

No. 59 - Spring 2006

Newsletter of the
Bristol Cycling Campaign
FREE to members

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- *Contraflow Competition*
- *Moto-cross*
- *Velos in Vienna*
- *Coasting around Britain*
- *Wednesday Wheelers*



Bristol Cycling Campaign



...is working for saner transport and planning policy for Bristol. Its aims include:

- 1) A freeze on road building
- 2) Control on traffic entering the city when pollution is high
- 3) Council budgets supporting sustainable transport, especially cycling.
- 4) Speed limits in urban areas reduced to 20 mph.

This is your campaign and there are plenty of opportunities to get involved.

Bike shops giving discounts to BCC members

(remember to take your membership card along with you!)

Ashton Cycles, Bedminster	5%
Bike, Queens Avenue, Clifton	10%
Harvey's, Henleaze Road	9%
Mud Dock, The Grove	10%
Dave Bater,	
Downend and Park Street	10%
Overbury's	10%
Psyclerwx,	
Abbotsford Rd off Cotham Hill	10%
Pembury Cycles,	
Highridge Road & 41 Gloucester Rd	10%

(parts and accessories only)

Bristol Cycling Campaign contact details:

Mail (including articles for this magazine if you don't have email):
Box 60, 82 Colston Street, Bristol BS1 5BB

Website: www.bristolcyclingcampaign.org.uk

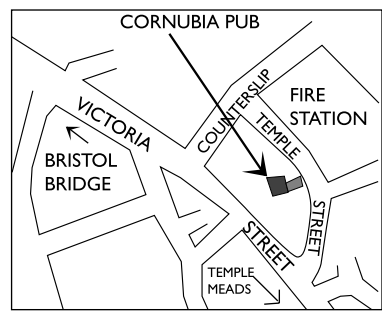
Join via our website or email: join@bristolcyclingcampaign.org.uk

For other information email: info@bristolcyclingcampaign.org.uk

Email for magazine articles: editors@bristolcyclingcampaign.org.uk

BCC smart group: This is a useful way of keeping in touch with what's happening cycle-wise in Bristol and is dead easy to join. Just send an email (from the address that you want to receive the mail) to bristolcyclingcampaignsubscribe@smartgroups.com or if that's too much you can subscribe with a few clicks from the BCC website at www.bristolcyclingcampaign.org.uk

Business meetings
First Thursday of each month at the Cornubia Pub, Temple Street (off Victoria Street) in the city centre. Meetings start at 8pm and are held in the meeting room on the first floor. All are welcome.



Useful Phone Numbers

- **Problems with Bristol's traffic-free greenways**
Bristol & Bath Railway Path 922-3719
Ashton Pill Path 903-6822
Malago Greenway 922-3838
- **Problems on the highway** 922-3838 Mon-Fri 8.30am-8.00pm.
Helpful line for reporting problems with road surfaces, street-lighting, problems on shared pavements, broken glass and burnt-out cars – They now have a quick-response policy to broken glass.
- **Parking hotline** – 922-2198 to report illegal parking on yellow line(s) &/or adjacent pavement when parking is banned
- **Smoky diesels** (National number) 0870-6060-440 option 6
- **Traffic light problems** 0800-854-229
- **Police** 927-7777 for all departments. Use this line to complain about speeding, pavement parking etc.
- **Redfield Beat Police** for Bristol end of Railway Path 945-5727
- **South Gloucestershire Council "Streetcare"** 01454-868000
- **Environmental Transport Association** To claim discount quote Ref number 1506 1999 and your BCC membership number

Other cycling groups in Bristol area

CTC www.ctcwest.org.uk/bristol

Cyclebag East www.digitalbristol.org/members/cyclebag/intro.html

Avon Outdoor Activities Club (summer rides only) www.aoac.co.uk/

Mountain Biking www.bristolmountainbikeclub.com & www.bristolmtb.co.uk

Bath: "Recycle Your Sundays" bike rides hazelpennington@waitrose.com

"Resole your Saturdays" eco-walking group tmg086@tiscali.co.uk

Bath Cycle Campaign www.bathcyclingcampaign.org.uk



This long thin sticker (approx 10 inches long) fits along your top-bar or similar part of your bike. Show drivers that your bike is not part of the traffic problem! Available at meetings for just 50p each or 3 for a pound or through the post from Rowland on 0117 951-2157 or Rowland.Dye@cooptel.net



Spring in our saddles



Welcome to the Spring 2006 issue of the Bristol Cycling Campaign magazine. You'll see our cover picture shows, not only our great new tabards, but even more importantly the size and vitality of the **Critical Mass Bike Ride** last December. See our glowing review of how Critical Mass has been reborn in a new and-improved form, and why we should consider supporting it again.

Climate Change will be very much the theme of 2006 for many environmentally aware campaigning groups, including ourselves. If you're thinking of planning your summer cycling holidays round the "**Climate Change Camp**" being planned up north check www.climatecamp.org.uk. If this follows in the mould of the G8 Convergence Camp in Scotland last year then I think it's a must. Locally, the Forces of Darkness plans for the Airport Expansion and the inevitable massive road-building program that it will justify, are truly frightening. It is no exaggeration to say this will wipe out, at a stroke, any prospect of environmental gains for a generation!

More bad news is that BANES have ignored our petition and all other reasoned arguments, and look set to allow horses onto sections of the Railway Path as an "experimental" measure. Heard that one before folks? We don't know when this will start, but when it does the person to complain to is Alison Sherwin on 01225 394049 or email her on Alison.Sherwin@bathnes.gov.uk.

On the positive side, the new **Cycle Maps** are proving very popular. When we've done stalls they positively fly off into peoples' hands. Apparently local bike shops can't get enough of them, and one of our members is passing on some tips on distribution. We did get a bit of flack for criticising the errors. It's true an immense amount of hard work has gone into their production, and possible the error rate is fairly low. However, it just takes one cock-up somewhere to send people off in the wrong direction, and maybe off cycling. I checked two routes I know well, and this was the case! To be worthwhile, the maps have to be made near perfect. And that's what we want to help the Council to do. YOU, the members, are the scouts on the ground, so if you haven't done so already, send in your feedback to the Council to improve the next print-run. An article inside tells you where.

