

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 20 April 2009

in the upper room of The Globe PH, 152 London Road, NG2 3BQ (between London Road and Meadows Way, on corner with Ryehill Street, just north of Trent Bridge)

AGENDA

1. Welcome, and apologies for absence

2. Minutes of the Pedals Meeting of Monday, 16 March 2009 and matters arising / update

- newsletter feedback
- History of Pedals slideshow: possible repeat showing opportunities?
- links with local Transition Nottingham Groups: message sent to John Green, TN, as background for my discussion with TN Steering Group on 23 April.
- Nottingham Left Bank Flood Alleviation Scheme: new meeting fixed for 24 April to discuss progress with plans for cycleway by Trent between Colwick Park and Stoke Bardolph
- revision of Pedals wish lists for Broxtowe, Rushcliffe and Gedling to identify priorities; consultations and timing
- next County Council Highways South Cycle Working Group meeting
- preparing for change of Chairman from March 2010 AGM: proposed list of core and optional tasks and main Chairman and Secretarial roles

3. Finance (Alison Russell / Susan Young to report)

4. Forthcoming meetings / events etc.

(Speakers at and other arrangements for) Pedals monthly meetings

- 18 May, 15 June, 20 July, etc.

Other events:

- Stapleford Traffic and Transport Sub Group, Friday 24 April 2009, 10.00 at Stapleford library
- Bike Radar, Donington Park, 30-31 May 2009
- Spring cycle campaigners conference, Manchester, Sat. 30 May
- Greater Nottingham Greenweeks 2009: Saturday 23 May to Sunday 14th June.
- Greater Nottm Transport Partnership Cycle Forum, Wed 17 June, 10.30
- 2009 Great Notts. Bike Ride, Sunday 21 June – registration now open

5. Pedals 30th birthday events in 2009

- Cyclenation/ CTC national campaigners' conference to be hosted by Pedals and Notts CTC on 14 November 2009 - first planning meeting fixed for Tuesday 2 June
- Other events, including Pedals Thai Restaurant meals on 1 June and in the late autumn?

6. (Other) Cycle facility and traffic management matters:

- **Major matters:-**
- Near fatal accident on Jubilee Campus: exchange of messages with Paul Hill, etc.
- Castle Marina cycle bridge replacement
- City cycle maps revision: discussion of possible changes in format
- Drawing up of a comprehensive Nottingham City Pedals wish list
- NET Phase 2 extension approval: Public Inquiry Inspectors' Report
- Queen's Road Beeston cycle path – exchange of messages with Julian Barnes
- Wilford Suspension Bridge closure update: planning application consultation
- Proposed West Bridgford Local Traffic and Transport Group campaign for 20mph area zones 'Bridgford 20'
- Possible provision of lighting on riverside path between Suspension Bridge and Wilford
- **Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):**
- Hucknall Road (Mansfield Rd-Redcliffe Rd), Highway Works.
- St. Chad's Road Area, St. Ann's: Residents' Parking Scheme, Limited Waiting and Prohibition of Waiting Restrictions, TRO TMP6759.

7. Miscellaneous items

- Pedals possible change of name: comments from members
- Pedals website updating
- Danielle Trust Paris-Nottingham charity ride
- My absence at Velo-City '09 Conference, Brussels, 11-15 May

8. Any other business

(break: 8.30-8.45 p.m, approx)

9. Breakout sessions in small groups to discuss

- improving the handling of Pedals business
- raising our profile, including possible Roadshow
- revisions to the Pedals 17-point plan.

Timing (approx);

- 45 minutes for small group discussions
- 5 minutes for each group to report back (15 minutes)
- 30 minutes for general discussion on the feedback

BACKGROUND NOTES (including extracts from some relevant emails)

*** means feedback especially wanted please**

**** means help please!**

1. Welcome and apologies

Apologies for absence from

Mara Ozolins, Richard Mallender, Roger Codling, Alison Russell, John Wilson, Roland & Hilary Backhouse (Susan Young says she will be arriving at about 9 p.m.)

