



Bike Birmingham: new cycling strategy

Can Birmingham finally emerge from the shadows?

see page 3



Hagley Road alternative route

Could a shared-use footway / cycle track be an alternative to the busy Hagley Road?

see page 6



Urban Explorer Rides

Shorter rides on quiet streets and off-road paths. Coming to your area this spring / summer.

see page 4

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From the Chair

Leaner and Fitter?

Government and local authorities are both making big spending cuts that will affect us all. Will they have a major impact on cycling in Birmingham?

Undoubtedly there will be a reduction in capital spending on road improvements, paths, and pavements. Funding for parks, leisure and community centres and voluntary organisations who may encourage cycling are likely to be cut.

Push Bikes will be pressing the council and others to accept and act on the higher 'payback' that cycling investment provides compared with other transport schemes. Just think how many cycle lane improvements could be funded by a fraction of the new Selly Oak bypass!

However it is not all bad news. Road maintenance and resurfacing has been 'offloaded' in a private finance scheme to Amey for the next 30 years, so should continue uncult including pot hole repairs. The Government's Local Sustainable Transport Fund is worth £560m over the next 4 years providing an opportunity for schemes outside London. Both Birmingham City Council and Centro will be submitting bids that are likely to enhance provision for cycling. Bike-Birmingham, the new cycling strategy 'pledges £1million for cycling' over the next four years.

From an individual's point of view disposable income may well reduce, petrol and public transport costs continue to rise, so cycling becomes even more attractive economically.

I don't think that it is over optimistic to expect that the growth in both leisure and commuter cycling will continue to increase and even accelerate in the years of austerity. This will give a boost to cycling's influence in Birmingham's 'corridors of power' as it already has in London.

Maybe we will all benefit from being leaner and fitter!

John Bennett
Chairman

Cycling Strategy

Birmingham City Council's new cycling strategy was launched recently. Here the chairman of South Birmingham Primary Care Trust gives his views on it.

Well I've now given the Bike Birmingham strategy a quick read. It's a lot lot better as a document than the draft which I was asked to comment on three years ago, so I am happy that they are still using my endorsement! Pleased to see the cycling sports strategy integrated in, quite apart from the Olympics etc, the utility, leisure, recreation, club, sport links are permeable boundaries to be exploited. There is just a hint that enforcement of existing traffic laws (30 mph limits, bus lanes etc) and safer driving might make cycling more popular.

With the abolition of Primary Care Trusts, public health is moving to local authorities which could be a plus for this strategy. The NHS will consist of twice as many GP Consortia and Foundation Trusts (big employers and travel generators).

Cycling is booming across the country led by the Cycling Towns and London. Birmingham needs some lateral thinking to catch up. Even within competitive cycling sport Halesowen, Solihull and Stourport are doing better pro rata!! Our city should be celebrating not avoiding engagement with keen cyclists. Push Bikes, CTC the national cycling organisation (Heart of England Group and North Birmingham are thriving) and the enthusiastic local clubs that this document completely avoids.

Professor David Cox



ACTION POINTS

This symbol indicates items where readers

Front cover photograph (shadows), credit: 'Rita Platts/Sustrans'

BikeBirmingham, the city's cycling strategy

After three years of gestation the council have now released their plans and are available at: www.birmingham.gov.uk/cycling

Bike Birmingham is a very important document. It must become the principle means by which all decisions taken by the council are judged. It must be well understood by all relevant employees and councillors. It must be used to monitor progress and to report back to the public. It must not be sidelined as has happened in the past.

Much of the text is an analysis and justification of the current unsatisfactory position of the level of cycling journeys in the city. There are also sections that cover the consultation process which explored the 'near market' of people who could be but aren't regular cyclists. Their main concern was 'feeling unsafe'. The strategy fails to tackle this head-on. There is no action proposed to curb vehicle speeds, congestion, dangerous junctions, or turning lorries except by better 'driver awareness'. Most of the document focuses on 'soft' options by 'encouraging' and 'facilitating' rather than 'investing'. The only financial input is a £1million 'pledge' over 4 years. This is not explained, nor compared with existing spend, though the last local transport plan had an annual £250k capital spend. So this pledge sounds like a cut-back.

