
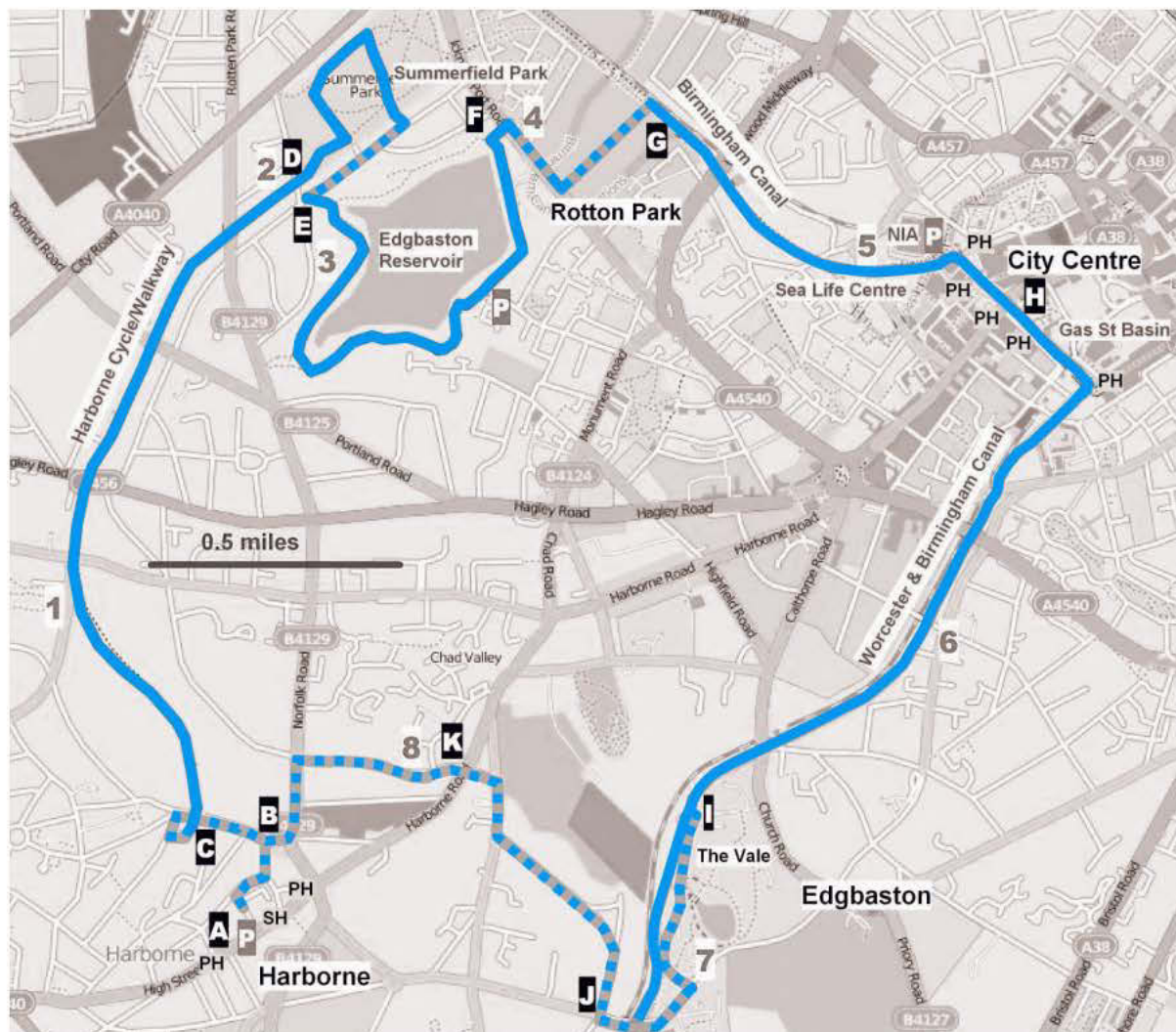


# BIRMINGHAM Cyclist

The newsletter for *push*  *bikes*



## Urban Explorer Routes in Birmingham

Free to download on the web site

## Sky Ride Birmingham, Sunday 3 July

Join 1,000s of riders on traffic-free streets, see:

[www.goskyride.com/Birmingham](http://www.goskyride.com/Birmingham) for more info.