2. Minutes of the Pedals Annual General Meeting Held 16th March 2009 at The Globe.

Present: Hugh McClintock, Peter Osborne, David Miller, Andrew Martin, Eve Parker, Susan Young, Roland Backhouse, Hilary Backhouse, Karen Fry, Mara Ozolins, Robert Murray, Chris Gardner, John Bannister, Arthur Williams, David Clark, Liz Kirk, Andrew Househam, Martin Quarton, Nigel Lee and Roger Codling.

Apologies for Absence: Alison Russell, Malcolm & Margaret Kennerley, Coral Simpson, John Wilson, and Roy Wilson.

Treasurer's Report. Sponsorship of the newsletter has been lost and is now down to two issues per year. Costs will be further reduced by producing the newsletter as an email and a news sheet for those without internet access. A £75 payment from Google ads has been received. Sue will continue as Co-Treasurer while the new Treasurer becomes familiar with the job. Thanks were expressed for Susan's efforts over the years.

Election of Officers. Alison Russell was elected as the new **Treasurer**. Susan Young was thanked very warmly for all her outstanding efforts over many years.

The offices of **Secretary and Publicity Officer** remain vacant.

Chairman: There being no other candidates Hugh said he was willing to take this on for another year but that he thought it essential, after 30 years in the job, that he then found a successor, even if he continued to be active in some other Pedals role, including possible Secretary or Vice-Chairman. In any case, he emphasised, he did not in any want to leave Pedals in the lurch but rather to do everything possible to ensure a smooth handover.

With a year's notice we should have plenty of time to discuss possible new arrangements, in the wider context of reviewing our campaigning priorities, our ways of handling business, and how best to divide up the most important tasks.

Future Pedals Meetings. In April break out sessions will be trialled so that specific issues can be better discussed.

Topics will be:

Pedals Roadshows (to raise Pedals profile)

Pedal 17 point plan

City wish list

Pedals management / future of Pedals

Hugh, Sue and Andrew will facilitate. Groups will meet for 30 to 45 mins before reporting back to the main group.

Miscellaneous. An online questionnaire may be trialled to encourage greater involvement of the Pedals membership.

Links with Transition groups – can these be developed further?

Park Road – Lenton Footpath modification order. Pedals is withdrawing its opposition to this.

Castle Marina Canal Bridge – the replacement is underway.

Cycle path by QMC car park – demolition work starts on March 23rd. Sustrans Route 6 which is affected by this work will reopen on July 10th.

Newsletter. Larry Neylon (Pedals webmaster) has found a way of publishing on line an attractive newsletter. This will be pursued with some help from the Cyclenation editor.

Forthcoming meetings:

Cycling for Health Project Stakeholder Event, 25 March, Targeting Health Professionals – Pedals will have a stall there.

8th April – Boots host the launch of this year's Great Notts Bike Ride

31st May. Spring Campaigners Conference in Manchester

Thirty Years of Pedals. The AGM concluded with Hugh presenting a slide show about the last thirty years of Pedals.

Update

History of Pedals' slide show

Roger Codling suggested to me after the meeting that the slide show should be shown more widely. Any suggestions please?*

I have been asked to do a short presentation on Pedals 30th anniversary for the Greater Nottingham Transport Partnership Cycle Forum on Wed. 17 June after the Wheelie Good Cyclists' Breakfast.

I would also, on reflection, like to make a few amendments to the presentation, particularly to the reflect the very important contribution to the group in its earlier years made by people like Dave Law and Steve Parry (who started the GNBR in 1982, as well as the Rural Rides) and Robin Schoolar, our Secretary in the late 1980s and early 1990s.

Spring newsletter

Feedback welcome please!*

I planned the edition on the basis of a 16-page issue but in fact Portshel were able to fit the content in to just 12 pages, with only a few things being cut.

Given our new twice a year pattern, the next issue will be going to press in late September and coming out in October, a few weeks before the autumn conference. I would like to be able to do one more issue, with more special 30 years content, with hard copies under the current arrangements going to all members before we go over to new arrangements sending hard copies only to members who do not have email, and the rest now getting emailed pdf versions.

