingham
13. Shrewsbury
14. Southampton
15. Southend
16. Southport & Ainsdale
17. Weston-Super-Mare
18. Woking
19. York

Of these around 10 towns and 1 or 2 cities will be selected to share £47m funding

Bike Week 2008 in Birmingham, 14-22 June

A national celebration of freedom, Bike Week is an annual opportunity to promote cycling as a source of fitness and fun.

Up and down the UK, thousands of free cycling events will provide the opportunity for everyone from total novices to passionate cyclists to get on their bikes. The following events, open to the public, will be taking place in the Birmingham area:

Sunday 15 June, Family Cycle Day

Sutton Park hosts the FREE family cycle day from 10am until 4pm. Head for the Visitors Centre (Town Gate entrance) where an information desk will be situated. On the day you can:

- Pick up a map and cycle a 2km, 5km or 10km route around the park
- Have a go on a selection of weird and wonderful bikes
- Borrow a bike to cycle around the park
- Watch a special cycling stunt show
- Win a set of bikes for the family

Sunday 22 June, Water for Life Cycle Ride

A sponsored ride to raise funds for Islamic Relief's water related projects in the most desperate areas of the world. Pre-registration is required for all participants.

10am start from Cannon Hill Park, Birmingham. Choice of 15 mile route through Kings Norton and Cofton Park suitable for adults and confident child cyclists or a more challenging 25 mile route along forest trail terrain of the Lickey Hills (mountain or hybrid bikes needed).

For further information:
www.cyclerelief.com or phone: 0121 622 0622

Push Bikes organised leisure rides:

Sunday 15 June - Family Ride to the Lickey Hills

Led by Nick Wattison. Meet at Kings Norton Station car park, at 10.15am, for this short ride to the Lickey Hills.

The route will be along a cycle track, some side roads and a couple of tarmac bridleways. There will be one or two hills, but these can be walked if necessary! We shall take lunch at the Visitor Centre, Lickey Hills Country Park, Warren Lane. This ride will be particularly suited to families with children. Children under 16 must be accompanied by an adult. Total round trip of about 12 miles.

Wednesday 18 June - Weighbridge in Alvechurch.

Meet at the MAC at 7:45pm for an 8:00 start.

Sunday 22 June - Alcester

Led by Nick Wattison. After experiencing The Holly Bush beer and folk dancing festival last year, we had to do this one again!

Meet at Kings Norton Station car park, at 10.00am. Total round trip of about 40 miles, mainly along the course of the River Arrow.

To register a Bike Week event, for example one taking place at your workplace, visit:
www.bikeweek.org.uk



ACTION POINTS

This symbol indicates items where readers can take action such as writing or emailing

www.cycleinjury.co.uk

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Bike Hire Scheme for Birmingham

Currently the potential development of a bike hire scheme for the city is on hold. There are wider contractual issues which the City Council needs to address with the current 'on-street' advertisers before any scheme like the one launched in Paris can be considered by the City Council.

Sustrans Bike It Officer for Birmingham

An officer has recently been appointed, and is working with Birmingham City Council's Road Safety Team to overcome barriers to cycling to school. Their work encompasses:

- explaining the benefits of cycling
- contributing to classroom work
- addressing concerns about safety and liability with the help of the local authority and other partners
- sharing good practice with school management
- organising practical cycling activities
- generating positive publicity.

The Bike It Officer will be working with 12 schools each year, with a focus on more deprived schools. The list of schools is currently being drawn up.

James Martin

Plants Brook Connect2 scheme

As reported in the last edition of Birmingham Cyclist, in December Sustrans secured National Lottery funding for 79 cycling and walking schemes around the UK. One of these is the Plants Brook route running through open space in north east Birmingham. Here a chair for the Steering Group has just been elected: Malcolm Dunn, a local resident with a keen interest in sustainability and environmental schemes and experience of chairing committees and groups. The next Steering Group meeting is next Tuesday, 3 June. The next step, for the city and Sustrans, is the signing and entering into a Memorandum of Understanding, which will specify the deliverable elements for Connect2 in Birmingham. The MoU will be issued to partners very shortly. Meanwhile the City Council are continuing to work on the Rectory Park route and crossing plus preliminary design works on the spine route south of Newhall Valley.