Remember the **Missing Link**? Well all your letter writing must be working! John Grimshaw from Sustrans reported recently that there has been some progress. If you haven't written yet, read up in the Autumn 2005 issue and contact the new cycling officer Jonathan Gall, who apparently is himself a keen cyclist, email Jonathan.Gall@n-somerset.gov.uk. And talking of Sustrans, plans are progressing for a brand-new off-highway quality cyclist route in the Backwell direction. As anyone who's ridden out of Bristol beyond Long Ashton knows, the "lanes all run the wrong way". This route should be real progress.

The **ONE LESS CAR** slogan is really an idea whose time has come. A search engine must have recently found the advert on our website and there's been a steady flow of enquiries from elsewhere in this country, and recently from a Bristolian who's an English teacher in Japan. We hope for an interesting photo for the next mag.

We're really impressed that a group of students at UWE have kicked off an **BUGS** group (remember BUGS?) and are running regular stalls and rides to encourage others to use their bikes, instead of cars, or instead of paying silly bus fares to get out to Frenchay. A big WELL DONE.

The next mag should be out in late May with up-to-date news for National Bike Week in June. But this will only happen with YOUR help. We need rides-leaders, more copy (to bcc-editors@bristolcyclingcampaign.org.uk), we need more editors to produce the mag, and we need a new coordinator - Situation Vacant. And as a group, we shouldn't just be getting the mag out, we should be doing much much more real campaigning. The group has the funding, we just need YOU to want to get on with YOUR brilliant ideas.

And finally.....The sun is getting higher in the wintry air, spring flowers are pushing up their heads. Haven't you ever wondered if National Bike Week was just a tad late in the year? So bright souls have dreamed up a **Spring Bike Film Festie**. This will kick off with a guided family-friendly bike ride from the Centre. Join the fun. Then take your seats for a bike classic movie at the Cube. You'll find a flyer in this mag, so tell your friends, give out copies, and come along with the family on your bikes.

Rowland ☺

cycling

Cyclists driven off road by new Highway Code

A seemingly innocuous addition to the new Highway Code, which tells cyclists to "use cycle facilities where provided", will have serious legal implications for those who choose to cycle on the road. CTC fears insurance companies are likely to use the wording of the new Code, which has recently been re-drafted, as an excuse to reduce the amount of compensation that they pay if a motorist hits a cyclist that has chosen to use a road rather than a nearby cycle facility. CTC Campaigns & Policy Manager, Roger Geffen, told newsnet: 'Cyclists have the right to choose a direct route using roads rather than the meandering, badly-designed and poorly-maintained paths that often pass as cycle facilities. This well-intentioned but highly prejudicial Highway Code rule must be changed before it's too late.' The online CTC campaign to change the wording of the draft Code takes less than 2 minutes to join. To help get this changed go to:

<http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4303>

shorts



New Bristol Transport Alliance

Major plans are afoot which threaten to vastly increase traffic, pollution and carbon emissions in the Bristol area.

Planned expansion of Bristol Airport and building of new homes to the south of Bristol will be accompanied by major road building schemes, including a South Bristol Ring Road. These plans ignore the need to reduce carbon emissions and to provide alternatives to expensive, polluting private transport. Nor do they serve the needs of local people.

To combat this threat, and to promote the kinds of transport initiatives which are needed to reduce congestion, pollution and the need for fossil fuels, local groups are joining together in a Transport Alliance which will provide a unified voice to put pressure on local and national government. So far, the Transport Alliance includes Bristol Cycling Campaign, Friends of the Earth, Living Streets (formerly the Pedestrians Association), Friends of Suburban Bristol Railways, Reclaim the Buses, the Civic Society and Clifton and Hotwells Improvement Society.

Our aim is not just to campaign against the damaging proposals for road and airport expansion, but to provide viable alternatives for sustainable transport in the region. To do this, the Transport Alliance is putting together a manifesto which will spell out the measures needed to provide long-term transport solutions for Bristol. BCyC, for instance, can provide input on how to improve cycling provision, though of course it shouldn't be restricted to cycling. The need for action is urgent, so we hope that other organisations who share our aims will join us. Next Transport Alliance meeting is at the end of April. Anyone interested should contact Pip Sheard at pip_sheard@hotmail.com. *Cathy*

The History of Critical Mass

Critical Mass originated in 1992 in America, but is none the worse for that! A BCyC member was inspired the power of CM whilst in the US and imported the idea to Bristol on her return. BCyC was leading the way with campaigns for cleaner air, slower speeds, and more cycling officers and was also one of the first groups in the UK to hold regular Critical Mass rides, beginning on February 4th 1994, London followed in April 1994!

The first Bristol CM met at the Arnolfini, attracting around 50 people by word of mouth (pre email days!!) and anonymous flyers, (printed and distributed by BCyC members) left on bikes around the city. The Spring 1994 BCC newsletter reported "Unfortunately things didn't go quite as planned; some motorists failed to show the patience and tolerance of other road users for which Bristol's drivers are justly famed, a few of the cyclists responded by blocking the cars' way for an unacceptable few seconds, and things ended with an angry driver steering into a couple of the riders. One was carried some way on the car, and lucky not to be hurt badly".

But this incident didn't detract from the joyous nature of the event. I was there, and I recall the immense feeling of confidence and the 'high' that we all experienced from occupying the road-space in a way that none of us had ever experienced. This was new to us, though something all car drivers take for granted every day!

The rides continued monthly, growing in size, but we always managed to outwit the police, who could never reach us because the traffic congestion prevented them getting to us in their cars. The few times they did catch up with us, they were sympathetic, and never halted the event, after all, they know the reality of who causes most traffic accidents. Occasionally they asked to speak to the organiser, but of course there never was an organiser, leaving them totally bemused.

The CMs continued over the next year and the October 95 event is famous for its carnival feel as we were joined by the famous "Rinky Dink" pedal powered cycle-music-and-lights show. Whistles were on sale and the 150 odd cyclists made a lot of noise, enjoyed a car-free city centre and had another sociable ride. A participant recalls that the ride was twice fast as last months - reaching 5 or 6 mph on occasions!