However there is a highly commendable determination that cycling, in quantity and quality, will improve over the period of the strategy. Whether this determination is carried into practice will depend on monitoring of the proposals and actions laid out in the strategy. It will be crucial that the Cycling Co-ordination Group of councillors and officials has the power and diligence to thoroughly monitor performance. Additionally the cycling public will have an opportunity to hold executives to account at the Cyclists' Forum meetings.

Some of the phrases used may be well understood by council employees but many are vague e.g. 'current processes and procedures' or new e.g. 'secure cycle hubs' that should be better explained in a document aimed at the public. The main actions proposed are as follows:

- A pledge to commit £1 million for cycling facilities over the next four years. 'We are going to improve the balance between utility and leisure cycling, work more closely with major trip generators, and to use the planning process more effectively. We will be utilising the ideas, support and input of the officers and members across the Council, cycling groups and organisations, health bodies, major employers, key locations, the Cycle Forum and the Cycling Advisory Group.'
- Cycle routes with dedicated cycle lanes and better connectivity to the canal network will be developed to encourage cycling to and within the city centre.

- Proposals will be developed for the provision of secure cycle hubs around the city centre which will include cycle storage, hire, repair and changing facilities, as well as improved cycle facilities at railway stations.
- The Sport and Recreational Cycling Plan has a key priority to increase the opportunities for recreational and sport cycling through improved facilities, club development, and events.
- To maintain an effective Birmingham City Council Cycling Coordination Group
- To establish and utilise skills of officers across the Council who can contribute to the development and pushing forward of the Cycling Strategy via a well managed and disciplined group.
- To integrate cycling into area, local and regeneration studies / actions.
- To work with officers and stakeholders involved to improve current processes and approaches.
- To make it safer or remove barriers to cycling, the City Council will develop and improve on the following:
 - Driver awareness and public information on alternative routes
 - Cyclists own skills coupled with responsible riding
 - Identification of problem routes and locations for appropriate measures.
 - Targets for training children and adults
 - Improve bike maintenance with aid of cycle shops and others
- Complete the cycling features of the 10 key corridors in Birmingham by end 2011
- Off road routes: increase length by 10km by 2015
- Highway design guidance by 2012/13
- Increase cycle parking stands year on year

John Bennett

Will SkyRide survive the cuts?

OK, so we all know that cycling ticks all the boxes on health, environment, etc etc and Birmingham ticks all the poor performing boxes on obesity, life expectancy, proportion of cycling journeys. So you'd think that the council would be falling over themselves to encourage any event that encouraged more people to join in – especially if its very popular and highly praised in the press. It is a 'no brainer!'

So why is there any doubt that SkyRide would not be repeated this year? It's all about 'budgets', stupid! Yes, times are tough. Money is scarce and any expenditure needs justification. The council must find a minimum of £75,000 to finance the event this year (along with a much bigger input from Sky that is less doubtful). Every department has their pet projects and has to fight to retain their piece of the action. The fact that poor health and obesity is a long term cost apparently does not count in this short term world.

Someone on the council must be bold and see the bigger picture. Come on councillors, shuffle the budget and make the right decision. SkyRide must go ahead!

John Bennett

Push Bikes is organising a series of Urban Explorer rides during the spring and summer.

The planned programme will have rides from Moseley 18th June (on route 4), Harborne 25th June (on route 1), Woodgate Valley in August (route 7), Castle Vale in September (routes 8 and 9). These are the routes supported by a grant from the Big Lottery Fund launched late last year. They are all freely available to download from Push Bikes' website www.pushbikes.org.uk. All PushBikes members and friends welcome. Watch the website for more details.