Edward Healey

Station Travel Plan for Kings Norton Station

In February 2008, Centro was invited by ATOC (Association of Train Operating Companies) to tender for a pilot Rail Station Travel Plan to promote walking, cycling, buses and car sharing as alternatives to single occupancy car use to stations. The station selected (in conjunction with Birmingham City Council's Transportation Team) for Centro's bid is Kings Norton Rail Station. Car parking is at capacity and the hope is that by encouraging users to travel to the station by car sharing, bus, bicycle or on foot, a step will be taken not only

towards tackling local congestion, but also to help to promote the health and well being of local residents. ATOC are currently in the process of short listing, and the successful bids will become known at the end of May 2008.

In the meantime if you have any suggestions on improving access to Kings Norton Station for cyclists, pedestrians and public transport users please contact Centro's Cycling and Walking Officer, Emma Thompson via 0121 214 7330 or by email at:

emmahompson@centro.org.uk



Climate Change Festival

As we go to press the world's first climate change festival will be taking place in Birmingham from 31 May to 8 June.

Although the name might suggest otherwise this event is not about celebrating climate change! The festival is a joint initiative between Birmingham City Council and CABA (Commission for Architecture and the Built Environment) to raise awareness of the impact of climate change on the future of our city.

The built environment accounts for half of Britain's carbon emissions, and there is a direct link between climate change and the way we design and use our cities. Of course transport plays an important role here too, which is why Push Bikes will attend with displays and a stall.

Birmingham Transport Summit

Neeraj, John, Howard and I went along to the City Council's annual conference which concentrated on 'Birmingham 2026' the city's aspirations set out in the Sustainable Community Strategy, plans being developed within the Birmingham Core Strategy and the city's response to Climate Change, exploring the emerging transport agenda. Expecting to ask our usual question: "why has there been no mention of cycling?" we were surprised. Cycling WAS mentioned several times by various presenters plus had its own 'fifteen minutes of fame' when Dene Stevens (Vice Chair Birmingham Local Access Forum) and Prof. David Cox (Chair South Birmingham PCT) gave their futuristic 'vision' of what cycling in the city could be like in 2026 were finance and political will in place.

Other presentations covered the 'usual suspects' of road and rail, with a mention of airport expansion. Poor sound spoiled a video 'vox pop' of on-street interviews with a very small sample of road users: a cyclist's contributions were inaudible. Unfortunately the selection of interviewees became far too dominated by multiple contributions from a taxi driver – who of course wanted more ranks and bus/taxi lanes! Motorists of course generally want less, occupying a Coventry Road bus lane to prove it!

Graham Hankins

New Cycling Strategy for Birmingham

Birmingham City Council published its first cycling strategy back in 1998, setting out policies and an action plan. This spring consultation for an updated edition started with a range of stakeholder groups. Push Bikes submitted the following response:

Push Bikes is the well established campaigning group supporting the needs of cyclists in Birmingham. We have taken time to study this document and offer the considered views below. Members would welcome the opportunity to discuss their comments and to contribute positively to the improvements in all aspects of cycling development in the city.

Push Bikes welcomes the revised Cycling Strategy for Birmingham. It is important that a major city such as Birmingham should set out its plans for the development of cycling as a mode of transport and as a means of obviating the effects of congestion, environmental damage and climate change, obesity and other health issues.

BACKGROUND

According to the statistics in the document Birmingham currently has a low and declining level of cycle trips: 0.7% compared with a UK average of 1.6%. Why is this? The city is not particularly hilly, wet, or cold. It is mainly due to the history of a lack of determination by the city council – leading to poor cycling infrastructure, a ‘car culture’ policy of investment in highway improvements focussed on car use, large city-centre car parking capacity and unrestricted access. This has led to a perception of unsafe roads on which to cycle.

The cycling strategy must address these issues if it is to lead to a reversal of the trend and bring Birmingham’s cycle trips within reach of the national average. Surely this is not too much to ask, but it will need a change in the attitude and resources if it is to happen.

