

# BIRMINGHAM Cyclist

The newsletter for *push*  *bikes*



## Cannon Hill Park

Improvements to share space on flagship National Cycle Network route.

see page 4

## Push Bikes AGM

Tuesday 15 May at 7:30pm

Friends of the Earth building, Allison Street, Digbeth. A review of the last year and looking forward to 2013.

see page 5



## Urban Cycles Project in Ward End

Providing employment and mobility for young people to build a cycling culture.

see page 3

## Cycling on the up in Brum!

A 78% increase in the city since 2003

see page 6

If you would like to help make the new s-  
letter happen,  
please contact  
any of the  
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## View from the Chair

### Cycling is a hot topic

The Times newspaper's cam-  
paign, Cities fit for Cyding, has  
struck a chord with the public and  
politicians. They have used the  
considerable influence of the me-  
dia, and skilful storylines to de-  
velop a momentum and continuity  
over several weeks. Maybe, just  
maybe, there is now sufficient in-  
terest that some long term  
changes will result.

As mentioned elsewhere in this  
newsletter, the Government is ac-  
knowledging that cyding is a 'core  
policy'. Petrol prices and supply  
scares, brilliant spring weather,  
unemployment and belt-tightening  
all add to the rethinking that is tak-  
ing place. If only road safety  
anxieties could be overcome then  
cycling would really take off.  
The opportunity for Push Bikes is  
to demonstrate to our newly  
elected council (and mayoral can-  
didates) that money spent on safer  
cycling –not just on road schemes  
but, on training, leisure events etc,  
is well proven to give a better fi-  
nancial return than other transport  
modes.

What, for instance, is the likely  
return on the £150 million exten-  
sion of the Metro along Corpora-  
tion Street compared with (say)  
the resurfacing of the Harborne  
cycleway? Add to this the health,  
environmental and social benefits  
and the case is overwhelming. As  
always timing is crucial and a new  
council should be more receptive.  
We must strike whilst the iron is  
hot.

John Bennett

P.S. To be even more effective we  
also need numbers: more mem-  
bers and more active campaigners  
and supporters. All welcome, by  
post or at:

secretary@pushbikes.org.uk



## National News, Local Context

### Cycling has become 'a core Government policy'

Cycling is far from a minority pastime enjoyed by men in  
lycra but has become a core Government policy, the  
Transport Minister told delegates at a conference called  
to provoke a "national cyding revolution".

More than 40 councils from around the country attended  
the event at City Hall addressed by Norman Baker, the  
minister responsible for cyding, and Kulveer Ranger, the  
Mayor of London's cycling adviser.

"I told the conference that it was not just two or three  
people in lycra down a side street, but it was mainstream  
transport policy," Mr Baker said. He added that his aim  
was to make council leaders and chief executives aware  
of the importance that the Government now ascribes to  
cycling initiatives. "They had to realise that cyding was  
not a bolt on," Mr Baker said.

### The Times, Cities Fit for Cycling campaign

In March Norman Baker wrote to every council in  
England and Wales urging them to seize the momentum  
generated by *The Times* Cities fit for cyding campaign  
and to implement measures to encourage more cyding.  
He also promoted a number of measures proposed in  
this newspaper's eight-point manifesto for improved  
cycle safety, including safer road junctions, making  
greater use of 20mph zones and road-side mirrors, trying  
to win corporate sponsorship for new cycle facilities and  
appointing a cyding commissioner to oversee the  
reforms.

*Push Bikes will be eager to hear the response from  
Birmingham City Council.*

### Birmingham Council Election candidates. Getting their commitment to better cycling

Push Bikes is contacting candidates in the local election  
to seek their agreement to back our manifesto for cyding  
within the city. Some of our demands are similar to those  
raised by The Times – for instance 20mph zones in resi-  
dential areas, but others are specific to Birmingham such  
as improved accessibility to parks and canal towpaths.  
We will be analysing replies and pursuing our aims with  
the newly elected council following the results on May 3<sup>rd</sup>



## ACTION POINTS

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

## Dangerous roads or junctions

As part of The Times campaign readers are asked to identify dangerous roads or junctions. In my view (and with deep regret), I have submitted the approaches to the two roundabouts on the Selly Oak New Road. In both cases there is a left filter lane for vehicles (without any need for them to slow down) that would intercept any cyclist who is on the inside but continuing on the main carriageway towards the roundabout. The first roundabout on Harbome Lane is particularly dangerous as it is on a rise so that leading vehicles would frequently obscure cyclists who themselves may be slow moving (see photo below).