We need to make sure that our led rides attract as many participants, both Push Bikes members and others, as possible. How have groups like CycleSolihull (who had over 1200 cyclists out during 2010) managed to attract growing numbers of cyclists on their rides? Stephen Holt who has organised the Solihull rides gives us some advice. How will our rides compare? These are the guidelines that we hope to follow:

- Plan routes carefully to make the best use of local features. *Birmingham's canals and parks present opportunities for leisure cycling. Linking them with quiet roads and controlled crossings is still a challenge. The Urban Explorer Routes have all been tested to be 'cycling friendly'*

- Have a clear strategy for publicity, backed-up by 'branding' and a dedicated website. Solihull is lucky to have the support of a local newspaper but other approaches are possible. A consistently used logo helps recognition and awareness. Once people know about the rides, the website is their main source of information, but regular emails act as reminders. *Push Bikes struggles to get consistent press support but has a good 'launch platform' of our membership and access to the data base of the council and health trusts. We will try to monitor who participates –and feedback to build on successes and making improvements.*

- Tell people about the routes and keep them short. *The Urban Explorer Routes are on A4 leaflets with maps and directions. All are between 5-10 miles long which should be within the ability of anyone who can ride a bike. Anyway there are short cuts and 'turn-round' options. Longer rides can be formed by joining routes together.*

- Be friendly and inclusive. Don't give any impression that people are expected to have a particu-

lar type of bike or wear certain types of clothes or a helmet. You can just turn up for the rides and there is 'nothing to join'. *Hear hear!*

- Have a refreshment stop. This helps riders to get to know one another and is an opportunity to engage with 'new people'. *These will be essential features on Push Bikes rides –every route passes at least one café.*

- Start points should vary and have car parking available. Initially people are usually more willing to try a first ride from their own locality. Some people will want to bring their bikes to the start point by car. *The Urban Explorer Routes cover different districts within the City. All start at a car park and some at stations.*

- Make the rides reliable and predictable. Make sure the rides take place unless the weather makes cancellation unavoidable. Give an estimate of what time the ride will finish. *Good point! We will use our website and newsletter to advertise and link to other Birmingham sources such as the Council's data base of interested people, and health & leisure centres.*

- Minimise the amount of organisation required. CycleSolihull aim for at least weekly rides in the summer, with most rides involving just one or two 'leaders' who are willing to commit to turning up at the start point. *Push Bikes would welcome any volunteers to help in leading these informal rides. All riders (and parents) will be asked to sign declaring their individual responsibility for their own safety.*

- Start small and plan to grow. CycleSolihull started by riding six routes of about 10 miles during the summer months. *This will depend on how successful our led rides become. Obviously people can choose to cycle the Urban Explorer routes separately –so organised rides will only continue and grow if there is a demand.*

- Don't give up. It takes time for people to become aware of the rides. Be prepared to persevere if initial numbers are very low. Some people have taken over a year to pluck up courage to join one of the rides.

John Bennett

Presumed Liability

If a motor vehicle hits a pedestrian, cyclist or equestrian, the non-motorised road user is far more likely to be injured. Accordingly you might expect that drivers have a greater duty of care for non-motorised users' safety. However unlike most other European countries, this is not currently recognised under UK law. In the event of a collision this often makes it very difficult for non-motorised users to obtain compensation for damages.

Under the current civil liability system the burden of proof is on the victim to prove the other party was negligent. An injured cyclist will be far less likely to recall in detail how a collision occurred: necessary to be a good witness in court. There will often not be any independent witnesses.

As a result a number of organisations including the CTC, Cyclenation and road safety charity, Roadpeace have recently called for a system of 'presumed liability' where the burden of proof is reversed. So, after any road traffic collision, the cyclist (or other non-motorised road user) would not need to prove that the driver of the motor vehicle was negligent in any way. The role would be reversed, with the driver of the vehicle having to prove he was not negligent, and that the cyclist was. 'Presumed liability' is also sometimes referred to as 'strict liability', although the latter term is not quite correct under these proposals. 'Strict liability' may imply that in every crash, the motorist's insurance company would be held liable for civil compensation, regardless of the actions of the pedestrian or cyclist. 'Stricter liability' is therefore also a term that is sometimes used.