TARGET

To be effective any target must be both challenging and achievable. The LTP2 target suggested in the strategy (para 3.2.4) is an increase of 1% in the *cycling index* between 2003/04 and 2010/11. This would raise cycle trips from 0.7% to 0.707%. In other words, if there are 100 000 people travelling into Birmingham the target

would be met if 7 of them changed their mode to cycling. This is no ‘challenging’ target; a cycling strategy to achieve 7 extra cyclists is a complete farce.

In para 15.1 a Medium Term target of “contributing to achieving the West Midlands Local Transport Plan of 1% growth in cycling by 2011” is both more vague and yet slightly more ambitious but still pathetic. A revised, challenging target with intermediate goals that can be monitored is essential.

There are plenty of opportunities for significant increases demonstrated by some of the background statistics:

81.4% of cyclists said that if their concerns about road traffic conditions and/or parking could be met they would be more likely to cycle into the city centre

- 93% of cycle trips are under 10km
- The highest level of cycling to work in any ward was 2.7%
- Two thirds of schools had no pupils cycling to school. Most of the rest had less than 1%.

These are shameful statistics, but they point to opportunities.

STRATEGY CONSIDERATIONS

There are two main policy areas mentioned in the strategy document

Promote and encourage more people to cycle more often. Under this heading there are at least 20 actions listed requiring council officers to support ‘partners’ such as Travel-wise, housing developments, sports, schools, tourism, CSV, health, etc. All these actions will only be achieved by using skilled human resources within the council’s sustainable transport team to initiate, manage and monitor them. There are no indications in the strategy that adequate staffing will be provided. Develop quality cycle infrastructure. According to the DfT’s evaluation of the LTP “much additional work is needed to develop a definite strategic network [for cycling] in the city”. The main proposed action (Action 17) says “Birmingham City Council will develop a Strategic Cycle Network which improves access to employment, community facili-

New Cycling Strategy for Birmingham

ties and education by bicycle, and which will link with the networks of neighbouring authorities.” A diagram illustrates the strategic corridors. The target is to “implement two strategic route corridors per year.”

The Strategic Network is aimed at encouraging a substantial increase in commuter cyclists. To be effective it would have to overcome the main perceived obstacle-danger from other road vehicles. Painting on roads would not work. Parallel routes away from main roads may succeed if priorities are given to cyclists at intersections - where accidents happen- and continuity of movement is designed in. To be carried out successfully and to an appropriate standard will be an ambitious target requiring a substantial increase in resources both financial and human. Push Bikes applauds this proposal. However, to be effective, it needs to be refined with clearly stated timetables and resources.

As well as for ‘Strategic’ routes, cycles are recognised as flexible means of making short journeys –to shops, leisure centres, pubs, restaurants, and other local amenities. There is little in the strategy (and no specific actions) to develop local cycle routes. These wouldn’t necessarily be major schemes requiring large investment but rather adopting a policy of encouraging local wards to take the initiative to implement schemes throughout the city. We believe that the draft should be revised to encourage development of local routes.

...and one policy area not mentioned.

There is no mention of the need to restrict car access and parking to central Birmingham. In all cities (worldwide) where high levels of cycling are achieved, some restrictions apply. Birmingham must consider this strategy of limiting car access and parking to the city centre.

BENEFITS OF A SOUNDLY RESOURCED CYCLING STRATEGY

It is well proved and now accepted that cycling is a “good thing.”

Cycling ticks all the right ‘non-transport’ boxes – children’s health, adult exercise, social inclusion, vibrant villages. Joined up thinking requires recognition of these interdependent issues. Perhaps crucially, all the above are com-

ing together representing a pivotal time in developing transport policy. **IT IS THE TIME OF THE BICYCLE.**

Additionally the financial returns (as measured by Cycling England) overwhelmingly show the benefits of investment in cycling. Councillors would be failing in their duty if they ignored these facts. If the strategy is to be meaningful the council’s response must be to allocate adequate financial (both capital and revenue) and human resources. And back it with political will.

WHAT CAN PUSH BIKES OFFER?

Push Bikes has a wide range of membership across the city. It has members who are experts in most aspects of cycling matters. Members are enthusiastic and will help in providing assistance to council officers in promoting agreed strategy and in choosing and designing the strategic routes. Push Bikes has little financial resources but would work with ‘city partners’ in helping to raise contributions from others. We are keen to help!

