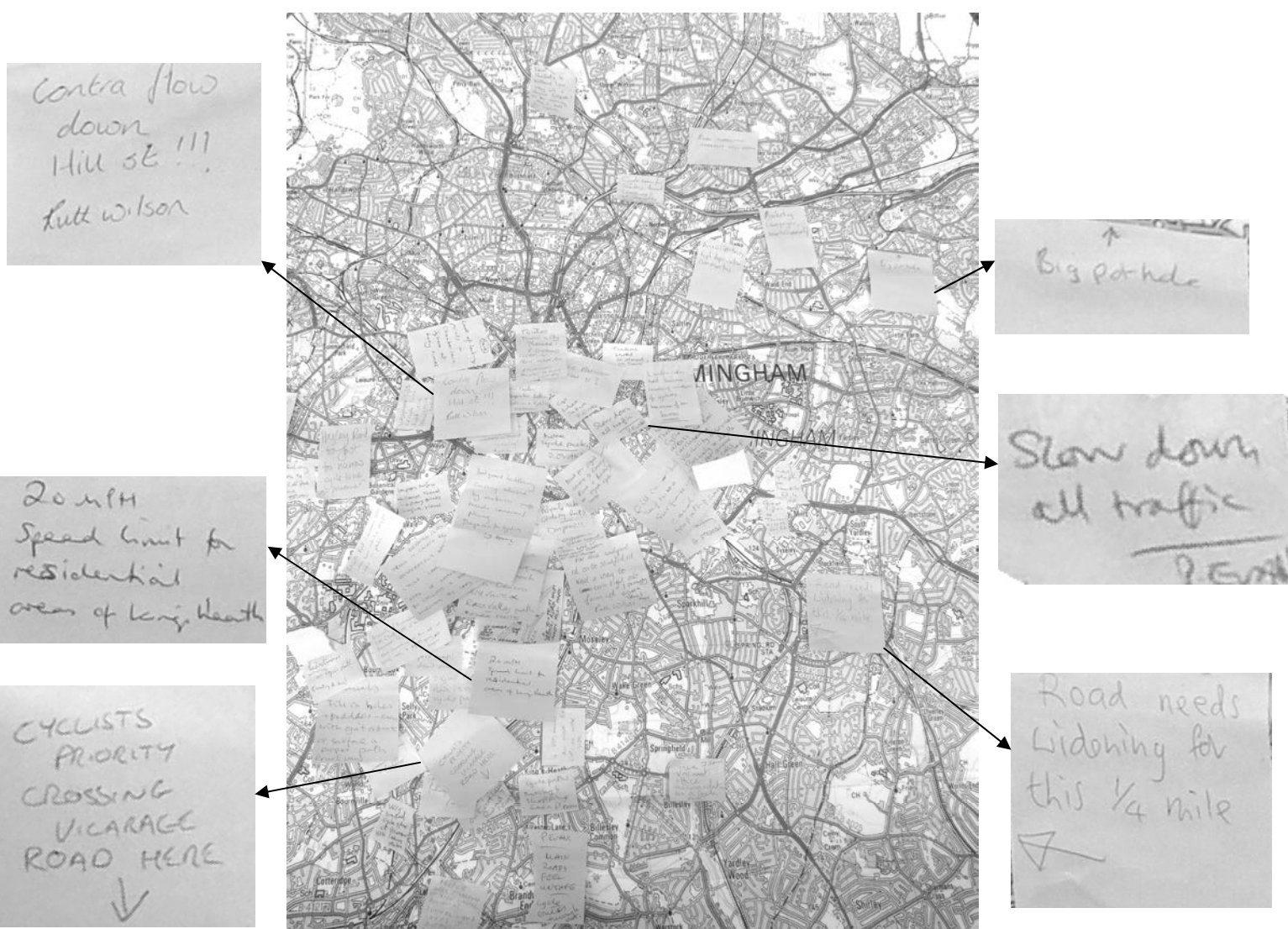


BIRMINGHAM Cyclist

The newsletter for *push*  bikes



Birmingham cyclists map changes needed

see pp.3-4

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

Copyright 2008 Push Bikes, The Birmingham Area Cycling Campaign.

