



The Birmingham Cycle Revolution (BCR) is underway, and Push Bikes has seen preliminary designs for two main corridors, Alcester Road and a Hagley Road parallel route. The designs are pre-consultation and will change, but do have some encouraging features.

A contra-flow cycle lane on Harborne Road, that Push Bikes campaigned for before as an alternative to Hagley Road, is on the BCR plans from Five Ways to the junction with Augustus Road. This junction will have traffic signals installed to help cycles cross it, with mandatory cycle lanes continuing on Harborne Road up to Harborne high street. These proposals represent a very significant step forward in infrastructure design in Birmingham, with a high level of continuity and the use of mandatory cycle lanes to give protected space on main roads for cycles.

The Alcester Road plans also include exten-

sive mandatory cycle lanes and to achieve this, space will be taken away from general motor traffic along this main road - something that even one year ago we might not have thought possible in Birmingham. Push Bikes strongly welcomes this new direction at Birmingham City Council.

The plans, however, are still preliminary, and there are several problems to overcome:

Firstly, the current plans have breaks in cycle lanes at bus stops, which affects continuity for cycles. Public transport is important and needs space too, but these breaks will reduce the appeal of the cycle lanes for cycle users. Bus stop bypasses are being implemented in other cities in the UK, such as Bristol and Leeds, but not here. Push Bikes will fight for the option to be in the Birmingham Design Guide, and implemented when funding is available.

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[www.pushbikes.org.uk](http://www.pushbikes.org.uk)

Getting Birmingham  
in the saddle

# Contents

Front Page	Birmingham Cycle Revolution update
Page 3	Space for Cycling campaign details
Page 5	Centro Cycle Hub at Selly Oak station
Page 6	Push Bikes AGM notice
Page 7	Pavement parking and the law
Page 8	Canal towpath update
Page 10	CycleBirmingham - The rides & social part of Push Bikes
Page 11	Bike to Breakfast ride group

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➤ *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 1st Tuesday of each month at 19:00.*

# Update on the Birmingham Cycle Revolution.

Secondly, the limited funds also restrict how much physical change can be made to junctions. Innovative junction designs have been suggested by BCR designers, but if implemented, a single junction would take up all the money for that whole corridor. The current designs are limited by this, so we will not see fully continuous cycle provision until a higher level of ongoing investment is obtained.

Thirdly, DfT regulations will not allow some of the infrastructure designs needed. Birmingham City Council with the other Cycle City Ambition cities and the CTC have drawn up a list of regulation changes that they want and are pushing the DfT to make changes.

## **20 mph zones:**

As part of BCR, 20 mph limits will be implemented across most of Birmingham, with exceptions for most A and B roads. Plans for the first areas, to the south-east of the city centre, have been released.

20 mph limits will make a big difference for cycling, but there must be continuity, to help drivers know what they should be doing. Push Bikes has suggested that many of the unclassified roads initially marked as 30 mph on BCC's preliminary plans should be 20 mph, and that main roads with many local centres along them should have a continuous speed limit to avoid confusing drivers. We hope to see

these suggestions in the public consultation documents in June.

## **Big Birmingham Bikes:**

Part of the BCR funding is being spent on bicycles to loan out in areas of low income, to enable more people to access cycling. 20 cycle hubs, with loan bikes and training schemes, will be created, and 2,000 bicycles will loaned out to people who have completed riding and maintenance training. This will build on previous work on cycle hubs done through LSTF funds.

## **Future funding:**

BCC have submitted an bid for £6 million from a Local Growth Fund, to be matched by £2 million from BCC, to fund phase 2 of the BCR. The result will be known in July. These funds are intended to cover 2016 to 2021, which works out at less than £2 per person per year. In comparison, last year the All Party Parliamentary Cycling Group report called for £10 per person per year spending across the UK.

BCC is restricted in what the BCR can achieve by the competition for piecemeal funding that national government forces on councils. Push Bikes supports BCC's efforts to secure funding, but wishes that national government took cycling more seriously.

For updates, visit the BCR website: <http://www.birmingham.gov.uk/bcr>

# National Space for Cycling campaign

Last year the Parliamentary All Party Cycling Group produced their ambitious Get Britain Cycling Report. The leading MPs were very clear that broad political commitment would depend on cycling issues being raised at every electoral opportunity.