## From the Chair

### David Cox chairs the CTC

Hearty congratulations to Professor David Cox, long time Push Bikes member and prominent advocate for cycling in all its forms, on becoming Chairman of CTC.



### Relaxed Cycling

It's always pleasant to see cyclists on 'sit-up' bikes and wearing ordinary clothes. They look more relaxed, and appear so to any onlooker. Helmets, high viz jackets and even lycra have their place but they shouldn't be the expected default dress for cyclists. After all, cars are not necessarily painted yellow and pedestrians are free to roam without protective clothing.

Because Birmingham has always had a car culture and, by and large, most main roads have fast flowing traffic. So informal cycling garb is understandably rare.

In city centres most cyclists are commuters who may have issues about their safety and feel the need for 'special' protection. Unfortunately they also feel harassed by the experience and can behave aggressively when mixing with pedestrians causing understandable irritation. I only wish that these men, mainly, maybe few in number, would realise that they create problems for all of us.

But cycling on quieter roads and paths to suburban shops, libraries and particularly health clubs should not pose danger. Why do some people drive to the gym and then pedal on fixed bikes? In other countries and in some UK cycling friendly towns, it is not considered essential to be dressed like a Belisha Beacon.

In Birmingham too it is possible to keep off the main roads. The Birmingham cycling and walking map is a great guide to find pleasant routes. And the West Midlands cycle route planner - see <http://www.transportdirect.info> - is a new and interesting way of planning your journey. You can often find novel routes- inaccessible to cars- through cul-de-sacs, parks, and other no-go areas. He and increasingly she can move at a gentler

pace, stop at the shop or have a chat.

You won't get there as quickly, but you're more likely to be in a brighter mood.

Cycling should be relaxing and friendly, so let's hope we can have more of us dressing normally.

John Bennett

PS Is it too sentimental to believe that walking and cycling locally adds to a sense of community?

### Edgbaston Tunnel



As a result of the resurfacing on the towpath on Edgbaston tunnel there is a greatly improved ride with less fear of grazed knuckles. Well done British Waterways!

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

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**Newsletter Team:**

**Michael Groll & David Little**



#### ACTION POINTS

This symbol indicates items where readers can help by writing or emailing etc.



## Intriguing Cycle Lanes

### What is going on here?

Well the obvious reason for the 50 metre path on Hampton Lane Solihull is that the narrowing of the carriageway at this refuge presents a dangerous conflict between cyclist and vehicle.

So a 'risk assessment' concludes that a cycle path is necessary to divert the cyclist away from the danger. However, the cyclist has to rejoin the carriageway a short distance further on which -

cyclists much prefer continuous routes and dislike having to stop unnecessarily as that requires considerable extra energy in restoring momentum. In a car braking and accelerating are achieved rather more easily. Designs that divert, and/or stop cyclists will be avoided by most. Further, like other people, we don't want to be pushed around and treated as second class citizens.

John Bennett



some would say – presents a greater hazard to the cyclist causing him (or her) to stop beforehand.

In reality I believe, and have sampled users to confirm it, that most cyclists would choose to continue on the road and take a line that prevented the following vehicle from attempting to overtake. Anyway a simpler, cheaper, and more effective solution would have been to slightly widen the road. Interestingly at other refuges on the same road no diversionary path is considered necessary.

Here is another example, in Birmingham, too!

On Bristol Road going out of town, just beyond Priory Road traffic lights (not a popular cycling road for obvious reasons), there is a diversion on to the footway for approx 50 metres and then 'Cyclists rejoin the carriageway' sign. Same reason, narrowing of carriageway; and similarly unused.

### Highway Engineers don't understand cyclists.

On a more general point, this illustrates the difference in thinking between a cyclist and a (non cycling) road engineer who fails to understand that

### CycleStreets Journey Planner

CycleStreets - see <http://www.cyclestreets.net/> - is another interesting route planner based on OpenStreetMap. It covers the whole of the UK. You can focus on Birmingham with <http://birmingham.cyclestreets.net/>. It can detect your location from your internet connection - spooky but saves typing.