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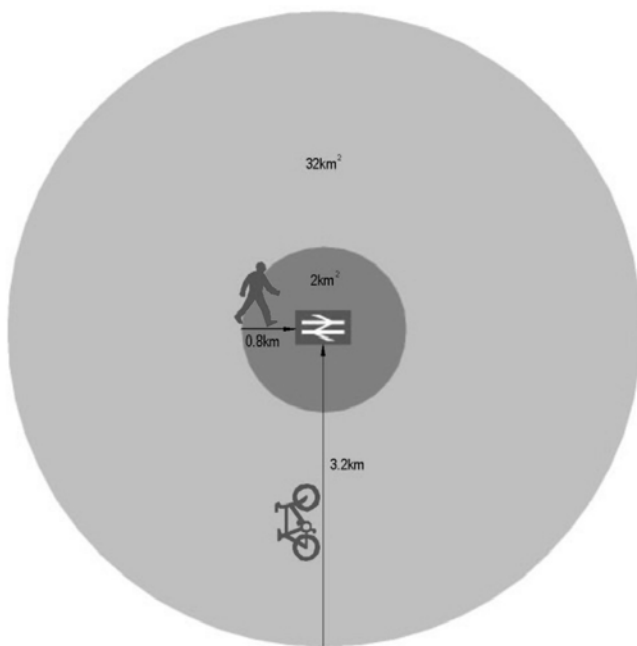
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Working with Railfuture to encourage bike & rail

Push Bikes has long recognised that the bicycle and the train together can deliver fast, comfortable, low-impact and door-to-door travel for a wide range of journeys, far exceeding the capability of each mode in isolation. This synergy overcomes the main disadvantages of each mode: the slow speed of the bicycle and the limited accessibility of the train. The cycling and rail combination can involve cycling to a station and parking a bicycle, or taking a bicycle on a train and continuing a journey by cycle from the destination station. Importantly for train operating companies using a bicycle to access a rail station or tram stop extends its catchment area 15-fold in comparison with walking for a journey time of 10 minutes (see diagram below).



Imaginative use of the two modes together represents the most cost- and time-effective and sustainable choice for a high proportion of trips, as can be seen in practice in many continental cities.

There is great potential for bike & rail: in Britain only 2% of passengers arrive at train stations by bicycle, yet in Germany it is 15%, and in both Denmark and the Netherlands 35%. First Great Eastern though recently doubled (from 1.5% to 3%) the number of passengers arriving at stations by bicycle, simply through a programme of installing cycle parking across their network.

Many rail stations simply do not have the physical space to provide more car parking, but one car parking space can accommodate eight bicycles. Where the cost effectiveness of bike and ride improvements have been quantified and compared with park and ride, bike and ride has been shown to be markedly superior. However at many stations in the West Midlands provision for cyclists is sadly lacking: no cycle parking, insufficient

spaces, parking is not secure or it is poorly located. The current West Midlands' franchise holder, London Midland, decided recently that for operational reasons it would no longer install cycle lockers at stations which it manages, even though lockers have proven to be very popular with regular cycling commuters elsewhere.

Push Bikes support the work of fellow voluntary campaigning organisation, Railfuture, who are pushing for affordable, convenient rail services for everyone including improved links for cyclists and pedestrians. We will endeavour to collaborate with Railfuture to increase journeys made using the bike and rail combination. Members interested in learning more about Railfuture and being part of the campaign for a better railway will find a membership leaflet enclosed with this newsletter.

Real problems facing our society such as climate change, traffic congestion and obesity highlight more than ever the importance of integrating and increasing journeys by both bike and rail.

Michael Groll

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Solihull News & Bike Week Events

Cyclesolihull Ride Success

The community cycle rides organised under the Cyclesolihull 'brand' are going from strength to strength. Now in their third year, the weekly spring and summer rides starting in various places in Solihull are attracting increasing numbers of cyclists: one ride in April attracted a record 43 cyclists despite it being wet for most of the ride! Ride co-ordinator Stephen Holt says that the aim is to attract people who wouldn't (at least initially) think of joining a cycling group or club but do like the idea of going out with others on a cycle ride - providing it's not too far! "We hope the Cyclesolihull rides offer something for all types of cyclist, whether alone or as part of a group of family or friends. Although most of the rides are only 10-15 miles long this seems to be fine for most people, who just want to go out for a couple of hours. Keen cyclists who want to travel further can always cycle to the start point and we have a regular rider who actually cycles over from Kenilworth to join the rides!"