Later I had the opportunity to discuss the Selly Oak New Road scheme with Peter Parker the BCC Transportation Projects Leader. I explained that at the outset of any major project Push Bikes would have been willing to advise on what layout would best suit cyclists and why this road is unsuitable. As a result of our representations (and others) it is now likely that modifications to crossings and signage will be made to benefit cyclists. We also agreed that Push Bikes would be briefed during the planning phase of future projects.



The Times is eager for everyone who knows of a dangerous road to enter it on the map via their website [www.thetimes.co.uk/cyclesafe](http://www.thetimes.co.uk/cyclesafe). All those already entered, and accident sites are visible on the map.



John Bennett

## Does Birmingham need a Boris?

On Tuesday 27th March, Push Bikes held a public meeting entitled 'Does Birmingham need a Boris?', to hear about cycle campaigning in London and Cambridge, and discuss what an elected mayor might mean for Birmingham campaigners. Our two speakers were Mustafa Arif, from the London Cycling Campaign, and Jim Chisholm, from the Cambridge Cycling Campaign.

The effects of having a mayor in a borough council were discussed by Mustafa. London is split into different councils, as in the West Midlands are, and a 'West Mid-

lands' mayor would have a similar situation to the London mayor. Several London councils have elected mayors, which are more similar to the situation that a Birmingham mayor would have. Mustafa reported that the most and least supportive borough councils in London have mayors. The personality and interests of the mayor are of vital importance, and while a sympathetic mayor can help a cycling revolution take place, a mayor who is hostile to cycling can block all improvements.

Mayors can lead to revolutionary changes, partly because they have a personal mandate from the electorate. For example, the congestion charge and the explosion of bus lanes in London happened because of the mayor. Such changes are more difficult in councils without a mayor, because a consensus needs to be built among the councillors. However, Cambridge Cycling Campaign (CCC) is showing that building this consensus is possible. In Cambridge, many of the councillors are members of the CCC, and that developers approach the CCC before submitting their planning proposals. Jim hopes that soon British campaigners will use Cambridge as a model, rather than Denmark or the Netherlands, to show that high cycling rates are achievable in Britain.

For example, on Hills Road bridge in Cambridge, 1 of 4 traffic lanes has been reallocated to cycles, in addition to a wide cycle lane on the other side. So a width of over 3.5m are taken by bicycle lanes at any one point. This gives bicycles a 2m wide lane between the left-turning cars and the on-going cars (like the cycle lane where Ladywell Walk meets Smallbrook Queensway in Birmingham, but wider). Interestingly, when the road was closed to mark the cycle lane, which is laid in red tarmac (non-fading), the reduction in traffic capacity did not lock up the city centre. Jim suggested that this is proof that reducing the traffic capacity of roads reduces the volume of traffic.

Another example of the CCC's campaigning is the Chisholm Trail, which is a proposed cycle route through the centre of Cambridge, providing a fast, convenient and joined up route from the south to the north of Cambridge. The CCC identified a gap in the network and drew up plans for the local council to follow. On the day of the Push Bikes' meeting, the scheme was approved, with £4 million funding pledged by the council.

Both speakers emphasised that success for cycle campaigners relies on political support. The poorly designed cycling infrastructure that we suffer in the UK is not due to highway planners with a lack of training: there are British transport consultants designing wonderful infrastructure on the continent. But when a good design meets political demands for increasing 'traffic' capacity, it is difficult to include good cycle infrastructure. Vocal campaign groups with a large membership and wide support are essential for building political support for cycling. This is a more reliable solution for Birmingham than hoping for our own Boris.

Chris Lowe

## Urban Cycles: Supporting Every Revolution!



Several months ago a devout Muslim sat opposite a Christian minister and contemplated the rise of religious extremism. This isn't exactly the kind of place you'd expect the story of a cycling focused social enterprise to begin but that is exactly what happened. After several hundred cups of coffee and the blood sweat and tears which go with establishing any new enterprise the Urban Cydes Social Enterprise was launched on March 31st.