No part of this newsletter may be reproduced without express acknowledgement of the copyright.

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

Newsletter Team: Graham Hankins, Michael Groll

Birmingham Cyclist has a readership of nearly 1000 cyclists. We offer competitive advertising rates. For more information on advertising please contact Treasurer David Wilkinson on 0121 440 3072 or e-mail: DW@atft.co.uk or post.

View from the Chair

Getting the Message Across

One of the main topics raised at our October 9th Cyclists' Meeting was the need for Push Bikes to work with other organisations. Partners such as Friends of the Earth, Sustrans, CTC, are obviously on similar wavelengths to us in encouraging cycling. But so are branches of NHS, Ramblers, School travel officers, Travelwise (company schemes to encourage sustainable travel for employees) etc. We already have regular contacts with British Waterways, Centro and, of course, Birmingham City Council that are valuable and provide a two way understanding of what can and cannot be done for cycling in the city.

As Push Bikes becomes stronger –based on the growth in cycling and increased membership, and develops a higher profile, we should be able to 'punch our weight' more effectively.

It would be a great help if any member who has contacts – though business, social, or other means with organisations that could be influenced to support cycling- could let Push Bikes know

(secretary@pushbikes.org.uk 0121 632 6909), particularly if members could then be prepared to follow it up with ideas on how they can help.

There is no substitute for personal contact in oiling the wheels of getting our message across.

John Bennett

Front cover picture shows a map of Birmingham with post-it notes highlighting improvements suggested by cyclists at the special cyclists meeting.

Cycle and Rail

Kings Norton Station Travel Plan November 2008

Centro successfully bid for Kings Norton Rail Station to become part of the National Station Travel Plan Pilot Scheme and promote walking, cycling, buses and car sharing as alternatives to single occupancy car trips to stations. Meetings have taken place between Centro, Birmingham City Council, London Midland and National Express to develop an action plan to improve, access, signage, information and publicity at Kings Norton Station. The two year travel plan will commence in April 2009 and findings of the scheme will be reported to the Department for Transport during Autumn 2011.

Face to face passenger surveys at the station were undertaken in October 2008. This core data will be used to monitor the scheme and measure its final success. A postcard informing local residents within a 3 mile radius of Kings Norton Station will be sent during mid November, directing residents to the Network West Midlands website for information about the project. Suggestions on improvements at the station and to station access can then be made – essentially inputting to the action plan. A newspaper article in the Birmingham Mail will be published to co-incide with the postcard delivery, week commencing 10th November. This will conclude the research element to the travel plan.

There are 5 stages to the STP project::

- 1 Selection of pilot stations: Completed May 2008
- 2 Research and Planning: June 2008 - March 2009
- 3 Implementation: April 2009 and ongoing
- 4 Monitoring and Evaluation TBC
- 5 Recommendations to Department for Transport & Forward Strategy 2011

For more information please contact: Emma Crowton, at Centro on 0121 214 7330, emmacrowton@centro.org.uk



ACTION POINTS

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

Special Cyclists' Meeting

The Push Bikes cyclists' meeting took place on October 9th at the Birmingham & Midland Institute. It was attended by approximately 80 people. Most were members though there were also an encouraging number of potential members some of whom joined at the event.

Over coffee and biscuits participants were invited to place post-it notes on a large map of Birmingham with their comments on problems or good aspects that they encountered. These would be analysed later and responses sought from the City Council and Push Bikes. The following speakers delivered presentations:

Neeraj Malhotra, who is the Push Bikes membership leader, opened the proceeding by expressing her surprise when relocating to Birmingham at the poor facilities for cycling. She felt that by strengthening Push Bikes –with more members, getting greater involvement with council officers and the public, we would be able to make a real difference. She asked that everyone at the meeting should join, and if already a member, should recruit at least one other member. In this way our influence and our ability would be increased for everyone's benefit.