The rides dwindled in the dead years of the late 90's to resurface with vengeance in 2005 attracting hundreds of cyclists from a new generation. The spirit of CM lives on!



Back on the streets BCyC and Critical Mass



As those with long memories will know, until a few years ago this campaign was a supporter of the frequent critical mass rides which took place in the city.

The article on the previous page has already highlighted how these rides had become a regular occurrence – perhaps too regular, it could be argued, since the route rarely varied, and neither did the response from the police. To me, the essence of a critical mass is its positive celebration of the freedom and right to cycle round a city that is becoming ever more intimidating with rising traffic levels and driver aggression. The celebration and excitement comes from several elements: the unpredictability of the route, which helps maintain a sense of adventure, a co-operative approach that sees riders look out for each other, and a peaceful but confrontational spirit that sees riders neither retreat from driver intimidation nor become aggressive towards them. A dozen smiles cycling by, a few minutes stuck in your car and then you'll be on your way.

It was a lack of some or all of these elements that led this campaign to abandon the regular rides (which in any case had been diminishing in size for some time) a couple of years ago. Participants felt that the aggression displayed by drivers, coupled with heavy-handed intervention by the police, was leading to a situation where someone could be seriously injured, or worse.

The new critical mass rides, called at the end of last year in response to the clampdown on similar rides in London and world leaders' failure to tackle climate change therefore were faced with a challenge – how to avoid the mistakes of the past.

But in effect one additional mistake had already been avoided – the demonstrations had clear messages about the freedom to protest and the need for immediate action on climate change.

Coupled with the uncharted territory they ventured into (Bedminster!) and a positive, lively spirit where everyone watched out for one another the demonstrations arguably made a bigger impact than before, without any real confrontation with either drivers or the police. In this light, Bristol Cycling Campaign decided this year to support the 'new look' Critical Masses – but the need to have a clear message, beyond just "we're cyclists and we're angry" remains as important now as it ever was.

Crash 🌀

The Grim Reaper

I remember some of the early CMs and particularly being one of the lead riders when the caterpillar of the Rinky Dink rig and a solid phalanx of cyclists wound their way around the town one crisp and clear autumnal evening. Those were heady moments. But I also remember the close shaves with killer drivers, punitive arrests by the police, and the soul-searching debates in BCyC circles. It was finally agreed that we could not accept the moral responsibility of helping organise events which could lead to someone else being maybe injured or even killed. Yes, the risks were that unpredictable. Reluctantly the group withdrew their support, waiting until maybe the time when Critical Mass would arise, like a Phoenix from the ashes, in a new and improved form. Maybe that has time is now?

Rowland 🌀



A Cross between the Fat Controller and Dr Beeching

In reaction to the way that Alistair Darling, the Transport Minister, is dictating to the rail companies about which services they should or should not run, Chris Grayling, the Shadow Transport Secretary, has said of him that he seems to be turning into "a cross between the Fat Controller and Dr Beeching."

First (Buses and Trains) has agreed to pay the DfT £1 billion over the next ten years for the right to operate the Greater Western franchise, starting 1 April. It was hoped that First would use its profits from the lucrative London-Bristol main line to prop up rural services in Devon, Cornwall, and elsewhere in the South West. But, contrary to expectations, the DfT is allowing First to CUT services on the branch lines to fund other parts of its network including the GWR intercity services, suburban services out of London Paddington, and regional services (mainly former Wessex Trains services)

From 1st April the timetables (including the former Wessex ones) will be unchanged. But at the time of writing to press it seems the cuts will be to the rolling stock instead. For instance, the Severn Beach line will be cut from two coaches (which presently carries 8-12 bikes) to a one coach (2 bikes maximum) The Cardiff to Portsmouth trains, will shrink from three coaches to two. This is despite chronic, peak-time overcrowding.

From December 2006 the timetables will change radically throughout the Southwest. The main cuts will probably be to late trains. Passengers will be unable to get home by train from late evening outings, or will be put off travelling by train altogether.

Just recently, at a local Labour party meeting held in Weston-Super-Mare on 18 March, speaker Julian Crow, General Manager of First Great Western, confirmed that the proposed timetable would be considered over the next few months in the light of the flood of passenger responses to the draft timetable. Keith Walton of the Severnside Community Rail Partnership confirmed that the reduction of rolling stock was controversial, especially on the Cardiff to Portsmouth line. Although the main public consultation is closed, your MP can influence the decision, until mid April. So get writing ASAP. FFI visit now.

Terry/Lucy ☺

Clifton Suspension Bridge Suspension!



Any warm weekend people, on foot and on bikes, stream across Brunel's Suspension bridge as the most direct and level route. Latterly, for major outdoor events the bridge was getting so busy that it was closed to vehicles to leave more room for the people!

So in 2004 many of us were shocked when the bridge was closed completely during major events. Last year this happened during both the Balloon Fiesta and the Orange Music Festival. Just when it could have contributed so much to increased cycling and walking to the festivals.

BCyC approached the body that runs the bridge – the Clifton Suspension Trust. It turns out the Bridge Master was asked to close the bridge by both Bristol and North Somerset Highway Authorities and by the Police. The main problem is the sheer volume of people who would like to pour onto the bridge on their way to and from Ashton Court. The bridge is old but perfectly able to take normal traffic, both vehicular and pedestrian. In fact there are weighbridges at both ends and the

barriers can control access. However, the trustees have taken advice from engineering consultants who have told them that under certain conditions the bridge could become unsafe. A bridge full of people is far more loaded than one with a few cars on it and there is a real risk of it not withstanding the strain.

So why don't they limit the number of people getting onto the bridge? Mike Rowland the Manager of Visitor Services for the Trust said 'In 2003 the ability to control the crowds was called into question when despite the considerable efforts of stewards, mounted police, many police on foot and the bridge staff, the bridge was in serious danger of being overloaded.' Mike Rowland also believes that 'there is every likelihood that the bridge will be closed again for the music and balloon weekends in 2006'.

The pedestrian and cycling routes from the Cumberland Basin area are at present hard to find and almost unsigned but apparently plans are being made for them to be well-publicised and signposted in time for the summer's festivals. But of course the inevitable 'more car parking on site' is also in the plans. In contrast to this, the Balloon Fiesta organisers apparently feel no need to provide cycle parking and seem to be discouraging people from bringing bikes into the fiesta area!