The map has some gaps, it depends on volunteers submitting GPS data. Helpfully it plots the fastest, quietest and a balanced routes for the journey. It's also easy to share routes, download GPX or GPS files and view elevation profiles to try and avoid the worst hills.

### Members' Email Addresses

If you didn't receive the email about the Bike Week newsletter download, we haven't got your email address. Emailing saves on postage & is greener, so it would be helpful if members could update us by emailing [contact@pushbikes.org.uk](mailto:contact@pushbikes.org.uk)

We'd also like to be able to update members between newsletters, but not too often, promise.



### Personalised Travel Planning on Pershore Road

The Pershore Road Travel Choices project recently launched by Centro and supported by the City Council aims to cut congestion.

Over the next ten months the project team will work with families, schools, businesses and community groups along the Pershore Road corridor helping them to make the switch from car to more sustainable forms of travel such as public transport, walking and cycling.

Centro's sustainable travel officer, Helen Osborn, who is heading up the project, said: "This campaign is all about making the area a cleaner and greener place to live, work and study. A big part of that involves travelling in a way that can improve health and fitness such as walking and cycling."

"We are hoping the local community will take advantage of this opportunity to try and change to their travel habits and help improve their environment, fitness and finances in the process."

Push Bikes is helping by leading cycle rides: on the River Rea path and canal. We will also be advising on safe roads for cycling to local centres. In our view much of the success will depend on the personalised travel advice that a specially recruited team will provide to households. We hope that these travel advisers, will have sufficient cycling knowledge (both general and local) to convince residents and employees of the benefits of travelling by bike.

The whole project, reputedly costing £500,000 will be closely watched for its success in achieving an ongoing behavioural change in travel. If so it could be a forerunner to wider application in the West Midlands.

### Aston Villa Football Club and cycling

What does Aston Villa have to do with cycling you might ask? Well the club generates a large number of trips every football matchday, for other events and staff travel. All this travel has a significant impact on surrounding residential areas and the city as a whole in terms of congestion, noise and air pollution. As a result the club has produced a travel plan with actions and targets to reduce the number of single-occupancy car trips. If you've been around Villa Park after a match you'll know that there is currently a lot of congestion which can take a couple of hours to clear. Avoiding the queues is probably the main reason that some fans who drive leave before the final whistle, if not because of the standard of football played last season!

The club has set a target to "increase walking and cycling journeys by 5%", but no baseline figure is given. If there were for example, currently 40 staff and visitors cycling to Villa Park (which would be a reasonable figure for Birmingham), a 5% increase would mean just 2 extra cyclists (or walkers): hardly a quantum leap.

Aston Villa also installed cycle parking for 100 bikes in the North Stand car park. While this design avoids losing any precious car parking spaces, it's difficult to manoeuvre a bicycle stood on end onto one of these hooks even for a reasonably fit person. They also make it impossible to lock both the frame and one wheel using a standard U-lock: a minimum requirement with the greater risk of theft on matchdays. Push Bikes propose that cycle parking should be of a better quality e.g. wall bars, offer weather protection and be located in more than one location around the ground.



*Poor quality cycle parking at Villa Park*

Although fans may travel to Villa Park from a wider area than in the past, cycling could be part of the transport solution. Disappointingly though there seems to be a complete lack of ambition to achieve any real change. Push Bikes have made a number of proposals as to how facilities at Villa Park, the travel plan and information on the Aston Villa web site could all be improved to really encourage cycling. We await a response from the club.

Michael Groll

### Congested Birmingham

Birmingham's roads are more congested than Rome's according to a survey of travel times by the users of TomTom satellite navigation devices. The city was ranked the 13th worst in Europe, and is by some margin the most congested city of England's 'core cities', and the problem is estimated to cost taxpayers and businesses more than £2 billion.

Rankings are based on how fast cars can travel on a city's road network, as measured by the anonymous speed data TomTom collects daily from drivers who use its devices. Wherever drivers were travelling at 70% or less of the speed limit, traffic was defined as congested.

London and Edinburgh are the only other mainland UK cities above Birmingham in the survey, and Leeds is ranked at number 29.