Chris Crean, a well known and respected transport campaigner from Friends of the Earth explained how he felt Push Bikes could capitalise on the current enthusiasm for cycling, environmental and health issues. We must collaborate, co-operate and communicate. There are lots of other organisations that could benefit if cycling were to be increased: Primary Care Trusts, employers with travel and parking problems, communities with congested and dangerous streets, schools with concerns about children's health.

He stressed the need to communicate-good press relations, effective presentation. Don't complain, campaign. Get organised and mobilised and work with others.

Howard Boyd, Co-chairman of Push Bikes and long standing cycling campaigner, listed 10 benefits that cycling gives to society: health, congestion reduction, air quality, climate change, quality of life, road safety, social inclusion, sustainable tourism, conservation of resources, and lastly Olympic success! Other parts of the world have long recognised and implemented policies to build on these benefits. Britain (and particularly Birmingham) has been besotted by the car culture and only recently awoken to benefits. We must make it happen here.

Ann Osola, Principal Projects Leader, Birmingham City Council Transport Strategy, outlined the council's policies for cycling. She said much had been achieved since the last Cycling Strategy in 1998:

- 230km of routes or road markings
- cycle stands at 250 locations
- 80 toucan crossings
- 15000 school children trained in 'cycle sense' and 'cycle awareness'
- reduction in cyclists casualties

The objective of the new strategy being developed is to have 'more people cycling more often' by focusing on school and work journeys and developing the strategic network of cycling routes. A study of 'the near market' i.e. people who could readily be persuaded to cycle found that the main deterrent in cycling on the highway is lack of safety. Leisure cycling is perceived as less of a problem. BCC will be working with partners, including Push Bikes to finalise and implement the new strategy.

Q&A Session Following the presentations the chairman, John Bennett, invited the speakers and Councillor Dave Radcliff (Chairman of the council's Cycling Advisory Group) to respond to questions. For the next hour these came thick and fast. Some were complimentary of the recent improvements in cycle lanes, bike racks, pothole repairs but most disputed the determination that the city authorities had in committing resources, both money and people, to improving cycling. Several planning decisions-Northfield bypass road, roundabout layouts, major road crossings were criticised; are planners aware of the needs of cyclists? Will the new cycling strategy be vigorously implemented? All these individual points were recorded and are being put to the council cycling officers for response following the meeting. Push Bikes will be publishing answers and following up any queries.

John Bennett



A great turnout for the special cyclists' meeting

Special Cyclists' Meeting

Revitalising cycling in Birmingham: feedback from the cyclists' public meeting 9th October 2008

Push Bikes organised a public meeting on cycling in Birmingham that was a resounding success. It gave a new momentum to the Birmingham cycling campaign.

In the run-up to the meeting, I started handing flyers out and was struck by a wonderful level of engagement from the people I met outside Paradise Forum. The responses I received, about organising and mobilising cyclists to push for change, were overwhelmingly positive.

As someone who is fairly new to the city, it was also really interesting to hear people's stories and cycling experiences, sometimes stretching back over many years.

So I was thrilled to bits when the meeting was standing room only. No encouragement was needed: the questions from the audience for the Council representatives and other members of the panel came through thick and fast. A huge thanks goes out to all those who felt moved enough to attend and contribute to the meeting.

But what's next? Push Bikes does not want to lose the momentum gained from the public meeting. The event we held feels like the start of a whole new chapter.

So what do we want? We want Push Bikes campaigns for change to be representative of members' views, dynamic, taken seriously, and most importantly, successful. And we want to communicate our successes to members on a regular basis.