The Space for Cycling campaign aims to secure local and national political support for consistently high standards of cycle-friendly design and the funding needed to deliver this. By campaigning on these issues, we are also looking to strengthen local campaign groups and CTC's relationship with them, thereby increasing the strength of the 'cycling vote', and hence our capacity to secure manifesto commitments from all of the national political parties to spend at least £10 per person annually on cycling, ahead of the next general election.

The national campaign builds on the "Space for Cycling" campaign, which the London Cycling Campaign is running in London in advance of the London borough elections. However, the 'Space for Cycling' banner has resonated with local campaign groups elsewhere in the UK, creating an opportunity to build a national campaign, adapting the banner to the very different political circumstances across the UK.

CTC, the LCC, Cycle Nation and many leading local campaign groups like Push Bikes in Birmingham and sister

campaigns in Manchester, Leeds, Sheffield and Newcastle have agreed to work together on this national campaign. Some funding for this has been secured from the Bike Hub a cycle industry supported body.

As we do not have local elections in all councils, the plan is to ask individual Space for Cycling supporters to email their existing councillors to ask them to sign up to commit to high standards of cycle friendly planning and design and to seek funding to deliver this. These individual supporters will also be asked to join existing campaign groups or form new groups in areas where these do not exist. We will also encourage CTC members and affiliated groups to support local campaigns and manifestos.

Then, in the run up to the 2015 General Election we should see well organized and supported Space for Cycling campaigners emailing local MPs and candidates seeking their pledge to support Space for Cycling.

**Professor David Cox OBE**  
**Chair of Council**  
**CTC**




# The Birmingham Cycle Revolution and Space for Cycling campaign.

Here in Birmingham we have been lucky that we have received 2 years of funding for Birmingham City Council's Birmingham Cycle Revolution. BCC is working hard to deliver quality cycle infrastructure with that money, but it is difficult to build up capacity to deliver and spend the money effectively within a 2 year timeline. What is achieved in these two years will begin to show what the Birmingham Cycle Revolution could deliver, but that promise will only be delivered on if political and financial support continues.

Space for Cycling has support in BCC, with the cabinet member for a Green, Safe and Smart City, **CLlr James McKay** saying, "The national 'Space for Cycling' campaign chimes in perfectly with Bir-

mingham City Council's ambition for a Birmingham Cycle Revolution, and I'm pleased that we have secured some initial funding to get started. However, sustaining our 20-year ambition to transform Birmingham into a cycling city will need longer-term funding support."

Please show your support for the BCR by asking your local councillors to sign up to the Space for Cycling principles.

Every letter that councillors receive will make a difference, by showing them the support that there is for cycling in Birmingham. 

**Chris Lowe**  
**Chair of Push Bikes**

## We need Space for Cycling

By improving the design standards of our streets, we can all enjoy the health benefits, improved air quality and reduced congestion that cycling has to offer. Join the call for:



**Protected space  
on main roads**



**Cycle-friendly  
town centres**



**Removing through  
motor traffic**



**Routes through  
green spaces**



**Lower speed limits and  
20mph in residential areas**



**Safe routes  
to schools**

**Challenge your Council to create safe space for cycling at:  
[www.space4cycling.org.uk](http://www.space4cycling.org.uk)**

# Cycle hub opens at Selly Oak station

A secure, weather-proof, cycle storage facility has recently opened at Selly Oak rail station. It is the first of several planned by Centro, with three others currently being built at Stourbridge Junction, Rowley Regis and Longbridge. Selly Oak has 25 cycle parking spaces via a mixture of two-tier cycle parking racks and Sheffield stands.

The Cycle Hubs provide 24 hr access via a smartcard, with internal low-energy lighting at night and dedicated external live CCTV monitoring, linked back to a control room and internal locally recorded CCTV. To use the hub, you need to apply to Centro. It is free but there is a £20 returnable

deposit. To join visit [http://www.networkwestmidlands.com/Cycling/Hubs/Cycle\\_hub.aspx](http://www.networkwestmidlands.com/Cycling/Hubs/Cycle_hub.aspx)

Baroness Kramer (Transport Minister), who performed the opening ceremony on the Selly Oak Hub, said: "It is fantastic to see these facilities delivering environmental benefits while helping people keep fit. If we are serious about helping people to make greener journeys, we need to make it easier. This new cycle hub does just that, allowing people to securely store their bike at the station and take the train knowing their bike is safe." ➡

**John Bennett**



Amanda Pickard, Centro's Walking & Cycling officer, with John Bennett inside the new Cycle Hub

# Push Bikes AGM - 3rd June 2014

**Location:** Carrs Lane Church Centre (B4 7SX)  
**Date:** 3/6/2014  
**Time:** 7:30pm

At the AGM we will discuss Push Bikes' activities over the last year, and what direction our activities should take in the coming year.