## Disposing of old bikes

A common question. Generally the bike concerned should be in reasonable condition, though often won't have been ridden for a bit but not valuable enough to be worth trying to sell on Ebay etc. If the bike's a clearly a write-off then taking it to the local tip or handing it over to a passing scrap metal collector is best. Please don't take these bikes to the services below.

So, we're talking about bikes which with a moderate amount of repair & servicing would be usable. Given that the latter will require a workshop, a skilled worker and parts and the bike will either be donated to a charity or sell for around £60, it only works if the bike is donated i.e. given away. Even if it's sold, reusing is surely better than scrapping a usable bike. Given the tight margins, if any, the bike needs to be taken to the workshop rather than being collected. The following organisations can help you dispose of an unwanted bicycle with a benefit for others:

- **iCycle, Harborne**  
291a High Street Harborne B17 9QH  
Website: <http://www.icycle.biz/>  
iCycle was the Harborne Cycle Surgery. It is still a part of the Queen Alexandra College: a national college for people aged 16+ with visual impairment and other disabilities.  
They are happy to evaluate bikes and can arrange to scrap those beyond repair. Those which can be made useable are either sold or donated to local church groups. The latter have taken part in programmes to ship these bikes to Africa etc.  
They're open 9:00-17:30 weekdays and 9:00-17:00 on Saturday  
Tel: 0121 428 5040 and e-mail: [shaun@icycle.biz](mailto:shaun@icycle.biz)
- **Birmingham Bike Foundry**  
Are a co-operative at Muthers Studios, 14 Rea Street South in Digbeth.  
Website: <http://birminghambikefoundry.org/home.html>  
Specialise in recycling donated bikes to "allow local people can buy low cost bikes - £60 upwards - that have been repaired by qualified mechanics". If a bike's not recoverable, they will remove & reuse any useable parts before disposing of the bike.  
They are happy to look at any bike: they work with schools and have been able to use recycled children's bikes.  
If you would like to donate a bike, they suggest emailing [info@birminghambikefoundry.org](mailto:info@birminghambikefoundry.org) to arrange a time, usually 12:30-17:30.
- **Sprocket Cycles**  
54-57 Allison Street, Birmingham, B5 5TH  
Website: <http://sprocketcycles.wordpress.com/>  
Tel: 0121 633 0730  
Open Wednesday - Saturday, 10:00 - 17:00

### Looking back from Lancaster Circus

In April Chris Haynes, Birmingham City Council's head of transportation strategy retired. After 36 years of service at the Lancaster Circus offices, 11 of which were with West Midlands County Council, he looked back on his career in a recent interview with Local Transport Today. Birmingham had a big influence on national transport policy in the late 1980s / early 1990s and helped to develop integrated transport strategies, where planning for different modes of transport takes place in unison.

Haynes thinks that one of the difficult dilemmas for policy-makers is how much emphasis to give to public opinion and how much to actual travel behaviour. "What people say and what people do is not necessarily the same thing..... People say "we don't want it" and then they'll go and use it. It's just how much notice do you take of people's opinion and how much is it really what people do that's important?" Is this the case when it comes to policy on cycling in the city?

He doesn't think there's been an awful lot to show for recent efforts to boost modes such as bus and cycling in Birmingham. "Despite a lot of investment into bus and a lot of investment into cycling, neither of them has taken off".

This view is quite astounding when the actual investment in cycling in Birmingham is considered. In 2009 the average spend on cycling per head of population in England was less than £1. The budget promised in Birmingham's recently published cycling strategy is £1million over 4 years. This equates to just 25p a year for each of the city's 1 million residents. How does this compare with other cities? Transport for London spends £9.35 on cycling for each Londoner. Bristol, the UK's first 'cycling city' has been spending £16 and Munich £13 per head. Even in years of higher spending Birmingham has barely exceeded the £1 English average, so has there really been a lot of investment? The answer has to be an unequivocal no!

Haynes did however think that "cycling will come back but a lot of the cycling trips, particularly for city centre high impact journeys, are transfers from walking or public transport rather than from the car".

Michael Groll

### The Benefits of Cycling

You wouldn't be reading this if you weren't aware of these benefits. But did you know that cycling, and any exercise that gets your heart going can help to prevent Alzheimer's disease? It can. What's good for your heart is good for your brain but it has to be in 'your middle years' i.e. your 30's and 40's.