Push Bikes is organising a brainstorming session soon to ensure we have a focused approach to our:

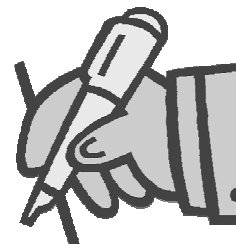
- campaign objectives
- fundraising targets
- engagement with and from our members
- membership levels
- promotion of successes and our events

Campaigning for change also needs to be fun. Isn't cycling downhill on a summer's day one of the most wonderful things ever? To be successful

we need a positive approach that is inclusive and social. And the recent response from Birmingham's cycling community demonstrates there is a collective willingness to affect change for the better. Please help us to keep us this momentum. In particular, here's what you can do to help:

- keep your ideas for improvements coming
- recruit a friend using the form in the newsletter
- come along to our monthly meetings

and in the meantime we are sifting all issues discussed at the meeting to seek response from the Birmingham City Council which we will publish and follow up shortly.



Watch this space and see you at the next gathering.

Neeraj Malhotra

Cycle Confidently and more Safely



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
- training for adult and child complete beginners
- help with starting to cycle on the road
- advanced training for busy roads

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


Purr-fectPedalling
friendly and helpful cycle training for everyone

Belgrave Middleway Crossing

This is a long-running problem junction for cyclists and there have been calls for a camera to be installed to deter drivers from jumping the red lights or using the Bus Lane. So some good news from Graham Lennard at Birmingham City Council:

"Long time waiting but they are installing the equipment at the Ring Road crossing to enable the survey of vehicles crossing the junction during November and December. A step in the right direction at least!"

Push Bikes has made several suggestions for improvements here, including changes to the cycle and bus lanes. Still under consideration, as far as we know.....

Motorbikes on red route bus lanes in London

"Despite efforts from CTC and the London Cycling Campaign, the Mayor of London, Boris Johnson, has requested an 18 month trial of the use of bus lanes on London's major road network, starting in January 2008. This comes despite a recent report on motorcycle use of bus lanes in Westminster showing that motorcycle speeds increased at one site to 43.1 mph (on a 30 mph road), with very worrying implications for the safety of cyclists and pedestrians. "

GH: So far in Birmingham we have heard no more about motorcycles using the Advanced Stop Lines....we strongly objected to this idea at the last Cyclists Advisory Group meeting.

Graham Hankins

Short cycle lane in Cotteridge

In the Summer newsletter we asked what was the point of 6 metres of cycle lane on the Outer Ring Road near Cotteridge. Push Bikes member Carole Sparke wrote to tell us:

"There was a public consultation about improvements planned for Cotteridge some months before May 2003. These improvements included replacing tarmac on the pavements with paving blocks, putting in rails round the corners of the roundabout to stop people running across the road in silly places, and a few cycle racks on all sides of the roundabout (I have photos of the racks taken in May 2003). Note that two of the racks have now been removed as part of the footpath improvements near Kings Norton railway station in recent months!

Well I went along to the consultation and spoke to

the engineers and pointed out the hazards that I faced as a cyclist coming up the hill from Cadbury's to the cross roads where the cycle lane now ends. Because the road narrows and bends to the left, cars following me up the hill, cut the corner and more than once I've been nearly run into the kerb. So they put the cycle lane in to indicate to the cars that they need to keep over and not cut in to the kerb as they approach the top of the hill and the road bends to the left. I have to say it works: cars tend to keep outside the white lines and when there is a cyclist in the lane it is even more obvious to them that they need to do so. When the council listens and does something that helps, we should say so - so we are!"

Carole Sparke

Birmingham's Cycling Map

I needed to get from Bournville to Harborne the other day. Previously I would have gone via Selly Oak and followed roads passing the QE hospital. Using the Cycling map I found a much more interesting, traffic reduced route through Weoley Castle and back roads into Harborne village. This map, available from the Council's Travelwise team cycling@birmingham.gov.uk marks all those roads in the city that are recommended for safe cycling as well as cycle paths and short cuts. It is a treasure trove of good cycling information.