Naturally, this activity is being driven by the Birmingham Cycle Revolution, so we have invited speakers from Birmingham City Council to come to

talk about BCR, including **James McKay, Cabinet Member for a Green, Safe and Smart City.**

In May we will put up an agenda for the meeting, as well as any motions to be voted on. Please check the website for updates. We will also be re-electing Push Bikes officers at the meeting.

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# Pavement parking and the law

While there is a national ban on pavement cycling, unless signed otherwise, the same is not true of **pavement parking**, despite the considerable nuisance it causes to the pavement-using public, especially the mobility impaired, and the damage it causes which cash strapped councils have to repair (and/or face trip claims etc). There are three problems:

## Parking on the pavement

Historically, legislation provided for a national ban on pavement parking but the necessary regulations were never introduced and the law was eventually repealed in 1991. What we are left with is confusing at best: a complete ban in London and variable local regulation elsewhere. Here in Birmingham, according to the BCC website: *"It is an offence for a person, without lawful authority or excuse, to wilfully obstruct the passage along the highway. This applies to vehicles obstructing pavements and would normally be dealt with by a [penalty charge notice]."*


There does not appear to be a specific BCC area offence of pavement parking but being *"parked causing an obstruction"* and being *"parked wholly or partly on a cycle track"* both carry the higher tariff of £70 (reduced to £35 if paid within 14 days).

## Driving on the pavement

In the meantime, the Highway Code (Rule 145) states that *"You MUST NOT drive over a pavement, footpath or bridleway except to gain lawful access to property or in the case of emergency"*. This depends on legislation as old as the Highways Act 1835. This is punishable with a fixed penalty notice (unless appealed, in which case it goes to court).

## Enforcement

This is the real problem: the lack of enforcement. Pavement parking (and hence driving) is so endemic as to be borderline socially acceptable, perhaps with the rationale *"why park on the road when you can park half on, half off?"*

The lack of clarity in the law is part of the problem. This leads to appeals against fines which cost far more to administer than the fine itself. But a council that is committed to promoting cycling and walking has to do better than that. Push Bikes members can raise awareness of the issue through their local police stations and councillors. 

## Philip Sutton

[Living Streets have a campaign on this issue. See: <http://www.livingstreets.org.uk/make-a-change/urgent-actions/pavement-parking>]



# Cycle Revolution update: Canal towpaths work

*The Canal and Rivers Trust is working with BCC to resurface the canal towpaths. **John Harris**, the West Midlands Enterprise Manager for CART has provided this update for Push Bikes:*

The CCAG works to the canal network commenced on site in early January 2014, and we have started on the northern towpath of the Birmingham Main Line Canal, Spoke 1, between St Vincent Street and the edge of Sandwell. This is mostly towpath resurfacing and localised widening works, and will hopefully be completed by mid April, weather permitting.

For the works to improve the towpath of the Worcester Birmingham Canal, Spoke 2, between Granville Street and Lifford Lane, we are currently awaiting our contractor's detailed programme, however given the scale of this element of CCAG, I anticipate it running through to late Autumn (dates

are to be confirmed!).

Our contractors are also currently pricing Spoke 3, which is the Birmingham and Fazeley Canal between Snow Hill Arches and Salford Junction (under Spaghetti Junction), which I anticipate commencing as soon as Spoke 1 is completed. Further Spokes include the Grand Union Canal, Birmingham and Warwick Junction Canal, and additional sections of the Birmingham & Fazeley Canal, which we are beginning to detail at the moment.

Our project team are also busy designing new access to the canal at Five Ways Station (Islington Row), University Station, and Erdington Hall Bridge as part the wider programme of works. There might also be improvements to access at The Ackers on the Grand Union Canal, but current discussions are at an early stage. ➡



The start of work on Spoke 1.

# Join Pushbikes and help improve cycling for everyone in Birmingham



# CycleBirmingham

The rides & social part of Push Bikes

Our **Wednesday night rides** usually meet at either the Midland Arts Centre in Cannon Hill Park or by the Bull statue outside the Bull Ring Shopping Centre, at 7:15pm for a 7:30pm start. We also have weekly **Saturday Gentle Cycling rides** starting at 10am from Bournville, and **monthly Sunday rides**, which are longer in length and general start from Kings Norton railway station. We always try to pick quiet(er) routes: cycle-paths, parks, towpaths, quiet side roads and country lanes.