Urban Cycles runs from its hut in Ward End Park and is already offering training opportunities and cycle coaching to dozens of local people. this might not sound very remarkable until you visit the community and realise this is a place as addicted to the car as anywhere in western Europe. Andi Smith (director of Urban cycles) says: 'when I was a kid I got on my bike jumped onto the canal network and cycled until it got dark, we now have a whole generation of children unable to ride a bike, rising childhood obesity and ever dwindling aspirations. Urban cycles exists to challenge this status quo, to get people of all abilities back on their bikes, and to provide an infrastructure which makes this possible'. When you visit their base at Ward End Park you realise that when Andi talks about building a cycling infrastructure he isn't kidding!

As well as their shop (which not only sells all things cycling but also great coffee and flap jack) there's a bike recycling centre, a class room facility, an all ability programme and most impressive of all some great young people keen to build a cycling culture. Everyone at Urban Cycles is well aware that East Birmingham isn't on the map of most frequent cyclists but they're well and truly up for changing this. the kettle is always on, they're a friendly crowd and Ward End Park is something of a hidden urban gem. So next time you fancy a new route, head east and pop in for flap jack, it's a great little spot! If anyone has an unwanted bike at home that they would like to



donate to provide employment and mobility to young people, please bring or phone 0121 327 6951.

Urban Cydes is open seven days a week 10.00 to 18.00 and the kettle is always on!



*Urban Cydes young riders out testing a community bike ride route*

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## A few more helpers – please?

Thank you to everyone who responded to my letter of a few weeks ago offering to help on Discover Cycling Day and Bike Week, but we really do need a few more!

**Bike Week:** We are hoping to arrange seven days of this, so during the weekdays maybe some of our retired (or just resting) members could be available? Again, no special skills, most of the fixes last year were deflated tyres or punctures. We occasionally adjusted brakes and oiled gears. But it was an 'eye opener' as to how badly maintained some bikes were: we just filled out a Dr Bike checklist for these and referred the owner to a cycle dealer. Anyone who has never met the public and its bikes will also find out how little knowledge there is out there: be prepared to explain the gears time and again! But we will have printed information for you to hand out!

**Birmingham Cycle Network Map:** Based on his experiences on Germany's cycle network, Robert Latham is trying to develop a map of quiet, safe but reasonably quick cycling routes between Birmingham's 'villages'. This map will be used to identify blockages: places where a small change in the physical transport infrastructure could make a big difference for cyclists, and this is how it will be different to the existing Birmingham cycling map. Robert has identified routes around his locality, but he needs volunteers to extend the map across Birmingham. For more details, you can read about this on the Push Bikes' website, where there will be contact details, or you can email Push Bikes' secretary below. This is a perfect opportunity to get involved in creating Birmingham's future cycling network.

Above all if you can spare a little time for either of these tasks, you will be helping **more people to cycle more safely more often!** Which is, ultimately, why we are here!



Thanks, please email: [secretary@pushbikes.org.uk](mailto:secretary@pushbikes.org.uk) if you can help us at all!

Graham Hankins

## Cycling appears on the Council's website

Historically the cycling page on the BCC website has been poor. Now the whole website has been updated and the cycling page is much improved – though still with plenty of room to do better. There is, for instance, little mention of Push Bikes, Sustrans, or cycle shops, and some of the links seem to lead nowhere.

There are sections with links covering:

- Cycling News
- Travelling by bike
- Activities and events
- Cycle routes
- Safer Cycling

- Cycling for children and schools
- Support for cycling
- Sports cycling

Take a look and send your comments to BCC, with a copy to Push Bikes, please.



## The end of the line

The long running saga of whether to renew or remove the segregation line in Cannon Hill Park has (probably) ended. Much debate, meetings, on-site visits, interventions by the park keeper have resulted in implementation of the following:

- A continuous white line throughout the National Cycle Network route number 5 in the park
- Removal of the painted number 5 roundels (well mostly, at least one remains)
- Replacement of these by 'SLOW' and cycle logos



## NOTICE OF AGM

*Push Bikes' Annual General Meeting 2012*  
will be held at  
the Meeting Room of Friends of the Earth  
Allison Street, Digbeth, Birmingham  
on Tuesday 15 May at 7:30pm.

The AGM will hear committee reports for 2011/12 and will elect officers and committee members for 2012/13.