So, if anyone can think of a way of controlling thousands of drink and drug addled revellers, the Trust would like to hear from you! Meanwhile, latest news is there is little sign of improvements for accessibility to the Balloon Fiesta 2006. **So it depends on YOU - write to your local Councillor asap to keep the pressure for better cycling/walking access to Ashton Court this year.**

Terry and Veronica ☺

Over the years Ashton Court has become a favourite destination for Bristolians, particularly in the summer months.



Going against the flow

Contraflow cycle lanes? Do you use them? Do you know what they are? If so, you'll probably want some more!

Cycling is supposed to be about getting from A to B faster than you would by car in a city like Bristol. One great way of doing this is providing facilities for cyclists to cycle the 'wrong way' up one way streets. These are known as contraflow cycle lanes. Such simple schemes have been in place for years – in fact the Department for Transport singles out Bristol for praise for its varied approach to designing new contraflow systems (see http://www.dft.gov.uk/stellent/group/s/dft_roads/documents/pdf/dft_roads_pdf_504719.pdf) for some examples.

The photo below is taken on Morley Street in the Dings area of Bristol, and gives a good idea how useful these simple little facilities can be in providing those on bikes with both protection from traffic and a safe and efficient route to their destination – provided these facilities are well designed, of course!



So, dear BCC member, this is where we want your input: we have been discussing contraflow cycling with Bristol City Council and they have agreed to consider a wish list of 'top ten' contraflow facilities in Bristol. We want you to write to us with the places you would most like to see contraflow lanes put in. Obviously neither we nor the council can guarantee that your suggestions will come to fruition – but providing plenty of information, sketches, photos and compelling reasons you can provide as to why you think a contraflow lane should be put in, the better chance they have of being built!

There are a range of different contraflow lanes – from simple schemes which involve just a sign at the entry to a one-way road which legally permits contraflow cycling, up to the more elaborate schemes seen in the Dings or in St. Pauls.

No-one can fail to have noticed that Bristol City Council is particularly strapped for cash at the moment (can anyone remember it being any other way?) so we would suspect that the simpler but more effective the scheme you are suggesting, the



better the chance it will have of getting off the drawing board.

So send us your ideas: by email (bcc-editors@bristolcyclingcampaign.org.uk) or by post, using the form below. Please remember to clearly mark where the scheme is and how you think lots of cyclists would benefit. Remember to refer to your Bristol map for cyclists sent out in issue 58 of The Bristol Cyclist to see how it links up with the wider cycle networks!

Crash ☀

CONTRAFLOW CYCLING CHALLENGE:
I propose the following street or location (please be specific, and include photos or sketches if possible):

Please return to: Bristol Cycling Campaign, Box 60, Booty, 82 Colston Street, Bristol BS1 5BB



BCC RIDES: Spring

diary

APR

MAY

JUN

Date	Details		Miles/Pace
2nd	Chepstow Market. Out through Severn Beach and over the Bridge towards Chepstow. Possible stop at waterside. Bring a packed lunch		40 miles
9th	Cake Chomp at Chew Valley Lake Slightly hilly but easy pace		25 miles
16th	Hillesley and Wooton		45 miles, hilly
23rd	South of Bristol with lunch at lovely pub in Churchill		35-40 miles
30th	Burrington Combe		45-50 miles
7th	Bluebells ride and walk – Portbury. Bring a lock		20 miles
11th	Sabrina Social!		0 miles
21st	Tormarton		32 miles, some hills
28th	Visit to lovely gardens at East Harptree Picnic pub stop at Hinton Blewitt. Tea and cakes available at garden.		30 miles, hilly
4th	Ride and Roam on Round Hill Bring rucksack, sturdy footwear, bike lock, and packed lunch.		20 mile ride and 6 mile walk
11th	Visit to Barley Wood walled garden, with optional detour to Bristol Bike Fest at Ashton Court on way back		40 miles, hilly
17-25	National Bike Week!		
18th	Avon cycleway challenge. The whole Avon cycleway loop, clockwise from Pill. Lunch at Chew Valley Lake café. Bring lots of snacks!		85 miles
25th	Bristol's Biggest Bike Ride! Choice of 5 routes - visit website for details and registration forms http://www.bristol-city.gov.uk/ccm/navigation/transport-and-streets/walking-and-cycling/		10-40 miles

The Bristol Cyclist

Ahoy there!

The next Sabrina social and quiz with special entertainment will be on Thursday, 11th May at 8pm.
The Sabrina is a floating pub moored by the Bascule Bridge which links Queens Square and Mary Redcliffe.




Sabrina Social

key: suitable for beginners; not suitable for beginners See our website for last minute changes and additions:

Start	Ride Leader
10am, Downs Water Tower	Susan 07760 197567
10am Arnolfini	Lucy 07790 106055
10am, start of Bristol-Bath path	Howard Yeomans 01454 850055
10am Arnolfini	William Baker 0117 9340941
10am Downs Water Tower	Liam Morris 0117 3772846
10.30am Arnolfini	Adrian Hill 0117 9294618
8pm at the Sabrina: see below	
10:30am, Valentine's Bridge	David Burrowes 0117 9730846
10am, Arnolfini	Adrian Harrison 0117 9294618
10am, Arnolfini	Rowland Dyc 07711 214168
10am, Arnolfini	Sue Nichols 07760 197567 0117 9222843
9am Arnolfini	Howard Yeomans 01454 850055
Millennium Square 9am onwards	Bristol City Council



Vanunu Freedom Ride

This Easter there will be a long distance bike ride to highlight the continued detention of Israeli nuclear whistle-blower Mordechai Vanunu. Starting from Faslane Nuclear submarine base in Scotland on Friday 7th April the ride will proceed via Glasgow, Carlisle, Manchester, Birmingham, Oxford arriving in London on 21st April. FFI www.vanunufreedomride.org.uk