There are however a number of myths around 'stricter / presumed liability' which need to be tackled, if public and political support is to be secured:

Motorists would be hit with a large bill for compensation: no driver would face financial ruin as a result of presumed liability, the claim would be met by their insurer.

Insurance costs would increase: Presumed / strict liability has not resulted in higher insurance premiums for motorists in the countries that have adopted it.

Innocent drivers would face criminal charges: The driver's insurance company may still demonstrate that the cyclist etc. was negligent. Drivers would not be criminalised under these proposals, which relate to civil law only (innocent until proven

guilty applies to criminal justice).

Of course it is hoped that presumed liability would also help to create an environment whereby pedestrians, cyclists, equestrians are treated with more respect and courtesy on the road. This law change might even help to simplify and speed up insurance compensation claims: even the Association of British Insurers has called for a fairer and faster compensation system for the injured.

If you support this campaign please take a few minutes to write / email your MP. A template letter is available to download at:

<http://stricterliabilityforum.org.uk/DearMP.txt>



Michael Groll



Shouldn't motorists have a greater duty of care to cyclists?

NOTICE OF AGM

*Push Bikes Annual General Meeting
2011
will be held at
the Friends of the Earth Warehouse,
Allison Street, Digbeth
on Tuesday 17 May 2011 at 19.30*
*any proposals to the secretary no later than a
fortnight before the meeting please*

Hagley Road Alternative Route

For the many cyclists who live west of Birmingham and work in the city centre, the obvious route in is via the Hagley Road.

However cyclists are reluctant to use this main road, because it is very busy with two lanes in each direction and carries large vehicles including many buses. Yet the footways both sides are very wide, so we asked Birmingham City Council if shared use cycling could be permitted on the pavements? The response was no.

At a meeting with cycling officer, Graham Lennard et al at Lancaster Circus, any form of cycle lane on the carriageway was 'ruled out', also any permission to use the footways as the city council was very concerned about emerging driveways and many junctions to be crossed. To move things on, Push Bikes accepted this and suggested that the one-way parallel route of Augustus Road and Harborne Road could have contra-flow cycling permitted. The city council felt though that contraflow cycle lanes would not work on grounds of road widths, bends and 'sight lines' etc.

The idea then of using the north-side footway on the Hagley Road for shared use was then revisited! However after a site visit, the city council decided that there were too many narrowings or other hazards (eg 'blind' driveways emerging onto the footway). Push Bikes' view was that cyclists and cars should exercise caution, however the city council has some doubts as to whether this would work.

Following a further visit, Push Bikes' view is still that shared use would be feasible, the city council are yet to make a decision though. What do you think?



Bus shelters (plus waiting passengers) restrict the width available for cycling.



There are many other items of street furniture which introduce additional hazards.



Footway is a reasonable width here, but there are numerous driveway crossovers.

Graham Hankins

Birmingham News and Campaigns

Discover Cycling evening, Perry Barr

Alexander Stadium, Perry Barr, Tuesday April 19th, 7pm. Loads of free information for anyone buying their first bike or has just started cycling. Please tell anyone who may be interested or pass on the web site address <http://www.brumbycycle.info>

Cycling information evenings at leisure centres

Bike Week runs from 18th to 26th June and Push Bikes wants to run an event at as many of the city's 40+ leisure centres as possible.

So, do you use your local leisure centre? Do you know any of the staff there? If so, next time you visit could you ask them if Push Bikes could book a room during Bike Week to run a cycling information meeting? Any afternoon or evening would be suitable. If they say yes, please tell them that you will be passing their details i.e. which leisure centre, name of the manager and any room hire cost, to me and I will do the rest!

Even though it is early April, time flies when arranging these things, so please help as soon as you can.

Graham Hankins
(secretary@pushbikes.org.uk)



Local Sustainable Transport Fund bid for North Birmingham

Birmingham City Council (BCC) is bidding for up to £5m from the Department for Transport from the new Local Sustainable Transport Fund for walking and cycling in the north Birmingham area. Proposals include physical improvements, such as paths and improved signs, plus other initiatives to encourage people to walk and cycle more. The bid is intended to complement and build upon the existing 'North Birmingham Walking & Cycling Route – Connect 2' project. BCC will discover in June whether the bid has been successful.