John Bennett

Sprocket Cycles

Child and adult bike sales, accessories, repairs and spares.

10% discount for Push Bikes' members

Buy now for Christmas

Now open 10-4 Wed - Sat.

54 Allison St. Birmingham B5 5TH

Tel. 0121 633 0730

or 07904 732697

Canal Cycling

The canal towpaths provide a favourite route for many cyclists. Even uncommitted, fine-weather only, inexperienced families will get on their bikes to ride along towpaths. By definition 'off road', by definition substantially level, many stretches of towpath are included in the Sustrans National Cycle Network. British Waterways' (BW) own literature encourages cycling with an aim to significantly increase cycling. Yet the majority of towpaths remain uncyclable, even substantially impassible; towpath conditions were highlighted several times at our recent Cyclists Meeting.

Push Bikes attends the bi-annual BW Canal Users Group meetings. A couple of months beforehand we receive a notice of invite, with space to table a question: we usually submit two or three! On the night of the meeting in Lapworth Village Hall; attended by boaters (of course), rambles, anglers - and me, all the tabled questions will be given a verbal answer. But these come at the end of the meeting. What comes first is usually a deeper insight into BW organisation: re-organisation and finances (the lack of)! So I include now a reply I sent to a Push Bikes' member who had asked to table a question about the dreadful state of the Lapworth Loop cycle route; (DEFRA is the Department for Food and Rural Affairs):

"As I am sure you are aware, the funding 'rug' has been pulled very firmly underneath BW. DEFRA introduced a very significant reduction in its funding, and BW has been undergoing a fairly massive restructuring to meet these funding issues. All of this has significantly impacted BW's plans and ongoing maintenance. The amount of spend shown to us by the various slides was absolutely astonishing; the repair to the towpath and navigation of the Netherton Tunnel would be close on £0.5M. Just the eastern towpath through the tunnel will need > £200,000. And I know this is irrelevant to cyclists, but the cost and efficiency of dredging took a substantial part of the meeting - the boaters and the 'heritage' lobby want 'back to original profile' which of course is a box-section. This was just 'out-of-the-question' financially. And affordability now dictates almost all aspects of the waterways management. The specific response regarding repairs and improvements to the Lapworth Loop was that, although it is still 'on the table' for future years, the sections involved would need to be 'match funded' from relevant local authorities i.e. BW pays some, the local authority pays some. That was as far as the answer went. So the answer was not no; it was "eventually" but no year could be stated. So, the question was put, and an answer given. There is no reason why this could not be made an 'annual' question, even if only to keep it

as an issue that cyclists want addressed."

Push Bikes has not been invited to recent and future meetings: we are writing to BW to ask when the next one will be. And anyone can attend.



Sociable cycling on the Worcester and Birmingham Canal at Selly Oak

In the summer newsletter, John Bennett asked whether a few troublesome users would outweigh the discouragement (access barriers) presented to cyclists & other users. Member Stuart Mason wrote to tell us:

"We live adjacent to the Grand Union Canal and during the summer months we are plagued with the noise of youths riding trail motorbikes along the canal towpath northwards from Damson Parkway. Some years ago we were approached by Solihull Council who advised of proposed improvements to access to the canal towpath and asked us for our views. I told them I was in favour so long as some barrier were erected to prevent access by motorcyclists as we have had problems before. As usual, Solihull Council failed to listen and no barriers were erected. Consequently we now have these problems. The motorcyclists cannot go further than Damson Parkway because, as you may have guessed, barriers have been erected. Mr Bennett can count himself lucky he doesn't suffer these problems, or is it because the barriers are working? Complaints to the police, Solihull Council and British Waterways have got us nowhere so as a result the surface of the towpath has become churned up and becomes very muddy and impassable during wet periods."

Graham Hankins

Barford Passage Tunnel to close?