Any propositions for discussion at the AGM must be received by the Secretary at least 14 days before the meeting.

# Planning System and Cycling

## What's going on? Who knows?

In a large city such as Birmingham there is always a great number of road improvements, repairs, housing developments, planning applications etc taking place. Some of these are of concern to Push Bikes, some are not; but how do we find out? Sometimes the city council will ask for our advice or opinion, sometimes we become aware from press or media coverage of new schemes, or by 'keeping our eyes and ears open.' We are always fearful that we may miss other schemes that may not require planning consent – such as road traffic changes.

## Planning Applications

One of the ways to keep up to date with planning applications is to search the web each month for the latest submissions. Push Bikes does this and shares any relevant plans for comments with Sustrans (who may also have an interest). In this way we have become involved with the major development plans for the Icknield Port Loop, the regeneration scheme for Tyseley, an outline application for the Battery Park site in Selly Oak. We have ongoing interest in the whole redevelopment of Longbridge, the potential move of the Dental Hospital to Pebble Mill, and a string of supermarket applications along the Rea Valley (Tesco, Asda, and Co-operative). No doubt there are others that have either slipped the net or not yet reach planning stage.

## Feedback

Any member who has knowledge or perhaps just a suspicion of a new development can contact us at: [secretary@pushbikes.org.uk](mailto:secretary@pushbikes.org.uk) and, even better, if you are able to help with understanding the implications for cycling, your involvement would be very welcome.

Push Bikes wants to influence the cycling routes within and connecting to each scheme, including appropriate cycle storage. It is surprising how often developers and city planners fail to realise their responsibilities and include adequate cycling provision. Push Bikes needs to remind them - forcefully.



Chris Lowe

## Birmingham News

### Cycling on the Up in Brum!

Figures compiled by Birmingham City Council from various sources have confirmed that cycling levels in the city have grown by 78% since 2003. Ongoing monitoring in the city is currently showing an 11% annual increase in cycling numbers over last three years.

This confirms and quantifies what is observable. If it continues to increase at this rate cycling will double again by 2020. This trend seems well established in the city and should be recognised by the council policy makers.

Push Bikes will be pressing the council to continue with this monitoring programme and to itemise, if possible, where the increases are occurring.

John Bennett

## Linking Places Fund

In March the Department for Transport announced £15m of new funding for sustainable travel projects across the country that will promote economic growth and cut carbon, primarily for improvements to cycling and walking. The fund has been split between Sustrans, the UK transport charity, and the Cycle Rail Working Group (CRWG). Projects in our area are:

- Selly Oak Station: secure cycle hub scheme pilot giving an additional 40 parking spaces
- East Birmingham: provision of a link along the Cole Valley, from the committed infrastructure on the Cole Hall Lane bridge to the existing path leading to Babbs Mills and onwards to Solihull.
- ATOC PlusBike Systems Infrastructure: Association of Train Operating Companies, systems, ticketing and reservation system to enable nationwide integrated cycle-hire and train ticketing.

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### The wrong sign in the wrong place

Following our report on a cycling ban on on-road sections of National Cycle Network Route 5 in the February 2012 edition of Birmingham Cyclist, we're pleased to report that signs have now been removed by the city council. By default cycling is not allowed on any footpath or pavement, unless specifically allowed, so there should be no need for signs prohibiting it.

Sadly too many examples of incorrect or just downright idiotic use of traffic signs are still to be found in Birmingham. One example can be seen below in The Worthings, Stirchley, where a shared-use facility seems (senselessly) to be signed on a narrow footway.



A Push Bikes member reported this to the city council and received the following response:

*You are correct that the segregated cycle route sign (Traffic Signs Regulations and General Directions, diagram 957) at the entrance to the Worthings is incorrect and I have requested it is removed as it serves no purpose at all and was not on the signing plan for this scheme. As the cycle route is on the highway at this location they need to install a diagram 967 sign (TSRGD – Route recommended for pedal cycles on the main carriageway of the road).*

So encouraging to see a positive result there and hopefully in future fewer incorrect and unnecessary traffic signs will be installed.