Solihull cycle routes receive a £2.6m boost

Solihull Council is set to develop a series of new cycle routes in the north of the borough after securing £2.6 million of funding. The European Regional Development Fund and West Midlands Local Transport Plan have each committed £1.3 over the next five years to extend cycle routes in Chelmsley Wood, Smiths Wood and Castle Bromwich. 13km of new cycle routes will link the main residential areas with key employment sites, such as the National Exhibition Centre, Birmingham Airport and Birmingham Business Park, and schools, including Park Hall and Smiths Wood. Alongside building the new routes, the council will be working with local businesses to promote cycling. Grants will be available to local employers to improve facilities for cyclists, such as a cycle parking. The new routes will be built in a phased approach, with all routes due to be completed by June 2015.

Public cycling forum

Answers don't come any 'straighter' than a single word. And some 'straight answers' was Councillor Tim Huxtable's promise to the audience at Birmingham's Public Cycling Forum in March. But the Cabinet Member for Transportation began by summarising his vision for cycling as in the city's soon to be published cycling strategy. It was refreshing to listen to a member who has a keen commitment to cycling but 'active' cyclists are a hard lot to please or appease!

So there was no reluctance to put questions to the councillor. One of the first was if the city could have a cycle network like Amsterdam? This produced Tim's first 'straight answer' – "no"! He went on to expand but his intention was clear. The next question was whether the city would implement a 20mph limit city-wide, on all residential streets? Again "no". Cllr. Huxtable's justifications were cost and the difficulties of enforcement. But he did plan 20mph zones around selected sensitive areas e.g. some schools, coupled with 'vertical' measures like speed humps and 'horizontal' ones like crossings. All in all, a slick presentation from the councillor and confident, concise replies to questions. Lastly Mark Roscoe of the Heart of Birmingham Primary Care Trust presented an amazing number of pro-cycling initiatives: hopefully he has the resources to deliver them all.

Graham Hankins

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City Canals Ride, 27 March

I arrived at Farm Park at 10:40 to find things well under way. Saheli - a community group in Balsall Heath who support and encourage young local women through outdoor activities - were distributing MTBs to 18 young asian women they'd recruited from Sparkbrook. Five riders joined on their own bikes. Fortunately Lauren from the Bike Foundry was on hand to help me do some last minute adjustments to my rear derailleur.

We started with a short ride on very quiet roads to join the canal, fortunate as many of the riders were beginners: generally slow, some unsteady and few with experience of using gears or coping with traffic. At Fazeley Street we joined up with a group of five led by Nick Wattison, to make nearly 30 riders. I led the (slightly) faster

challenge is to do a series of training sessions in a quiet part of Sparkbrook to make novice riders comfortable on the road and familiar with gears etc.

Yes a great ride, thanks to Val Woodward who led the project; Saheli, Joe and Naseem; the Sparkbrook Neighbourhood Forum, Razia and the Bike Foundry. An indication that, with the right support, many more people would enjoy getting into cycling.

Links:

<http://www.pushbikes.org.uk/rides/explorer>

<http://saheli.co.uk/>

<http://birminghambikefoundry.org/home.html>

David Little



group out to Salford Park along the very enjoyable Explorer City Canals route. Rob from the Bike Foundry repaired two punctures. The sun came out during a very leisurely picnic lunch at Salford Park. Four young people who'd forgotten to put their docks forward, walked to Salford Park to join us!

On the way back, Phoenix Hall provided a cuppa and biscuits. It was really inspiring to see absolute beginners wobbling along & coping, just, with the more difficult slopes and sharp turns. Yes, we had a few slow motion unscheduled dismounts/falls but all so gentle as not to be a problem. What was



amazing was their enjoyment of the ride, of the exercise and their persistence. Being an old git, I remember, just, cycling 5 miles to high school and back each day in my teens: it was salutatory to see so many young people for whom cycling to school hadn't been a normal part of growing up and their immediate enjoyment of the new experience of cycling.