Information from a symposium on Alzheimer's at Aston University in September 2010.

David Little



## Bike Fix Days

Britain's Biggest Bike Fix is an ambitious attempt to repair as many bikes as possible during Team Green Britain Bike Week. This is based on research that shows that 77% of people own a bike yet only 14% use them regularly. Push Bikes helped out at a number of events in the Birmingham area carrying out bike safety checks and basic repairs. Some of the issues we had to deal with are described below.

### Saturday 18 June, Selly Park Tavern

This was the official first day of Bike Week. BBC Radio WM had given us a good mention on the previous Thursday (Joanne Malin in the morning) and there was a piece in the Birmingham Mail the same day. I am told that Radio WM broadcast another notice on the Friday. Our first 'customer', a woman with her bike and little daughter, also wheeling a bike, remarked "I thought there would be a queue".



*Our first 'customer' at Selly Park Tavern shows her Dr Bike checklist*

We were ready to repair punctures and had brought water bottles and a container so that tubes could be immersed to find the 'bubbles', also a reasonably full tool kit. After looking at a bike a decision has to be taken: what's wrong with it and how much do you try to 'fix' right there or mark on the 'Dr Bike' checklist for 'professional' attention?

Visitors later in the day came with completely deflated tyres (the bike had not been ridden since 2008!), faulty rear gear cassettes and incorrectly adjusted brakes. Knowledge of their bikes was very poor so lots of explanations of tyre wall markings and how the gears worked.

### Sainsbury's, Castle Vale, 24 - 26 June

Our table was close to the supermarket's entrance so plenty of customers saw us and eventually we began to get enquiries: what were we 'up to'? It soon became clear that nobody had heard of Bike Week or the Bike Fix via any published media; a couple had seen it men-

tioned on email circulations, a few from an email sent to a hundred schools and one from the Team Green Britain web site. But when they had spoken to us and knew what we were offering, some came back with their broken bikes. Eventually it was mainly 'word of mouth' and being at a high-profile site that brought most of the 'customers' along.

Deflated tyres and faulty brakes were the usual 'problems' and on the Saturday one family brought five bikes along! But as we found on the opening Saturday at Selly Park, knowledge of their bikes was virtually zero, and some didn't even know how to re-inflate the tyres. We sometimes had to explain which hand operated the rear brakes and spent many minutes with many people, explaining how the rear gears worked. We also had a few very passionate conversations trying to convince riders (normal intelligent adults) that the roads were not the 'death traps' of popular belief. And occasionally we would demonstrate and explain the 'Primary Riding Position', adjusting the saddle and the correct sequence for 'starting off'.



*Pete Howe repairs a bike at Sainsbury's, Castle Vale*

There was a line in a political TV sit-com: "There will be a show of support, not actual support". The bicycle and cycling is regarded far too casually. If we really want to get 'more people cycling more safely, more often', the phrase that cycling advocates commonly use, we really have to start taking cycling and bicycles much more seriously with much more training and education for adults. And by 'we' I mean national and local government as well as the entire population of would-be and actual cyclists.

My thanks to Martin Riley, John Bennett and Peter Howe for all their efforts. 'Bike Fix' should be (needs to be), an annual event, or better!

Graham Hankins



## Birmingham News and Campaigns

### Helping City Hospital to Cycle

Dudley Road Hospital (part of Sandwell and West Birmingham NHS Trust) have a 'cycle to work' scheme. Several novice cyclists have used this to purchase bikes but are lacking in confidence to go out and ride. Push Bikes was approached to give some assistance by leading an evening, after work, ride for beginners.

Six young women turned up. Two had to be given a short pre-ride instruction in riding skills around the car-park (one of whom remained too nervous to continue). Bikes were checked (including some hospital owned Bromptons) and a route chosen suitable for people who had not cycled since childhood and were naturally fearful of traffic. It was felt, at least for the first ride, that it was best to minimise using roads so we opted for the canal towpath.



Fortunately the hospital backs on to the Soho Loop of the canal with easy access through an open park with no need to go on any busy road. We were able to have a gentle, mainly level ride taking in Edgbaston Reservoir and Summerfield Park. "I'd no idea we were so close to easy cycling," was one comment, "It's so different from driving to work."