We have now given members plenty of notice of this likely change, along with a request to ensure that we have their current email addresses, where applicable.

This means that by the autumn we should have a clearer idea of the numbers of members still needing hard copies. In deciding on the numbers of hard copies we still need we also will need to reconsider how far we still should sent out complementary copies. In total we now send out about 200 of these, about 2/3 going to City and County Councillors, and mostly by hand delivery, in contrast with those sent to members, the vast majority of which are sent by post.

For discussion with Hugh McClintock (Pedals) at Transition Nottingham Steering Group meeting on Thursday 23 April 2009 – areas for possible collaboration between Pedals and local TN groups

1. As there seems to be interest in Pedals over the next few months in producing a revised and comprehensive 'wish list' for the City, to follow on those we have recently done for the County Council for Broxtowe, Gedling and Rushcliffe Districts, some local TN groups/members might like to contribute to this from their local knowledge.
2. We are considering organising some 'Pedals Roadshows' in more 'outlying' areas, e.g. Sherwood, Arnold and Beeston to develop closer links with local members there who do not come to our monthly meetings (held at 7.30 p.m. on the third Monday of each month in the upstairs room of The Globe PH, on the corner of London Road and Rye Hill Street in The Meadows, just north of Trent Bridge). Some local TN groups might like to be involved in these to help us get more closely in touch with the views of Pedals members and other cyclists in different areas about local problems for cyclists and ideas for opportunities to overcome them.
3. We understand that TN are planning to organise a big Energy event sometime in June/July which might offer a good opportunity for a Pedals presence to help raise awareness of transport energy issues with particular relationship to peak oil and climate change.
4. Developing other opportunities to speak to TN groups inform them of Pedals and the type of campaigning we do, as well as help as recruit new members and active members in particular! We could also use such occasions to encourage the groups to use our expertise and keep us informed of where we can help in their area. It would be great if a Pedals member in areas where there are TN groups would act as liaison between the two.

5. Seeking and developing other opportunities for sharing skills with these groups on the roadshows and other special meetings. This could include making use of people with skills in cycle maintenance & repair for which we get regular requests. Ridewise is also trying to develop bike maintenance sessions but so far at least has not had the opportunity to make these widely available.

6. Helping with the autumn National Cycle Campaigners' Conference, which Pedals will be hosting on Saturday 14 November at Byron House (NTU Students' Union Building), Shakespeare Street, and which we are organising in conjunction with the national and local CTC, and Cyclenation (former Cycle Campaigns Network). This will form part of a weekend of events, including rides on the Sunday morning and two social events, on Friday and Saturday evening for those coming for longer than just the conference. We expect 100-120 people for the conference itself and are considering plans for stalls alongside with displays from other local environmental and transport organisations.

Other suggestions would be very welcome please!

Hugh McClintock
Chairman, Pedals (Nottingham Cycling Campaign)
6 April 2009
Tel. (0115) 9816206,
email: Hugh.McClintock@ntiworld.com

- For more information on Pedals, celebrating our 30th birthday in 2009, visit our website: www.pedals.org.uk

Nottingham Left Bank Flood Alleviation Scheme: new meeting fixed for 24 April to discuss progress with plans for cycleway by Trent between Colwick Park and Stoke Bardolph

Ian Bussey Gedling BC says that there has been some further progress since our January meeting which he now wants to discuss.

revision of Pedals wish lists for Broxtowe, Rushcliffe and Gedling to identify priorities; consultations and timing

I had a meeting on 6 April to Clive Wood to discuss this and a few other matters. He says he would now like to distinguish between items on the list that form part of a wider projects and more cycling-specific ones which could be financed mainly through Local Transport Plan funding. To help this he, Paul Hillier and I are soon to have a further meeting.

Date for next County Council Highways South Cycle Working Group meeting

Clive also said that he is reluctant to arrange another of the regular County Council Highways South Cycle Working Group meetings until he can be sure that they are not likely to be dominated by Pedals or other parties raising items such as improved cycling provision on Trent Bridge which we have been on about for years and which there is no chance of getting progress on in the foreseeable future, as opposed to newer ideas and ones which are more likely to be implementable in the shorter term.