### Discover Cycling Day

After five months in the planning, the inaugural Discover Cycling Day took place on 28 April at the Midlands Arts Centre. The event was supported by Centro (Network West Midlands), our Council, Sustrans, British Cycling, 'On Your Bike' and SkyRide leaders. Although some short rides had been planned for the day, damp weather stopped these but did bring people indoors, where the Centro team in the foyer promoted its Pershore Road Travel Plan and 'pointed' visitors to our tables in the lecture room.



We saw a steady stream of visitors during the day and Push Bikes enrolled 11 new members with most of the 100 information packs we had prepared carried off by visitors.

So, I was well pleased with the day; my thanks to Push Bikes members John Bennett, David Gaussen, Chris Lowe, Paul Webster, David Wilkinson and Donna Norford who volunteered to help on the table or with the rides and, finally a big thanks to Amanda Pickard, Sustainable Travel Officer (Cycling and Walking) at Centro who negotiated with the MAC and other organisations to exhibit. Also to her sustainability colleague at Centro, Helen Osborn.

Graham Hankins

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## Effective Traffic Riding

The March issue of **British Cycling's monthly Member News** included an article 'Effective Traffic Riding' written by Ernie Buck, British Cycling Cycle Training.

Ernie's opening remarks were:

"Cycling Proficiency served the cycling community well for many years. It was based on the concept of safety for cyclists being afforded by separation from motorized traffic. The constant refrain from former instructors and 'seasoned' riders was 'get over to the left – keep out of the way of the traffic.'

This was all very well in the halcyon days of quiet country roads, not so many motor vehicles and greater numbers of people riding bikes. On today's roads with much higher volumes of traffic, being driven by seemingly less patient drivers, cyclists need a whole new set of skills, in fact a completely different way of thinking, in order to ride effectively, and thereby safely, in and with the motoring fraternity. To put it simply, they need to think and behave like advanced drivers. They need to take their rightful place on the road, integrated with the rest of the traffic."

I couldn't agree more.

When helping adults to ride, my first question is do they drive cars? If so, they know the Highway Code and are familiar with observation, anticipation, positioning for best visibility etc. Riding a bike on the road needs all these actions, plus experience of what other road users sometimes do e.g. cars occasionally 'cut corners' so cyclists may have to stop before reaching the 'Give Way' markings. Only road experience teaches this.

But back to 'Effective Traffic Riding' which continued in April with Ernie offered advice on filtering in traffic queues:

"Filtering up the left hand side of high-sided vehicles is almost a complete NO, unless the rider is absolutely sure that the HGV or bus isn't going to move before they can get beyond the cab, out of the driver's blind-spot and back into their field of vision. The best advice is to only do this if, for example, the high-sided vehicle is stopped at traffic lights which have just turned red, and the cyclist is familiar with the light sequence and knows for certain that they have plenty of time."

Just about ok, although I advise against filtering up the inside of the leading HGV at lights unless there is a cycle lane and an Advanced Stop line. But Ernie goes on:

"However, in spite of this advice, if a rider does misjudge the situation and finds her/himself alongside a bus or HGV starting to pull away, they must not hang back, which might seem like the intuitive thing to do, rather, pedal really fast to get to the front and back into the line of sight. You might well incur the driver's wrath, but at least you'll be alive to hear the expletives! Remember, drivers often turn left without indicating."

Oh dear, poor Ernie – he started so well. I couldn't agree less. I have never read such bloody nonsense in my life. In my opinion they **must** hang back - let the large vehicle be on its way – and it **might** turn left anyway. And although the Highway Code is not always helpful to cyclists, it does advise:

"Never accelerate when you are being overtaken" and the moment a large vehicle has started to pull away, a cyclist IS being overtaken."

**Graham Hankins**

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### Hmmmmmm?

The main message, which all agree on, is not to risk filtering on the left of HGV unless you can be sure of getting in front of the HGV before it moves off.

As I understand it, cyclists are crushed against the railings by the side of the HGV as the front wheels take the corner ie the trailer pivots on the rear wheels and the side of the lorry moves towards the railings.

So, if you're near the mid-point of the trailer as it starts off, the only way to avoid the danger is to move. Moving backwards quickly with a bike would be difficult so fast forward is the only option?

Alternatively, if you're well towards the rear wheels, stop asap. If you're towards the front of the HGV, then what would be safer to would probably depend on the sharpness of the corner manoeuvre? So, accelerate might be best?