Friends of Edgbaston Reservoir alerted Push Bikes that a well-used route for pedestrians and cyclists through an old railway tunnel is threatened with closure. The nearby Barford Primary School has recently acquired planning permission (Birmingham City Council Planning Reference C/07876/04/BCC) to extend their playground towards and over the line of an adjacent Public Right of Way (footpath) called Barford Passage, which runs along the existing northern boundary of the school. The footpath would be diverted around the playground but in doing so, the plan is also to infill the tunnel in order to level out the ground. The current plans for the 'cycle route' now have it coming from Barford Passage (path), rising up two flights of steps to the road level, crossing Icknield Port Road via a Toucan crossing, then rejoining the pathway back down into Summerfield Park via another two flights of steps; a ridiculous backward step to any cyclist or recreational user and flies in the face of all other trends elsewhere in both Birmingham and countrywide. Push Bikes are taking this issue up with the City Council as a matter of urgency.

Onyerbike, road pests!

My heart sank at the news of a French-style cycle loan scheme for Birmingham. Cyclists are the bane of my life. They seem to think that the normal rules of the road don't apply to them and many of them show scant regard for pedestrians. How often have you seen them ignore "no cycling" signs in parks and swear savagely at anyone who asks them to obey the law? Cyclists of course, complain that they are treated like dirt by motorists... sometimes with justification. But it is hardly surprising when idiots like Jason Howard are fined a derisory £2,000 for knocking over and a killing a girl standing by the side of the road. It is, of course, a good idea to reduce the use of cars in Birmingham city centre, but it takes a great leap of faith to decide that the way to achieve this objective is by releasing more untrained cyclists on the world... especially ones trying to cope in a busy international city in heavy traffic or in windy and rainy conditions. First, let's get all cyclists to behave more responsibly.

John James, Birmingham Mail, 18 September

Push Bikes' response:

I pity John James if, as he says, "cyclists are the bane of my life."

What about motorists on their mobiles?

Speeding van drivers?

Yellow-line parking school mums?

Or even ranting journalists?

Most cyclists are inoffensive and considerate, they

have to be: a bike is no match for a car or lorry. They very rarely cause injury (the case of Jason Howard was news simply because it was unique). On the other hand drivers are involved in 3000 deaths each year. It is time to recognise that cyclists, pedestrians and drivers co-exist and for each to respect the others. As Michael Winner would say "calm down dear!"

John Bennett (in Birmingham Mail)

Bike It now in Birmingham

The Bike It project in Birmingham is now progressing 'wheely well'. The Bike It project is being delivered by Sustrans (the sustainable transport charity) in partnership with the City Council and has a full-time Bike It Officer, Rachel Hallett in post. Rachel has identified 12 schools in Birmingham to become Bike It schools: Moseley C of E, Kings Heath Primary, Radleburn Primary, Park Hill Primary, St Bernadette's, St Gerard's, Chivenor Junior, Hodgehill Secondary, Somerville Primary, Perry Beeches, Cottesbrooke Junior & Woodview Primary. Each school is at a different stage in the project, some have been on board since May and others have only just started. Rachel is working with pupils, staff and parents to help them overcome the barriers to cycling to school and provide opportunities to experience cycling through a range of activities e.g. bike breakfast, playground skills, Bikeability training, bling your bike, parents forums, family bike rides the list is endless... The current 12 schools will remain Bike It schools until at least July 2009, after which time, 6 will continue with limited support from Rachel and additional 6 new schools will be chosen.

For more information on the Bike It project, please visit the Sustrans website www.sustrans.org.uk/bikeit or contact Rachel on 0121 633 5510, mobile 07920 865079 or email: rachel.hallett@sustrans.org.uk



Bike It officer at a cycle training session

www.cycleinjury.co.uk

Specialist lawyers to advise and represent cyclists with all types of accident claims

Have you been injured?