I said that sometimes, we knew from our long experience, it could take many years, or even decades, to get schemes implemented and that it was important that we keep longstanding ideas under review in case circumstances changed and that the chances of implementing them then in the shorter term then became more realistic, e.g. because there were new sources of funding or wider political support, or new partnerships, e.g. the Grantham Canal Partnership and the recently announced Trent Link Green Infrastructure Project including a new multi-user path between the Trent and Cotgrave Country Park alongside the new section of canal.

Incidentally, one point that came out of our discussions is that one reason that we have had problems for some years in getting any strong commitment on (urban) cycling from the County Council is that for a long time we have lacked any County Councillor with a strong interest in cycling. Having such champions is vital and, I fear, this may be even harder to achieve following the County Council elections in June.

Any comments please on what we do about this?*

preparing for change of Chairman from March 2010 AGM: proposed list of core and optional tasks and main Chairman and Secretarial roles

I have made a start, in response to a suggestion from Andrew Martin, to draw up a schedule to give a breakdown of Pedals work I now do, to help us over the next few months to decide what should be the core and optional tasks for future Pedals work, with particular relation to what I see as the main priorities for both a Chairman and Secretary under the future Pedals regime after I step down as Chairman at the next AGM next March.

I will circulate this document in time for us to discuss at the Pedals July meeting when we are due to have a further small groups 'breakout' session.

3. Finance (Alison Russell / Susan Young to report)

When I last heard Alison and Susan had not yet met to discuss the handover but I hope this can now take place soon.

4. Forthcoming meetings / events etc.

(Speakers at and other arrangements for) Pedals monthly meetings

- 18 May: Colin Hazeldene, BBC East Midlands Today on cycling and the local media.
- 15 June: Discussion with John Hindle, Environment Agency on the impact on local cycle route in The Meadows of their proposed Flood Alleviation Scheme
- 20 July, Discussion on future distribution of Pedals tasks, core and optional, from March 2010.

Other events:

- **Sustrans & Lincolnshire Waterway Partnership Lincoln-Boston Waterway Rail route opening (The Longest Party), Sat. 25 April** – information and a pdf of the poster can be downloaded from www.sustrans.org.uk/default.asp?SID=1103815654328
- **Stapleford Traffic and Transport Sub Group, Friday 24 April**, 10.00 at Stapleford library
I can forward details of the agenda if anyone is able to go.
- **Bike Radar, Donington Park, 30-31 May 2009**
Martin Quarton may be able to give us an update on this which he first mentioned some weeks ago.

(Saturday 30th May) CTC / CycleNation Spring Conference 2009: Cycling as a solution (already circulated on 8 April)

Andrew Martin and I are already planning to go this event, the last one before the autumn cycle campaigners' conference which we will be hosting in Nottingham on Sat. 14 November.

It would be very useful if there are other people interested in attending, both because of the programme and the chance to network with other campaigners etc, but also in particular to help more of us get an idea of just what is involved in running such an event, to help ensure that everything goes smoothly on the day.

Hugh

----- Original Message -----

From: "Pete Abel" <pete@manchesterfoe.org.uk>
To: "Hugh McClintock" <Hugh.McClintock@ntlworld.com>
Sent: Thursday, April 09, 2009 4:02 PM
Subject: (Saturday 30th May) CTC / CycleNation Spring Conference 2009: Cycling as a solution

Dear Hugh (Pedals)
Please find attached a flyer and details for the CycleNation / CTC Spring Conference 2009: Cycling as a solution.

We would be grateful if you could help us publicise this event to any organisations and cyclists in your area who may be interested in attending.
Regards, Pete Abel
Love Your Bike.org

Cyclenation, CTC, and Greater Manchester Cycling Campaign
Spring Conference 2009: Cycling as a solution
10:00 – 17.00 Saturday 30th May
Friends Meeting House, 6 Mount Street, Manchester M2 5NS

Key speakers and workshops on how increasing cycling levels can help local communities and councils respond positively to key challenges such as: climate change; cycling and the economy; style/well-being; beating traffic congestion; and achieving a more healthy lifestyle.