We had another ride the following week, going along the canal to Brindley Place with another group. Now future rides are being led by the team at the Trust HQ with regular work rides, and planned Saturday events in Sandwell Park.

John Bennett

### New cycle route in Moseley / Kings Heath

Calling all Moseleyites and Kingsheathens and visitors to their fair suburbs.

Some people will go to any lengths to avoid those chicanes [the metal fences] on the way out of Cannon Hill Park / Holders Lane.

That particularly spiteful little hill! How that incline steepens in your mind at the end of a stirring day. Now there's a way to avoid it, it means an extra mile but it's worth it:

- Follow Sustrans route number 5 through the park
- Carry straight on when the path splits by the 2nd Avenue bridge over the River Rea.
- Continue on the River Rea route.
- Turn left at Dad's Lane and immediately left by the Health Centre [opposite The Highbury pub].
- Go around 2 metal gates.
- Turn right onto a smaller path. [The wide tarmac one continues straight on but doesn't last long].

The new path made from limestone chippings is narrow - about a metre wide - with a wooden edge. It goes uphill but not as steeply as the chicanes. Soon it levels out and winds its way through the woods. It emerges at Holders Lane [NB no dropped kerb. Watch out for cars coming from your right!]

A word of warning. The path is narrow. Fast and furious riders could prove to be more of a nuisance than they would be on a wider path.

Kay Dense

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## City SkyRides target another million cycling

With its strapline "Where will your bike take you?", SkyRide's 2011 series of City SkyRides are intended to have more community involvement and to encourage participants to become more aware of their local places that can be accessed by bike.

With the date for Birmingham's SkyRide now set for July 3<sup>rd</sup>, our local 'workshop' examined the plans so far. The route will be much as last year but the ride through the indoor markets had been so popular that the Wholesale Market has been added. Sky itself acknowledged that the entertainment in Cannon Hill Park had not been the best success as most riders had relaxed with picnics in the park. So there will be an actual 'Picnic Area', along with a Bike Cafe and other examples of leisure themes that families could cycle to.

To extend this concept, the workshop was asked what was unique in Birmingham? To give riders ideas for future leisure rides after the public event. This was, admittedly, met with a few embarrassing seconds of silence, but there were not many of us at the workshop anyway. The Rotunda? But, eventually, someone did suggest the canals, the national cycle routes, the Connect2 North Birmingham project and our Urban Explorer rides.

The SkyRides are organised by British Cycling, whose interest is substantially racing and sports cycling, and encouraging leisure riding. No mention here of commuter or utility cycling, but the local and main SkyRides did help build cyclists' confidence, it was claimed. I made so bold as to question that; the main rides being entirely traffic-free, the local rides accompanied by ride leaders. OK, the rides 'build confidence' to get on a bike in the first place, but not much more in my opinion. But even getting on in the first place is a big step for most. British Cycling has the target of achieving a million more cyclists by the end of its 5 year SkyRide programme, 2013 with the objective of "Enhanced popularity and awareness of cycling as a sport" and "Making cycling accessible by removing some key barriers to participation". The focus this year will be "to achieve a real cycling legacy in Birmingham". It was acknowledged that bike riding has got to be seen as a normal thing to do. Judging from some of the press cuttings I have seen lately, we are very, very far away from that. To reiterate part of former Cycling England chair Phillip Danton's presentation: "All you have to do is start a long time ago, and keep going".

Graham Hankins

### Cycling prohibited in Stirchley?

A Push Bikes' member reported this traffic sign (*see picture in column to right*) to the Birmingham City Council. It's a 'prohibition of cycling' sign (red border) and therefore applies to the whole highway i.e. pavement and carriageway. We think the sign was a mistake and a 'route for use by cyclists only' should have been installed where there is a cut through for cyclists at a road closure (the bollards in the picture).



### Britons unmoved by pro-cycling campaigns

A recent study aims to develop better understanding of how people make everyday travel decisions about short trips in urban areas to then target policies and interventions more effectively.

Understanding Walking & Cycling is an Engineering and Physical Sciences Research Council funded research project, a collaboration between Lancaster University, the University of Leeds and Oxford Brookes University.