Speak to Tim Beasley, Pushbikes member and head of our Birmingham Cycle Injuries Department

- Specialists in Cycle Injury Claims
- Home and hospital visits arranged
- Receive your compensation in full
- No deductions for lawyers or insurance



call us free on

0800 118899

Offices in Birmingham, London and Cardiff
Email: cycle@levenes.co.uk

LeVENES
SOLICITORS

Cycle to Solihull Day Success!



Plenty of interest from the public at the Cyclesolihull stall in Solihull Town Centre

The first ever Cycle to Solihull Day on Sunday 21 September was a great success, attracting a great deal of interest from both cyclists and other visitors to the town centre. Benefiting from unseasonably warm weather, nearly 100 cyclists joined six rides organised by Cyclesolihull, starting from twelve different points around the borough. Other cyclists just rode to the town centre alone or with family and friends to join in the fun. The initial destination was a Cyclesolihull promotion stall on the High Street and the area was soon home to an ever increasing number of bikes. Groups of cyclists then headed off to try out the recently opened cycling circuit at Tudor Grange Park or try the self-guided 'Solihull Explorer Ride' which takes people on a 4 mile circuit through the town centre parks.

Cycle to Solihull Day aimed to raise the profile of Cyclesolihull (and cycling generally) in the town and encourage people to give cycling to the town centre a try, building on the regular Cyclesolihull rides which are mainly leisure-based rides into the countryside. It is planned to build on this success by repeating the day next year.

Cyclesolihull Autumn and Winter Rides

Cyclesolihull is continuing the popular programme of Community Cycle Rides throughout the winter months. In 2008 there have been nearly 40 rides attracting nearly 700 people, a 70% growth compared to 2007 despite the rather poor summer

weather. Many casual cyclists stop during the winter so we want to encourage people to continue to ride. For further information visit:

www.cyclesolihull.org.uk

Stephen Holt



WOULD YOU LIKE TO RECEIVE FUTURE NEWSLETTERS BY EMAIL *INSTEAD OF BY POST?*

Sending your newsletter as a Portable Data Format (PDF) attachment would save us considerable postage and printing costs. You could still 'take it with you' on the train or the beach by printing it out. Reducing our postage and printing costs would really help our finances - so if you would be happy with an e-newsletter instead of a printed copy please tell us by emailing:

secretary@pushbikes.org.uk

SCOTTS CYCLES

Official Supplies Of

**DAWES, GARY FISHER
UNIVERSAL MONGOOSE BMX'S
ELECTRIC POWABIKE
CUSTOM BUILDS AVAILABLE**

ACT

Super Galaxy

A MEMBER OF
ASSOCIATION OF
CYCLE TRADER



Wheel Building
Service Available

ROCK SHOX

SERVICE CENTRE

PICK A NUMBER

1 2 3 4

ANSWER IN SHOP

**YOUR LOCAL CYCLE SPECIALISTS FOR SALES,
REPAIRS & SERVICE TO ALL MAKES OF CYCLES
1345 STRATFORD ROAD, HALL GREEN
(OPPOSITE WAITROSE SUPERMARKET)**

0121 777 2532

COMPARE OUR PRICES!!

ALSO AT: 132 NEW ROAD, RUBERY, 0121 453 3148

10% Discount (except bikes) on production of CTC Membership Card

redspokes.co.uk



CYCLING ADVENTURE HOLIDAYS

to the most
spectacular
regions of
the world



PERU
LAOS
VIETNAM
TIBET
INDIA: HIMALAYAS
INDIA: KERALA
PAKISTAN
KYRGYZSTAN
KKH TO KYRGYZSTAN
NEPAL
TAJIKISTAN
IRELAND
SCOTLAND
UK DAY RIDES
UK WEEKEND RIDES



tel: +44 (0) 207 502 7252

skype: redspokes

email: office@redspokes.co.uk

web: www.redspokes.co.uk

29 Northfield Road, Stamford Hill,
London. N16 5RL. United Kingdom

redspokes
.co.uk

Push Bikes' Rides

Sunday 30 November - Waseley

A short ride for tea and a cake at Waseley. Meet at the MAC at 11am for this 20 mile round trip. Your leader will be Nick.