Keynote Address: Koy Thomson, London Cycling Campaign

Panel Discussion
Health: Joe Mellor, CycleNHS
Wealth: Bruce MacDonald, Cycling England (TBC)
Style: Amy Fleuriot, Cyclodelic

Environment: Richard George, Campaign for Better Transport
Community: Juliet Jardine, CTC

Workshops

A wide range of workshops will help provide both new & experienced cycle campaigners with the skills to get more done locally and nationally. Including sessions on: fundraising, cycling policy, getting more out of the media, making the business case for cycling, working with the local community and how to get local business on board.

Let's share our experience and organise more effectively.

Community engagement
Effective communication
Engaging local campaigners in national campaigns
Getting business on board
How to use Local Transport Plans for cycle campaigning
Project managing an event
The image of cycling
Web based mapping
Fundraising

Poster

Submit a poster and you could win a cash prize!
Bring along a poster up to A1 size showing what have you done or what are you proposing to do for cycling.
More on this at www.gmcc.org.uk/conference

Bookings / Information

Conference Registration is £20 (includes delegate pack, refreshments and lunch)
Details and booking at www.gmcc.org.uk/conference.
Call 07910 112 425 with queries.

PS. The AGM of Cyclenation will be held during the Manchester Conference, at 1 p.m. and every member group is entitled to send one voting representative. I have been sent a notice of this by Andre Curtis, Chair of Cyclenation, along with a nomination form for the election of officers and board members which should be returned by 11 April, as well as any resolutions groups wish to be considered at the AGM.

Events with requests for Pedals stalls / displays:

- Green Streets Initiative West Bridgford launch, WB Library, morning of Fri. 24 April
- Nottingham Greenpeace event at showing of 'the Age of Stupid' climate change film, Broadway Cinema, Friday 24 April
- 17 June: GNTP Cycle Forum, The Council House, following Wheelie Big Breakfast
- Sat. 27 June: Gamston Festival
- Broxtowe Community Social Event, Roundhill School, Beeston, Sat. 4 July
- Rush4Health (former Rushcliffe Kite festival, Rushcliffe Country Park, Ruddington, Sun 5 July (deadline for submissions is Friday 29 May)
- (Dave Clark may wish to mention various other events about which he has been approached directly).

Greater Nottingham Greenweeks 2009. The three weeks of great events to celebrate sustainability are taking place between **Saturday 23 May to Sunday 14th June.**

For details see the website: www.greenweeks.org

Greater Nottm Transport Partnership Cycle Forum, Wed 17 June, 10.30: message of 7 April from Gary Smerdon-White re draft agenda

"Each year GNTP hold a cycle forum immediately after the Wheelie Big Breakfast event in Market Square. This year it will be at 10.30 on 17th June in the Council House Dining Room. The objective is to let cyclists know what has been happening and is planned with local infrastructure and cycle initiatives

The draft agenda I'd propose is:-

- Introduction and Welcome
- City Council Investment Plan Update – Chris Carter
- County Council – New Routes and Audit Update – Paul Hillier and Clive Wood
- Nottingham City NHS Investment in Cycling for Health – Ron Buchanan?
- Recycling at Framework Housing Trust – Al Williams

- Pedals 30 Years Review – Hugh McClintock
- Have Your Say
- Q and A

The thinking is that:

- it looks like we'll have over £2mn. p.a. spent in the City alone on cycling infrastructure in each of the next few years and the County also has a full programme – we need to let cyclists know about it
- a quick assessment by me shows Nottingham City NHS providing over £150k of scarce revenue this year for Cycling/Health initiatives – we need to recognise that
- AI is setting up the recycling scheme – we need to get help from the cycling community to make it happen and it's a chance to showcase it
- Pedals will soon be 30 years old and we'd like Hugh to outline a couple of the things he's most pleased about over the years
- We were asked last year to provide more time for contributions from the floor and Q/A's

Gary

2009 Great Notts. Bike Ride, Sunday 21 June

Plans for this year's GNBR were launched at Boots HQ on Thursday 8 April.