Perhaps the real worry is the entry points to ASLs being on the far left. Our politician chaps could do something useful by changing the law?

**David**

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## Mr Mac's Bike Club

*Robert Higginson wrote to tell us about it.*

I have begun to get involved with a small charitable group in Handsworth known as Mr Mac's Bike Club. It is based in Grassmere Road, Handsworth, just off Nineveh Road (on the Soho House side).

This group has been around for more than 20 years and exists to help local youngsters. The base site includes a small playground area, but the main feature is a cycle workshop where youngsters may come and get help with cycle maintenance.

Mr Mac's Bike Club is run by volunteers, current opening times are normally Saturday afternoons from 12:00 until about 3 or 4 depending on the weather and how many people are around. Anyone from the Push Bikes committee would be very welcome to drop in and see the type of work done there. You can't miss the main gate, which is by the tunnel under the railway line which tunnel links Ashwin Road to Grassmere Road.

# 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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### Cycling Skills and Fitness sessions

Get on your bike for some cycle training with Solihull Cycle Club's top coach Gary Rowing-Parker on Monday evenings at the Tudor Grange Circuit.

The adults only Cycling Skills and Fitness sessions will gradually increase participants' speed and stamina while at the same time giving them greater confidence riding in a group.

Sessions cost £2.50 each and the fun starts at 6.30pm. Just turn up to have a go or visit [www.solihullcc.org.uk](http://www.solihullcc.org.uk).

Ross Crawford, Solihull News

### Ten of the worst roads to cycle in UK

In March Sustrans' National Cycle Network Manager Martyn Brunt produced a list of ten of the worst roads. Two of these (only two?) are in Birmingham:

- **Belgrave Middleway, Birmingham**  
This ought to work well for cyclists because it's for buses and bikes only. However it's routinely abused by cars and taxis making it extremely dangerous. The nature of the junction and the access to the cycle path on the opposite side of the road means that if you cross on a bike and a car illegally crosses behind you, you are pitched straight into their path. A recent study showed over 300 motorists illegally crossing this junction every day.
- **Severn Street, Birmingham**  
A one-way street with a contraflow cycle lane. Simple enough, you'd think, but it's adjacent to the Mailbox shopping centre and the cycle lane is almost permanently blocked by delivery vehicles and taxis. Riding around these means you're cycling downhill into the path of oncoming traffic. At the end, there's a kerbed cycle lane to join the slip road, which is inevitably blocked by a taxi queuing for the ranks outside the Mailbox. We've never seen any parking enforcement along this road.

Do you agree? The Belgrave Middleway crossing is certainly well known to Push Bikes. Bear in mind that this is only a selection: we're sure that most towns and cities in the UK would have candidate roads.



### CONTACT DETAILS CHANGED? Please let us know

Please could members who have changed any of their details (e.g. name, postal address, email address, bank account) let us know so that Push Bikes can keep in touch. Please email:

**[annpennant@btinternet.com](mailto:annpennant@btinternet.com)**

Or leave a message on: 0121 632 6909.  
Thank you. Ann Griffiths, Membership Secretary

## 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.

## 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 5001 1748  
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: 17 May, 19 June and 17 July.

## 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**

## Push Bikes' Rides

### Wednesday Evening Rides:

#### **Wednesday 2 May, Hopwood House**

Hopwood, Alvechurch

Leader: Simon.

#### **Wednesday 9 May, Harborne**

To The Bell, Old Church Road, Harborne, B17 0BB

#### **Wednesday 16 May, Weatheroak**

To the Coach & Horses Weatheroak Hill, B48 7EA

To join the emailing list, please email:  
[pbrides@pushbikes.org.uk](mailto:pbrides@pushbikes.org.uk)

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.

## Membership Application Form

I/we\* wish to join Push Bikes

May 2012

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 PushBikes' 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 \_\_\_\_\_

### Sunday Rides:

#### **Wednesday 20 May**

Details available soon, check web site

## Members' Discounts From:

Bike Shop	Location	Exceptions
Scott's Cycles (see advert p.4)	Hall Green	bikes
Bike Pro	Rubery	bikes
iCycle	King's Heath	none
Red Kite Cycles	Harborne	none
Sprocket Cycles	Shirley	bikes
On Your Bike	City Centre	none
	Digbeth	bikes

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