Wednesday 10 December - Black Eagle, Factory Road, Hockley

Official Wednesday night Christmas ride / get together from 8.30pm. Make your own way there by bike or by Midland Metro, get off at Benson Road Station and walk down the hill. Expect plenty of merriment!

Sunday 21 December - Tinsel Ride

We will all be getting very festive and probably go to the Pub, the Coach or Weighbridge. Meet at Kings Norton Railway Station car park at 10.45am. A 20 mile round trip, led by Nick Wattison. Bring something to decorate your bike/person.

Sunday 11 January 2009 - Halesowen

A ride to visit a favourite pub, the Wagon & Horses at Halesowen. Meet Nick Wattison at Kings Norton Station car park, at 10.15am. Total round trip of about 20 miles with some hills.

Sunday 8 February - Belbroughton

Another Push Bikes favourite, the Holly Bush, is the destination for today's ride. Meet Nick at Kings Norton Station car park at 10.15am. Total round trip of about 15 miles with some hills.

Sunday 8 March - Five Ways in Warwickshire

Meet Nick at Kings Norton Railway Station car park, at 9.30am. A trip into a picturesque corner of Warwickshire to visit a 350 year old pub, The Case is Altered. Bring your own sandwiches, but not your own crisps! Round trip of about 40 miles with some hills.

Remember to check the website for the latest details, especially before setting out to join a ride. One of the downsides of flexibility is changes happen!

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

To (your bank)	_____
Address (inc. Post Code)	_____
Please pay The Co-operative Bank, Birmingham Branch	
Sorting Code 08-90-01	
for the credit of Push Bikes account number 50011748	
the sum of (amount in figures) £_____.	
(amount in words) _____	
Commencing (date*) _____ / now* and thereafter every year on	
(date dd/mm) __/__/__ until you receive further notice from me/us* in writing	
quoting reference _____ and debit my/our* account accordingly:	
Name of account to be debited _____	
Account number _____	
Name _____	
Signature _____	
Date _____	
Please cancel any previous Standing Order in favour of Push Bikes under the reference given above.	
Please write clearly and send the forms to Push Bikes, 54-57 Allison Street, BIRMINGHAM, B5 5TH	
*Delete as applicable. www.pushbikes.org.uk Telephone: 0121 632 6753 Thank you.	

We are based In the Friends of the Earth building:

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

Telephone: 0121 632 6909

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: 16 December, 20 January, 17 February and 17 March.

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 Cyclists' 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: (✓)

- | | | |
|--|--|--|
| <input type="checkbox"/> Letter writing | <input type="checkbox"/> Helping on Push Bikes' stall | <input type="checkbox"/> Organising activities for Bike Week |
| <input type="checkbox"/> Reviewing plans | <input type="checkbox"/> Writing articles for Newsletter | <input type="checkbox"/> Setting up a Bicycle User Group |
| <input type="checkbox"/> Leading rides | <input type="checkbox"/> Assisting with Newsletter | <input type="checkbox"/> Newsletter/leaflets distribution |
| <input type="checkbox"/> Newsletter stuffing | <input type="checkbox"/> Other _____ | |

*Delete as applicable.

P.T.O.

Members' Discounts From:

Bike Shop	Location	Exceptions
Scott's Cycles (see advert p.9)	Hall Green	bikes
Action Bikes	Rubery	bikes
CBC	Northfield	bikes
Bike Pro	Bearwood	none
Fletchers Auto Store	King's Heath	none
Harborne Cycle Surgery	City Centre	none
Red Kite Cycles	Harborne	none
Sprocket Cycles	Shirley	bikes
(see advert p.5)	City Centre	none