A key finding was that the small numbers of people who do try cycling tend to be intimidated by overwhelmingly car-oriented urban layouts.

The only way to bring in mass cycling, the researchers argue, would be a series of ambitious, hugely costly, and seemingly unlikely, measures to reshape towns and cities. Chief among these would be to build well-made, continuous, segregated cycle routes on all major urban roads and encourage people out of cars by restricting traffic speeds and parking. Another reform would be a continental-style "strict liability" law in which the automatic assumption of responsibility would rest with the less vulnerable road user.

The report is available to download at:

[http://www.lec.lancs.ac.uk/research/society\\_and\\_environment/walking\\_and\\_cycling.php](http://www.lec.lancs.ac.uk/research/society_and_environment/walking_and_cycling.php)

David Little

### Push Bikes' Annual General Meeting

Push Bikes' AGM took place on the 17 May at the Warehouse. All of the committee were re-elected unopposed, although we have lapsed the post of rides co-ordinator and do not have a Press Relations Officer. Dr Lynne Jones (former MP for Selly Oak) came to the meeting and agreed to be listed as an Ex-Officio Consultant.



# 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:  
**Red Spokes Adventure Tours**  
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## Safety Improvements needed for cyclists in Greet

A member has written to their local councillor asking for an additional warning sign for motorists at a junction near the Warwick Road, Greet. Cars emerging from Battery Way into Weston Lane invariably turn right because there is a No Through Road sign in the road to their left. For the same reason, vehicles coming down Weston Lane turn left into Battery Way because of the No Through Road restriction ahead.

However, the No Through Road restriction does not apply to cyclists, who ride past Battery Way to access the Toucan crossing on the Warwick Road. But because Weston Lane vehicles do not continue past Battery Way, motorists turning right generally come straight out from the 'Give Way' junction and do not check for passing cyclists.

Action has been promised by the city council for some time at this junction but has not been forthcoming.



A problem junction for cyclists

## Push Bikes' Rides

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

You can join the rides mailing list by emailing: [pbrides@pushbikes.org.uk](mailto:pbrides@pushbikes.org.uk). It's a good idea to email [pbrides@](mailto:pbrides@) to let us know you're coming in case you're delayed or plans change.

Proper lighting is essential for the evening rides, many of which are via unlit 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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**COMPARE OUR PRICES!!**

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

Discount 10% on cash, 5% on credit card, (except bikes) on production of  
Push Bikes membership card

## 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 \_\_\_\_\_

Sort code \_\_\_\_\_

Account number \_\_\_\_\_

Name \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Please cancel any previous standing order in favour of Push Bikes  
under the reference given above.

Send to: Push Bikes, 54-57 Allison Street, BIRMINGHAM, B5 5TH

\*Delete as applicable. [www.pushbikes.org.uk](http://www.pushbikes.org.uk)



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](mailto: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 July, 16 August and 20 September.

## 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 June 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:

6th July 2011 - Holly Bush Pub, Stourbridge Road, Belbroughton

13th July 2011 - Waterfall Inn, Waterfall Lane, Blackheath

20th July 2011 - Black Eagle, Factory Road, Hockley

27th July 2011 - Bull's Head, Earlswood

3rd August 2011 - Coach & Horses at Weatheroak

31st August 2011 - Black Horse, Northfield

When a ride isn't listed on a Wednesday, we arrange this closer to the day and put details on the website and email those on the rides mailing list.

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

Occasionally we start from the Hippodrome if we're heading north.

### Sunday Rides:

24th July 2011 - Kidderminster - King & Castle Pub, the Terminus for the Severn Valley Railway. Meet at the Black Horse Pub in Northfield at 10.00am. A ride to the aforementioned pub where you will be able to watch steam trains coming and going whilst enjoying your lunch. Total round trip of about 35 miles, with one or two hills. Ride led by Nick Wattison.

21st August 2011 - Kenilworth - The Virgins & Castle Pub, a historic pub in the High Street. Meet Nick Wattison at Kings Norton Railway Station car park at 10.00am. Total round trip of about 40 miles through the reasonably flat Warwickshire scenery.

## 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