Tudor Grange Cycle Track takes Shape

Work is proceeding apace on the new cycle circuit in Solihull Tudor Grange Park. The track, which is just under 1km long, is being funded by British Cycling (through Sport England). Solihull Cycling Club's dream of a circuit in Solihull happily coincided with a major revamp of the park which created the perfect opportunity to implement the scheme. The circuit, available for public use but closed for special events should be completed in June.

New Cycle Links at Birmingham Airport

Birmingham International Airport has completed some useful new links which will benefit pedestrians and cyclists in and around the Airport. A new shared use pedestrian/cycle path has been provided under the bridge linking the Airport to Birmingham International Station (*see picture below*). Previously there was not even a footpath under the bridge and the new facility means that cyclists can avoid the traffic signals controlling bus movements. There is also a new link to Bickenhill Lane which provides a new way into the airport for pedestrians and cyclists and avoids the use of a steep, muddy and often overgrown public footpath. Finally a new shared use path has been provided along an airport road heading towards one of the staff entrances and passenger terminals. This road is likely to become one-way during the summer so the path will provide an alternative route for cyclists.



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Cycle training is a proven way of improving your cycling confidence on the road. It's also an effective way for non-cycling adults and children to get cycling easily and quickly. We offer:

- friendly one-to-one tuition for all ages
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Purr-fect Pedalling provides CTC-accredited training to the new National Standard for Cycle Training. Our training is tailored to your needs and takes place in **Solihull, South Birmingham and Leamington Spa/Warwick**. Please email us at info@purrfectpedalling.co.uk or call **07896 885726** or **01564 779235** for further information or to book a lesson.

www.purrfectpedalling.co.uk


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Cyclesolihull rides:

Sunday 15 June - Marston Green, Chelmsley Wood & Yardley

Start: Marston Green (Elmdon Lane) at 14.00, 15 miles, route M4

Wednesday 18 June - Dorridge, Packwood & Lapworth

Start: Dorridge (rail station) at 19.00, 9 miles, route S1

Sunday 22 June - Knowle, Barston & Fen End

Start: Knowle (parish church) at 14.00, 10 miles, route S2

Further information available from:

www.cyclesolihull.org.uk/
or telephone 01564 779235



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Push Bikes' Rides

Wednesday 11 June - Holly Bush nr. Clent.

Meet at the MAC at 7:45pm for an 8:00 start.

Sunday 15 June - Family Ride to the Lickey Hills

Leader: Nick Wattison

Meet at Kings Norton Station car park, at 10.15am, for this short ride to the Lickey Hills. Lunch at the Visitor Centre, Lickey Hills Country Park, Warren Lane. This ride will be particularly suited to families with children. Children under 16 must be accompanied by an adult. Total round trip of about 12 miles.

Wednesday 18 June - Weighbridge in Alvechurch.

Meet at the MAC at 7:45pm for an 8:00 start.

Sunday 22 June - Alcester

Leader: Nick Wattison.

Meet at Kings Norton Station car park, at 10.00am. Total round trip of about 40 miles, mainly along the course of the River Arrow.

Wednesday 25 June - Wildmoor Oak nr. Lydiate Ash.

Meet at the MAC at 7:45pm for an 8:00 start.

Sunday 13 July - Sandwell Park

Meet at the MAC at 10:30am for a run along the canal to Sandwell Park (bring your own lunch). Good flat riding surfaces.

Sunday 27 July - Lapworth

Meet at King's Norton Station car park at 10:30am for a 20 mile run to Lapworth for lunch.

Sunday 17 August - The Mailbox

Meet at University Station at 11:00am for a short kid's ride along the canal to the Mailbox for an ice cream and back (3km each way). If enough adults want, we could extend the ride along the canal.