Bicyclogy Roadshow 2006

Coming out of the spectacular success of the G8 Bikeride 2005 is a bigger, shinier, more ambitious project. We loved working, cycling and demonstrating together so much that we have decided to try to reach more people in a similar way. This time the format is a bike roadshow involving workshops, outreach, climate change awareness, bike maintenance, bike-art, sustainable living, cinema, cafe and street performance. We will cycle to towns around the country linking up with local projects and campaigns to spread the word about all things bike-related, eventually ending up at the Climate Camp in the north of England in August. We are looking for people to join us who feel they have these skills or more. These could be mechanical, artistic, musical, theatrical, educational, environmental, or even bike tricks. Help us push the boundaries of what can be done with using pedal power! To get involved contact info@bicyclogy.co.uk

New Streets A live Website

Streets Alive have now gone national with promoting street parties for neighbours to meet in traffic free streets. There were amazingly 19 in Easton last summer, totalling 25 for the area. This makes Easton what Streets Alive calls the Street Party Capital of UK. Take a look and think about having one yourself and there's a video to inspire you on www.streetparty.org.uk



Prison shuts up shop!

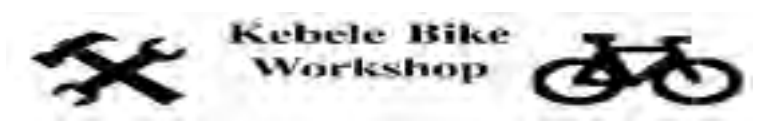
We're told that the farmshop and cafe at Leyhill Open Prison in South Gloucestershire has closed. This is a shame as we were just beginning to use it regularly on some of our Sunday rides.

Adrians ABC bike clinic

Free advice on Bike illnesses and upgrades. Inexpensive courses of treatment administered using new or donor parts. Any age of bike treated including Folding Bikes (City Centre location) Contact Adrian on 0117 9294618.

Em m aus

Looking for a second hand bike? Or looking to donate? It's always worth checking out the Emmaus showroom on Barton Manor (off Midland Road), St Phillips. They're open Tuesdays to Saturdays, 10 am to 5 pm (4pm on Fridays). Emmaus is a working community of formerly homeless people who renovate donated furniture, electrical items, bikes etc. Tel 0117-954-0886 www.emmausbristol.org.uk



Kebele Bike Workshop runs every Wednesday between 12 & 5pm at Kebele, 14 Robertson Road, Easton, Bristol. We are a volunteer run project that provides low cost bicycle maintenance and repair service, aimed at people on a low income, in order to promote the bike as an alternative to car culture. We charge only for the costs of parts and a donation for the labour. We also have (specialist) tools available for use if you wish to fix your own bike. We're particularly looking for more volunteers at the moment, so if you can spare an some time for the cause get in touch via 0117 939 9469.

Sustrans and Bristol City Council are looking for people to help out with Marshalling around the Pill/Portishead area for Bristol's Biggest Bike Rides.
There are 5 rides attracting more than 3,000 riders in total Marshalls will be required during the morning or early afternoon to stand at key locations and direct cyclists along the route.
FREE T-SHIRT to all who volunteer!!
Please contact Jane Chapman on 0117 9150238 or email jchapman@sustrans.org.uk



M o t o - c r o s s !

Did you find the Wallace and Grommit motorcycle & sidecar cuddly?

Have you been told that motorcycles are Congestion-Busting Eco-Machines?

Then think again, as these excerpts from a recent South Glos publication, including reasons for not including motorbikes in last year's "Jam Busting June" reveal!

Motorcycles emissions are not governed by the same pollution regulations as other vehicles which have been progressively tightened. On an urban test cycle smaller models do produce less CO₂ emissions and greater fuel economy than cars, but this is negated by high and sometimes very high levels of other pollutants. Four-stroke models produce high levels of Nitrogen Oxides (NO_x). Four stroke models of all sizes also produce excessively high levels of hydrocarbons, a contributor to low-level ozone pollution. Carbon Monoxide emissions from all motorcycles greatly exceed those from cars. Larger four-stroke models produce less of the above harmful pollutants but more CO₂, and are frequently less fuel-efficient than small cars e.g. 1200cc BMW averages about 35mpg. 48% of all motorcycles owned in the BS postcode area over 500cc and of these most are between 3 and 8 years old.

The Royal Commission on Transport and Pollution could find no environmental reasons to promote motorcycling, and

motorcycles are covered by the Road Traffic Reduction Act. The 'Air Quality Action Plan for Bristol' found no clear case for the promotion of PTWs (Powered Two Wheelers) on environmental grounds.

The following quotes are from the DfT's recently released Motorcycling Strategy. "From 2005/6 significant additional emissions reductions will be introduced for new cars and other vehicles that will further reduce their NO_x and other emissions. This means that the relative contribution of motorcycles to the emission of these pollutants will increase and, especially for mopeds, the relative emissions of hydrocarbons (HC) could increase substantially, possibly resulting in the need to explore tighter controls. Motorcycles have a clear advantage over cars in terms of carbon dioxide (CO₂) emissions and, the smaller machines (e.g. engine capacity less than 400 cm³) that dominate the urban/commuter sector, tend to have CO₂ emissions per kilometre travelled of less than half of those of the average car due to their far greater fuel economy. However, larger motorcycles can emit more CO₂ than some cars because they offer far poorer fuel economy."

The following quote is from the British Motorcycle Federation (in respect to gaseous pollutants). (<http://www.bmf.co.uk/briefing/Bikes-Go-Greener.html>). "Even in 2006 when the most stringent of currently agreed requirements are applied, motorcycles will trail behind passenger cars by at least one evolution of emission reduction standards".

If a motorcycle is ridden legally and according to best and

recommended practice, it occupies the same road space as a car. Where motorcycles cut through congestion this is often through using facilities dedicated to pedal cyclists.

PTWs [Powered Two Wheelers i.e. motorbikes, scooters, etc.] cause 1.5 times as many collisions injuring a cyclist compared to cars, per mile travelled and three times as many where a cyclist is killed. For Pedestrians this rises to 3.8 times for injury and in London 8 times for a collision (sources CTC and Transport 2000).

The following quotes are taken from the DfT's recently released Motorcycling Strategy.