The important bit – Information on our rides:

*Facebook:* [www.facebook.com/groups/cyclebirmingham](https://www.facebook.com/groups/cyclebirmingham)

Click 'Join Group' to see the posts

and photos. An 'event' is created for each ride so that each group member receives an invite.

*Twitter:* [@cyclebirmingham](https://twitter.com/cyclebirmingham)

*Birmingham Cyclist website:* [www.birminghamcyclist.com/group/cyclebirmingham](http://www.birminghamcyclist.com/group/cyclebirmingham)

Information on the Birmingham Cyclist website is open for anyone to see, and if you join the group then you will get a notification when there are new posts.

If anyone has a question, you can email the Rides Team Members at [pbrides@pushbikes.org.uk](mailto:pbrides@pushbikes.org.uk) – we are always happy to answer any questions.



The Sunday ride on the way to Hartlebury this April

# Bike to Breakfast

*Recently, Push Bikes was contacted by **Richard Pope** about an informal rides group that he has started up:*

'Bike to Breakfast' began two years ago, the result of 'someone's' reluctance to pedal aimlessly just to lose a few pounds.

"Let's go cycling", she said. "No", he replied. "Well, what do you want to do on a Saturday morning?". "Eat breakfast", he said. "Well, let's bike to breakfast."

So we did. Every Saturday morning, come rain or shine (unless it was really horrible!). We started tweeting and people started joining us, either en-route or at Saturday's chosen venue. Our preferred route begins in Sutton Coldfield at Newhall Valley, crosses Eachelhurst Road at Pype Hayes, onto the canal at Castle Vale to Spag Junction and into the City on the Birmingham & Fazeley Canal. Then (decisions, decisions) a left to the Custard Factory and the delights of Digbeth or straight into town to breakfast in the City, Brindley Place, the JQ or Edgbaston. It's a great run since the trail through Newhall Valley was finished, and the canal paths are mostly smooth and safe.

Return journey might take us up through Brookvale Park, Witton, Kingstanding, Sutton Park and home. Give or take it's a 26 mile round trip, a bit of exercise, a bite to eat and a proper laugh with like-minded people.

Sometimes it's just 3 of us, sometimes 14. In case you're wondering, the calories burnt always seem to exceed the calories eaten!

We want to share this so instead of it being our little 'tag', perhaps 'Bike to Breakfast' could become a cross-City initiative? Whether you're north, south, east or west, the cycling infrastructure being invested in should eventually enable any citizen to get on a bike and cycle safely into our great City... for breakfast!

It's a little bit about doing some exercise. It's a bit about supporting local independent restaurants and cafés. It's a lot about food and fun. Join in?

You can follow Bike to Breakfast on Twitter - **@BikeToBreakfast**





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Web: [www.cycleinjury.co.uk](http://www.cycleinjury.co.uk)

Call us on:

**0121 212 0000**




## Join Pushbikes

Birmingham has done much for cycling, but there is still a lot to do. We currently have several campaigns in progress and are in frequent contact with local councils over cycling issues whether raised by cyclists or matters the councils contact us about, as they believe they might affect cyclists and therefore ask for our views. With the new funding for cycle infrastructure

announced by the DfT in August 2013, it is even more important that we influence local planners and Centro and local councils to build good quality infrastructure that increases the safety of cyclists.

Your support for PushBikes will help benefit cyclists in and around Birmingham and Solihull.

Please fill in the form to the right to join us. 

## Push Bikes Members' Discounts:

Push Bikes members receive a 10% discount in a number of shops.

Please note that you will need your Push Bikes' membership card to claim the discount.

Shop	Location	Exceptions
Scott's Cycles	Hall Green (B28 9HW)	Bikes
Scott's Cycles	Rubery (B45 9HY)	Bikes
Bike Pro Racing	King's Heath (B14 7JZ)	None
iCycle	Harborne (B17 9QH)	None
Red Kite Cycles	Shirley (B90 3DX)	Bikes
Sprocket Cycles	Digbeth (B5 5TH)	None
On Your Bike	Digbeth (B5 6HY)	Bikes
Fletchers Autostores	Duddeston (B7 4LS)	None
Mechanix Bicycle	Moseley (B13 8EH)	None

# Join Pushbikes

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Address			
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Mobile Tel.No		Home Tel.No	
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Subscription Type (please tick the relevant box)			
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