Saheli are considering doing more rides, perhaps quarterly. But there are few continuous low-traffic routes in Birmingham and few that can be reached without encountering the usual high speed busy roads. So, the real

CTC Affiliate Membership

Push Bikes is affiliated with the CTC (Cyclists Touring Club) and can offer our members affiliate membership of the CTC for £12 a year which entitles you to:

- the CTC weekly email newsletter, CycleClips. There's no paper version so you have to supply an email address to receive it. The printed CTC magazine, Cycle, is not included.
- a CTC membership card which gives you all the discounts which a full member would receive. As a Push Bikes member you would get many of the discounts in Birmingham bike shops already, but some such as Evans & Cyclesurgery only offer CTC discounts at the moment. The CTC Shop - AKA Wiggle - offers at least 12% discount off the list price. A number of other cycling related goods, insurance, travel, health and leisure companies offer CTC discounts e.g. Cotswolds 15%, Stanfords maps 10% - see the full list at <http://www.ctc.org.uk/DesktopDefault.aspx?TabID=3367>
- third party insurance if you accidentally damage someone else's property etc.
- free legal advice and support if you're involved in a collision.
- access to other CTC services - see <http://www.ctc.org.uk/DesktopDefault.aspx?TabID=3468>

You can join anytime, payment is made via Push Bikes. Your renewal will be paid by Push Bikes with our club affiliation in June. So it helps if members pay the CTC affiliation fee to Push Bikes in May by standing order otherwise the admin gets complex.

For more details see the members page on our website.

Memories of cycling in North Vietnam

Cycling with Red Spokes Adventure Tours was a fabulous once in a lifetime experience, with spectacular countryside from rice fields to the towering mountains. *Written by Eddie Brocklesby*

We rode long good roads, through free-roaming water buffalos, pigs, friendly dogs, children, chickens and ducks. Everyone was waving, fascinated by this group of mad westerners who were paying to cycle up hills on posh mountain bikes! Short chunks of un-made up road made the biking more challenging. The well earned long mountain descents were fantastic at the end of the day, once in a glorious sunset, the red colours reflected in the paddy fields in the valley far below.

Markets, street vendors, colourful tribes and, overwhelmingly, the people made the trip so memorable. This is a young country with 65% of Vietnamese under the age of 30. They were to be seen walking quite long journeys along the road to school.

Toddlers encouraged to wave and welcome strangers, many carried atop their Dads. Others perched precariously, on scooters with Mum; the sense of kinship and family belonging so marked.

The Red Spokes organisation was superb. The ages, nationality and cycling experience of our group were widely varied. We had our own well travelled, informed English guide; his skills and the motorised backup were much appreciated. We also had an enthusiastic knowledgeable Vietnamese guide, Phong. He showed us the rice growing stages, coffee plantations and the heart of 'PG tip' land where the price paid per kilo of tips staggered us. His love of his country, its heritage, and his informed appreciation of the diversity of the hill tribes



You always receive a warm friendly welcome from children in the villages of Laos and Vietnam.

was such a bonus. 'We eat or use everything – nothing gets left'.

We stayed in local hotels where the bar at the end of the day was usually the first port of call. Food was nutritious throughout. Noodle soup for breakfast, ideal for carb loading. Accompanying fresh baguettes were evidence of the French occupation. Healthy picnic meals emerged from our backup van for elevenses and lunches. Suppers were great, reflecting local specialisms.

Never in a developing country have I felt more challenged by the disparate wealth issues. We delivered 200 chairs to a village school supported by Red Spokes – next time the head said she would love a new water tank!! Vietnam has an effective education system, and although the children love school few from agricultural areas move on beyond primary education.

See North Vietnam by bike before commercial tourism kicks in – to travel by car,

coach or even scooter would be to miss the sense of intimacy and shared fun. The people were fascinated by our madness, but they respected, accepted and welcomed us – we were after all linked with the country that spawned Man U and Chelsea, and that's what really counts in a globalised economy.