"Motorcyclists make up only around 1% of road traffic but suffer around 20% of deaths and serious injuries" (this is mirrored locally at 21%). Casualty statistics for 2003 show that deaths and serious injuries are rising. These rose to 693 compared to 609 in 2002 – a 14% increase, continuing a trend which began in the mid-1990s. In the 1990s the case of the motorcyclist dying, blame was principally attributed to the motorcyclist in 60% of accidents and nearly half of those were due to excessive speed – the figure is now closer to 70%. Readers can draw their own conclusions about noise levels of Motorcycles!

Shawn/Bill ☺



Get ready for Wonderful Wednesday Wheelers 2006



Wednesday wheelers have become a regular feature of BCC's ride events. Highlights of 2006 included guided cycle tours of Blaise estate (see photo) and Snuff Mills estate, a manic dash to Clevedon (only for the foolhardy), a trip to admire the giant redwoods in Ashton plantation, some gorgeous rides into Chew Valley and many more. The first ride this year will take place on 12 April – a relatively short ride to allow us time to enjoy a meal and plan the summer season. Rides tend to be longer during the long summer evenings and shorter at the beginning and end of the season, but check the BCC diary or website to get an idea of the length. Rides usually start at 5.30 outside the Create Centre, take in a country pub for a bite to eat and get back into Bristol mid-evening. No details for the first few rides but the next mag, due out in June, will list all the remaining rides. Best way of making sure you know what is happening is to get on the email list. Contact Wednesday wheelers coordinator, William Baker on william.baker@cse.org.uk or 0117 9340 941.

Phillipe is leading the first ride on Wednesday 12th April, meet 5.30pm on Bristol Bridge (by Castle Park), pub meal at about 7.30pm. Ride for beginners (and students) as we will take lot of cycle path to go through the UWE and Blaise Castle FFI 966 94 14 or 07981 402 839. Bring diaries, lights and ideas for rides. Rides will then take place every fortnight (see diary for dates).

NEW Membership Promotion Cards

Ever been chatting to someone whose life would be improved immeasurably by knowing about the existence of BCyC, but not had a membership form with you? Now here's the answer. Neat, simple, credit card sized cards to slip into your purse or wallet. The idea has been piloted by one of our members, and developed further by our own in-house Graphic Designer wizardess. Just download A4 sheets from our website and print/photocopy them off. We'd appreciate feedback for the next issue when we may include sets in the next magazine.



Leopold Von Asphalt 1802-1880. German nobleman, born in Asphalt in Bavaria, who developed the roadmaking mixture of bitumen, pitch and sand to which his name is now commonly given. Having paved with it all the roads on his own considerable estates, he set out, with obsessive zeal, to pave as much as possible of Bavaria, where it has been said, motor-car production was stimulated in order to find a use for Asphalt's roads. He was a patron of Richard Wagner and on the composer's vast productions, Asphalt squandered that part of his fortune which was left over from road-making. He spent the last years of his life in Neuschwanstein Castle as a pensioner of (mad) King Ludwig II.

Cycle Maps

We hope you've found the Bristol cycle map we included with the last magazine, useful. If you get out & about round the greater Bristol area you'll probably need the equivalent maps from the surrounding local authorities. Feedback on the maps, particularly to update any errors are very important and welcomed.

Contact: the relevant authority at:

sustainable-transport@bristol-city.gov.uk 0117-903-6592

cycleforum@southglos.co.uk

01454-86 3640

alison_sherwin@bathnes.gov.uk

01225-394049

jonathan.gall@n-somerset.gov.uk

01934-634848

BCyC YEARLY ACCOUNTS Year 2005 - 2006

Balance brought forward 2003-2004 = £1594.39

MONTH	INCOME	EXPENDITURE
April 05	62.63	91.52
May 05	25.41	10.28
June 05	394.60	0.32
July 05	610.54	1192.00
August 05	109.57	0.31
September 05	350.55	0.31
October 05	158.03	407.80
November 05	98.64	100.32
December 05	177.02	25.30
January 06	169.60	335.32
February 06	59.23	0.63

TOTALS £2215.82 £2164.11

Balance over the year of £51.71

BALANCE end of February 2006 = £1646.10



Cycling the coastline



Gravesend looking across Thames Estuary

In May 2004 I set off to cycle round the British coast to discover the diversity of its landscapes, cultures and history. My aim was to write a book to encourage people to spend their holidays in Britain discovering it for themselves, rather than polluting the world with air miles. I had no idea long it would take, how far it was or even where exactly I would cycle. My only plan being to keep as close to the coast as I could, and see as much of it as was possible by bike.

In fact up until a few days before I left I didn't even know where I would start, but ended up beginning at Southend-on-Sea, home of the world's longest pleasure pier. In my mind the ride was going to take just a few months, heading round the south coast to start with, but now after 2 years it is obvious it will take me a third summer to finish it. Partly this is because it is very long - I've ridden about 6000 miles on the coast so far, and probably have 1500 or 2000 miles to do - and partly because I came off my bike in August fracturing my shoulder, so I didn't complete the ride last year as I'd hoped. I intend completing it this summer.

The cycling has been brilliant, as the scenery around much of the coast really is wonderful and the resorts are always fascinating. A lot of it is also incredibly hilly, especially in the south-west where you need thighs like oak trees, but also in much of Scotland and parts of Wales. I thought I had discovered the steepest hills in Britain in Devon and Cornwall, with the worst just south of Bude, but since then have found two lanes in Scotland that probably surpass anything there. One day this winter I may try to work out what sort of height I've climbed overall. It will put Everest to shame.

I've tried to reach every spot on the coast that can be reached by road. This has included many dead-end lanes, often down very steep hills, and back up them of course. My bike is a touring bike, a Dawes Super Galaxy, and laden as it is with 4 panniers, I've avoided very rough tracks. However many of the best parts of the coast are inaccessible by road, so I have followed some tracks over cliffs and dunes, not to mention a few roads flooded by high tides. To reach the wildest bits of coast you would need to walk, though a mountain bike could reach some bits.