Rides mailing list

If you want to join the Push Bikes rides' mailing list, email: web99@pushbikes.org.uk with subject "subscribe rides" and your name and email address in the body of the email.

All Push Bikes rides are free, open to members and non-members and are undertaken at the rider's own risk. Please ensure that your bike is roadworthy, has good brakes and working lights.

Wearing high-visibility clothing will improve your safety by making you more conspicuous to other road users. If you have doubts about wearing a helmet, wear one. Ensure it is in good condition and is a proper fit. It may help protect your head should you have an unscheduled dismount. All participants are expected to take great care and observe the Highway Code. The organisers do not accept responsibility for loss or damage to personal property, for personal accident or injury, or for any public liability.

Further advice on ride participation and changes to the rides programme can be found on our web site at: <http://www.pushbikes.org.uk> Details can be obtained from Nick Wattison on 07837 414236 on the day of the ride.

Committee

Chair:	Howard Boyd / John Bennett
Secretary:	Graham Hankins
Campaigns Coordinator:	Howard Boyd / John Bennett
Treasurer:	David Wilkinson
Rides Co-ordinator:	Nick Wattison
Membership Convenor:	Neeraj Malhotra
Webmaster:	David Little
Newsletter Editor:	Michael Groll

Standing Order Mandate

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Please write clearly and send the forms to Push Bikes, 54-57 Allison Street, BIRMINGHAM, B5 5TH	
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We are based In the Friends of the Earth building:

'The Warehouse'
54-57 Allison Street
Digbeth
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B5 5TH

24 hour answerphone: 0121 632 6753

E-mail: secretary@pushbikes.org.uk

As we are a voluntary organisation, the office is not manned on a regular basis. The most effective means of contacting us is by e-mail.

We hold meetings on the 3rd Tuesday of each month at 19:30 including: 17 June, 15 July, 19 August, 16 September

Useful Numbers

Birmingham Cycling Officer	0121 303 7485
Solihull Cycling Officer	0121 704 8291
Sandwell Cycling Officer	0121 569 4021
Sandwell Potholes	0121 569 4129
Birmingham Potholes	0121 303 6644
Smoky Diesels	0121 789 7999
Emergency Line	0121 303 4149

Beacon Road Club	John Hitchcock	0121 427 5590
CTC N. Birmingham	Harry Child	0121 353 5814
CTC S. Birmingham	John Bennett	0121 459 9319
Royal Sutton Cycling Club	Bill Jinks	0121 681 7401
Concorde Cyclist's Club	Denis Feasey	0121 747 6420

Write To Your Councillor!

One of the most effective ways that you as an individual member of Push Bikes can influence provision for cyclists in our area is to raise your concerns with your local councillors.



The web site: www.writetothem.com will identify who they are, what they are responsible for, give guidance about content and ensure it is delivered.

If you have a local problem with (say) a poor cycle path, blocked cycle lane, speeding traffic, lack of cycle parking, potholes, or any general cycling issue let the councillors know about it. It's your councillor's job to respond to you as a resident. If you don't tell them, they won't know, and as sure as hell, they won't do anything!

Please send a copy of any email to Push Bikes via: secretary@pushbikes.org.uk

Membership Application Form

I/we* wish to join Push Bikes

Name(s) _____

Address (inc. Post Code) _____

Home Telephone _____

Mobile Telephone _____

Work Telephone _____

E-mail address _____

I/we* enclose one year's subscription:

Individual, waged (£11)

Individual, unwaged (£5-50)

Joint/Family (£14-00)

Voluntary donation (optional)

TOTAL £

Signature _____ Date _____

I heard about Push Bikes from _____

I/we* would like to help by: (✓)

() Letter writing () Helping on Push Bikes' stall () Organising activities for Bike Week

() Reviewing plans () Writing articles for Newsletter () Setting up a Bicycle User Group

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Bike Shop

Location

Exceptions

Scott's Cycles	Hall Green	bikes
(see advert p.8)	Rubery	bikes
Action Bikes	Northfield	bikes
Bike Pro	King's Heath	none
Fletchers Auto Store	City Centre	none
Harborne Cycle Surgery	Harborne	none
Red Kite Cycles	Shirley	bikes
Sprocket Cycles	City Centre	none
(see advert p.7)		