For further information on cycling tours, contact:
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Women's Cycling Champions Wanted

British Cycling's new network of local bike rides for women will be launched in May. We're inviting women across the country to get involved. In particular the first training courses for ride champions will take place in Bath, Birmingham, Blackburn, Blackpool, Bradford, London, Leicester, Middlesbrough, Manchester and Preston.

When it comes to bike riding for fun, three times as many men take part regularly than women and this gap is growing*. British Cycling wants to make it easier for more women to get out on a casual bike ride. The new network of women-only rides is all about bike riding for fun, in small sociable groups, on local, accessible routes.

The rides start this summer. Volunteer local ride champions will be trained, supported and kitted out by British Cycling over the coming months. You don't need to be an expert cyclist - just comfortable on your bike and enthusiastic. Local ride champions will help other women to enjoy the fun, fresh air and freedom offered by bikes rides.

If you or someone you know would like to train as a local champion, we'd would love to hear from you.

E: womensnetwork@britishcycling.org.uk
T: 0161 274 2006

*Active People Survey, Sport England



Push Bikes' Rides

Rides for the forthcoming months are listed on the back page.

Please see the website for the full list and latest updates: <http://www.pushbikes.org.uk/bb/>

<click on [rides forum]>

Proper lighting is essential for the evening rides many of which are via unit country lanes.

Rides are open to all cyclists. Riders are responsible for their own safety, should ensure that their bike is roadworthy and are responsible for the security of their bike and personal belongings.

Rides average 10-12mph but we won't leave anyone behind.

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B5 5TH

Telephone: 0121 632 6909

E-mail: secretary@pushbikes.org.uk

As 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: 19 April and 21 June.

Sprocket Cycles

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

10% discount for Push Bikes' members

Now open 10-4 Wed - Sat.

**54 Allison St. Birmingham B5 5TH
Tel. 0121 633 0730**

Membership Application Form

I/we* wish to join Push Bikes

April 2011

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
() Leading rides () Assisting with Newsletter () Newsletter/leaflets distribution
() Newsletter stuffing () Other _____

Push Bikes' Rides

Wednesday Evening Rides:

May 4th 2011 - Hopwood House Inn - A441 in Hopwood. Led by Nick Wattison.

May 11th 2011 - Ad-hoc ride

May 18th 2011 - Ad-hoc ride

May 25th 2011 - Coach & Horses pub, Weatheroak. Led by Nick Wattison.

June 1st 2011 - Ad-hoc ride

June 8th 2011 - Wagon & Horses pub - Stourbridge Road, Halesowen. Led by Nick Wattison.

June 15th 2011 - Weighbridge - Scarfield Wharf (next to Alvechurch Railway Station, last train for Birmingham: 23.02) - Led by Nick Wattison.

All Wednesday rides meet at the Midlands Arts Centre, Cannon Hill Park, near the boating lake, at 7.30, for a 7.45pm start.

Sunday Rides:

April 24th 2011 - Dodford Inn near Bromsgrove. Meet at the Black Horse pub car park in Northfield at 10.15 for a 10.30am departure. We shall be heading for the Dodford Inn 'the Pub in the field' to take lunch. There is a special event on this day, described on the website as: 'Morris Dancing and Hobsons Beer Bar'. Total round trip of about 20 miles with a few hills but led at a leisurely pace. Your ride leader will be Nick Wattison, contact phone number on the day: 07837414236.

May 29th 2011 - Bull's Head near Earlswood. Meet at Kings Norton Railway Station car park at 10.15 for a 10.30am departure. Lunch will be taken at the aforementioned pub. Total round trip of about 20 miles over reasonably flat terrain at a leisurely pace. Your ride leader will be Nick Wattison, contactable on the day on: 07837414236.

Members' Discounts From:

Bike Shop	Location	Exceptions
Scott's Cycles	Hall Green	bikes
(see advert p.11)	Rubery	bikes
Bike Pro	King's Heath	none
iCycle	Harborne	none
Red Kite Cycles	Shirley	bikes
Sprocket Cycles	City Centre	none

You will need your Push Bikes' membership card to claim the discount