Road to Applecross - longest continuous climb in Britain

There have been far too many highlights to describe here, from stunning cliffs to beautiful coves. In England you could spend a lifetime wandering the south-west coast and not discover a tenth of it, as there are so many tiny bays hidden everywhere. I would often find myself cycling up a long hill inland and then down again to reach a spot a few hundred yards along, and usually with the same coastal walkers sitting there. Sometimes this was frustrating but the scenery more than made up for it. The flatter areas have their own charm, and some are surprisingly remote, such as much of the Cumbrian coast. Many of the resorts were brilliant. The entry into Brighton from the east is wonderful, while Blackpool was immense fun, an explosion of colour and enough amusements to keep the entire planet happy, should they find themselves washed up there. I arrived in a westerly gale that was so strong I couldn't actually get to the seafront at first, and at one point my bike was lifted into the air as soon as I got off it. The same gale had also blown me straight through Southport, and could have taken me right across northern England if I had let it.

Much of Wales was also lovely and quite dramatic, with beautiful cliffs in the west. For a cyclist, one highlight must be heading north into Snowdonia, where the narrow main road keeps right by the coast with superb views for miles. Pembrokeshire and the Gower are wonderful, but there are many other parts of the south almost as lovely, while in the north-west the Llyn peninsula and Anglesey were very peaceful.

If you haven't visited the Scottish west coast, you should do so right away. With numerous long peninsulas around the sea lochs much of it is extraordinarily remote and the bare moorland scenery superb. In the north-west I spent a month passing through hardly anywhere larger than tiny crofting settlements. Cape Wrath was brilliant: it can only be reached by passenger ferry, so there are no cars, and then just a minibus and me cycling on the empty 12 mile lane through even emptier moorland. Amongst other highlights on the west coast were the Mull of Kintyre, with a tiny lane climbing 1000 feet to reach it, and Applecross, reached by the highest

continuous climb on any road in Britain, over 2000 feet! Both were exhilarating, and from Applecross a wonderfully wild road now goes round what is one of the remotest peninsulas in Britain. Some of the most beautiful white beaches are to be found in the north of Scotland, with perhaps my favourite being at Oldshoremore, near



of Britain

Kinlochbervie, about as far as you can get from civilisation and still be on the British mainland. There are also some of the most dramatic cliffs in Britain here, with the most stunning perhaps the 'geos' (small inlets surrounded by sheer cliffs) not far from John o' Groats.

There are of course less enjoyable places, with huge amounts of boring suburbia cluttering up the parts of the south-east, and some very sad sights of industrial dereliction. The coast of north-east Wales may well get some sort of medal, with miles of caravan sites on bleak dunes leading to Rhyl, the grimdest resort I've discovered so far. Leaving here I also had to endure an appalling main road, blasting its way through places like Flint which seem to have given up any hope. Sadly, parts of Scotland have also been defaced with the worst sorts of road 'improvements' imaginable, and I certainly would not recommend cycling on the death wish speedtracks that lead into Inverness and Aberdeen from some directions. This is only a tiny fraction though, compared to the many wonderful lanes I discovered, and there are a surprising number of cycletracks, many part of the National Cycle Network. Amongst some excellent ones are the promenade leading along the north Kent coast into the Isle of Thanet; the new promenade created at Llandelli in south Wales, which is brilliant; and nearby the Swansea Bay cycletrack, with superb views over its surprisingly lovely beach and seafront.

Take your bike and explore the coast now, and you'll be surprised at how beautiful much of it is.

Jon Lucas ☼



Nairn, east of Inverness, Scotland

P.S. As I'm not carrying a tent, I'm always looking out for places to stay on my way round. Please let me know if any one has any recommended places along the coast from Arbroath in Scotland south to Southend in Essex, which I'll be cycling this summer. Or even better if you know anyone who can offer a bed for the night. Don't forget to look out for my book or (as I do so like to) books, should I manage to get them published. I can be contacted by email at timmycat@waitrose.com



Lower ferry on Dart Estuary in South Devon



A Viennese Cycle Courier

**Zentrale: Corky, Corky, Corky !
(my code name)**

Me: Corky da !

**Zentrale: Corky, dritten
Bezirk ,Schwartzbergplatz
13, ersten Stock, Tür 6, Brief,
geht im vierten**

Me: Corky, Alles Klar !

Zentrale: Corky danke !



This crackly, barely audible German language call comes through from central control on my two-way radio which is perched, parrot-like, on my left shoulder.

I am riding my bike along the wide and elegant boulevard of Vienna's inner Ring in snowbound and slushy conditions. It's February 2005 and I am cold despite my thermals, Lycra, gloves and balaclava. I need to keep moving. I have been given a commission and I am on the job, aiming to respond to the clients' wishes within 15 minutes. It's not great cycling weather but for some of us, our bikes are our livelihoods and the weather has to be endured...this all goes with the territory of being a Viennese cycle courier.

I had never thought of using my bike to generate an income before until I noticed these fit and stoic individuals whizzing around with large Day-glow rucksacks and looking pretty cool, lean and mean in the doing of it. I had already lived in Vienna for 3 years, working as a puppeteer and English language teacher. Desperate for work, I had responded to an ad in Der Standard (Austria's equivalent of the Guardian) and found myself in this job doing something completely different!

The initial training of a cycle courier involves having to pass a street knowledge test not dissimilar to the London taxi drivers' one. Its purpose is to speed up the courier's ability to get around, efficiently and quickly, a city roughly the size of Greater Manchester. The cycle routes are mostly clearly marked and very well integrated.

The main arterial roads and boulevards have allocated lanes for pedestrians (Fußweg), cyclists (Radweg), trams (Strassenbahn) and motor vehicles which lead logically along the points of the compass, reducing the need to consult a map until the target address is very near by. The street names are always preceded by numbers that indicate what district (Bezirk) you're in .

Working conditions can be very tough and the pay appalling as it is commission based only (to keep you on your bike pedals). Cycling happens in all weathers, day or night conditions with typically 30 to 50 miles ride a day, just to make a meagre wage. Sometimes my pay was as low as €2.50 (£1.80) per hour on bad days - although occasional tips could help. I was often freezing, wet, exhausted, and frustrated that my efforts sometimes were not fast enough.

My colleagues owned a variety of machines. From the streamline but puncture-prone racers (The Tram poses a real threat for those with

thinner tyres....being caught in the rail can lead to involuntary dismounting and worse...) to the sturdy, snow worthy mountain bike.

My machine was a twenty-one geared Austrian touring bike with butterfly handlebars and a special low gear to help me up those hills! I am still riding this bike today.....but only just! I was knocked down by a car on my third day at work and broke my coccyx (OUCH !)...my bike fared much better with only a mudguard stay broken off. It took nearly six weeks to recover and find the courage to ride again. I was determined that one accident was not going to put me off and my injury healed so well that I could ride again without pain. The Firm Veloce are still suing the driver for compensation on my behalf.

The upside of this job included getting some funky cycling trousers, comradeship and kindness from my colleagues (they sent a get well card, flowers and chocolates after my accident. delivered personally to my flat!) and, in fine weather, it was a privilege to be out on the bike in one of Europe's most beautiful, cleanest, well managed, cyclist-friendly cities. I got to know Vienna in an intimate way, meeting her people, going in and out of dozens of buildings, and riding through her streets. I often felt at the centre of the vibrancy of a working day, meeting people in all sorts of professions, collecting and delivering letters, folders, and parcels for doctors, lawyers, hospitals, banks, small businesses schools, and shop keepers.

To understand the life of a cycle courier in Vienna is, in part, to understand the geography of this fascinating and beautiful city. Vienna lies in the vast Danube basin with the Alps of the Vienna Woods to the west and a flat plain stretching out into Hungary to the east. The districts spiral out from St Stephen's Cathedral, which lies at the heart of the city, in a snail shell - like geometry. I often felt couriership was a way to become a unique aspect of Vienna. I no longer felt like a foreigner but really knew the city as if I had lived there all my life.

Lucy Lant (who is half Viennese) moved to Bristol in September 2005 to do a post graduate training in Scenic Art at the Bristol Old Vic Theatre School. Having already been in cycle campaigning groups in London in the 1990's, Lucy was more than eager to join the BCyC not long after her arrival in Bristol.



A roundabout way of getting things done?

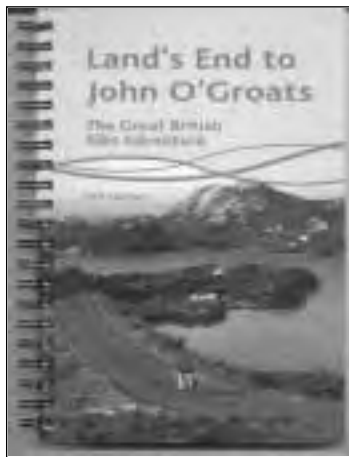
What would you do if you saw an accident waiting to happen? Would you phone up the authorities, anxious for someone to spring into action to avoid someone getting knocked off their bike?

The danger spot is summed up by the picture opposite: this is the roundabout at the back of Queen Square, joining the Grove to Welsh Back. Cyclists who want to continue their route from Bascule Bridge to Queen Square (1) have had their path (legally, apparently) nicked by the builders on the right of the photo. So now everyone has to go to where the cyclist with child is in the photo in order to mount the kerb.

Unfortunately, this means cycling the wrong way down the road, bang in the way of buses hurtling down The Grove (2)...well you can imagine what might happen. The solution was simple – or so I thought. Phone up the builders and suggest slapping down a bit of tar to make a ramp at (3). “Can’t do it, I’m afraid”, was the reply, “we need the permission of the highway authority”. So then we contact the council, who are “shocked” at the photo above. Surely just a simple matter of getting their contractors on the case? Er, apparently not. We waited...and waited...and are still waiting, as the ‘case’ has apparently now been passed on to traffic management. Will this challenge the Temple Meads ramp for Bristol’s slowest moving roadworks? Makes you wonder whether drivers whose path was blocked by construction work would have to wait as long...



Land's End to John O'Groats by Phil Horsley £12.95



A friend of mine, cycling Lands End to John O'Groats this summer, discovered this marvellous new book on the Sustrans website. It's a real gem! The 900 mile route follows quiet B-roads, country lanes and where appropriate - Sustrans routes. Each page describes 10-20 miles of the route and is rich in details including maps, route-profile, towns and villages of interest, YHAs, Tea shops, Bike shops, fauna and flora, history, quirky drawings, brewery of the day -

you get the idea! You're also treated to a lyrical description of the flavour or feel of each section of the route, as only a cyclist can describe. The 224 pages are packed into a compact size and the spiral binding allows you to fold it back for easy viewing as you ride. My only misgivings were the maps, which as they mark just the route require strict attention to checking every side turning and junction – occasionally you still get it wrong and wander off into white paper. Take care! The first recorded end-to-end run was by two penny-farthing bikes in 1880 taking just under two weeks. The record now is less than two days. But remember, **YOU** can go at any pace you want!

Rowland ☺

BCC Tabards

Thanks to BCC's own Graphic Designer Wizardess, and a local printing firm, we now have a stock of well impressive Tabards. They carry the ever-popular ONE LESS CAR slogan, a credit to Carbusters, and the Bristol Cycling Campaign website. Printed on sturdy day-glow yellow material with generous reflective stripes they'll help you get noticed, spread the message of cycling, and promote the group. You'll be interested to know the BCC is the first campaign group in the UK to join the WORLD CARFREE NETWORK



and hence officially use the Carbusters artwork. The Tabards are available in sizes M & L and cost a mere £8 each (that's cost price). For some reason the printer omitted any Small sizes, so if there's demand let us know and we'll order extra. Buy them at the monthly meetings, at our events stalls, or by post – contact 0117-951-2157 or email Rowland.Dye@cooptel.net



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Southville
Bristol BS3 1DH

£5 individual

£2 concession

£7 household

and I would like to make a donation of £ _____

EITHER:

I enclose a cheque/postal order made payable to Bristol Cycling Campaign, for the sum of £ _____

OR

I would like to pay by standing order:

NAME AND ADDRESS OF YOUR BANK/BUILDING SOCIETY: _____

ACCOUNT NUMBER _____

Please pay to the Bank of Scotland, Prince Street, Bristol for the account of Bristol Cycling Campaign, a/c No. 00143662 Sort Code 12-05-77

£ _____ ANNUALLY STARTING ON (DATE) _____

SIGNED _____

DATE _____

NAME _____