You can now register at:

<http://www.nottinghamshire.gov.uk/home/environment/countryside/cycling/bikeride.htm>

I see that the contact details for Pedals show under the 'Cycling organisations' link to the GNBR Registration site are wrong and I have asked for these to be corrected.

5. Pedals 30th birthday events in 2009

Cyclenation / CTC national campaigners' conference to be hosted by Pedals and Notts CTC on 14 November 2009 – first planning meeting on Tuesday 2nd June

I have now arranged to meet Andre Curtis, Chair of Cyclenation, and Sam Walton of CTC, at 11.30 on 2 June to start the detailed planning of the conference.

Pedals Thai Restaurant meal on 1 June and possible further meal in the late autumn?

I mentioned the 1 June meal to Murat Basaran, Cycling for Health Project Officer, when he asked me what celebrations we planned for our 30th birthday and it sounded as though he might be interested in coming. That made me wonder whether there are other such people we work closely with whom we might want to invite.

I have also mentioned the event to Chris Randall, former County cycling officer from 1990-2002 who still lives in Nottingham and whom I met recently. He seemed interested in coming.

Sometime ago Susan Young suggested that we also have a meal later in the year, perhaps in the Crocus Café in Lenton. Do we still want to do this? If so, it might be a good idea to fix a date soon and get in the diaries. Perhaps we should choose a date soon after the 14 November national conference is out of the way but still well before the busy Christmas season. Comments, please?*

6. Cycle facility and traffic management matters:

Near fatal accident on Jubilee Campus – message of 16 April from Paul Hill and my response:

"Paul

Thanks for this. I was very sorry to hear about this incident which must indeed have been a great shock.

I will put on the agenda for the April meeting as I doubt there will be time to discuss it this evening.

best wishes, Hugh"

----- Original Message -----

From: [Paul Hill](mailto:Paul.Hill@ntlworld.com)

To: Hugh.McClintock@ntlworld.com

Sent: Monday, March 16, 2009 3:42 PM

Subject: Fw: NEAR FATAL TRAFFIC INCIDENT ON JUBILEE CAMPUS

Dear Hugh

How are you? I am fine thanks after recovering from a near fatal incident this morning. Which I have outlined below for the attention of the University - sadly I never got the driver's number. What do Pedals as a whole have to say about this. Would like to see it published on the next monthly agenda space permitting of course.

Regards, Paul

--- On **Mon, 16/3/09, Paul Hill <[a href="mailto:paul.hill40@btinternet.com">paul.hill40@btinternet.com>** wrote:
From: Paul Hill <[a href="mailto:paul.hill40@btinternet.com">paul.hill40@btinternet.com>
Subject: NEAR FATAL TRAFFIC INCIDENT ON JUBILEE CAMPUS
To: estates-helpdesk@nottingham.ac.uk
Cc: katy.smart@nottingham.ac.uk
Date: Monday, 16 March, 2009, 3:34 PM

Dear Sir or Madam

I wish to report a near fatal cycle accident that involved myself and a delivery driver on Jubilee Campus at around 9.45 am this morning the 16 March 2009. The vehicle appeared to be white with the Bakers logo on it. Please note at around the time of this incident there were witnesses to what was happening as they were heading towards classes.

As I was cycling along the service road toward the cycle route for Charnock Avenue and Derby Road, I noticed this particular driver parked up in the layby opposite the road leading to Triumph Road, to my right, facing the direction of Wollaton Road. But as I was about to pass the entrance to Triumph Road, this van driver pulled away from the layby and my initial thought was he was heading towards Wollaton Road. How wrong could I be!!! He proceeded to do a three-point turn and put his cab into the Triumph Road access road ignoring the fact I was within a hairs breath of his passenger side, which forced me almost off the road and into the kerb side and swing towards Triumph Road as he pointed his front end towards the halls of residence. Even as he was reversing his van back into the service road it gave me chance to swing around his bonnet but he still did not know I was there despite me wearing a bright orange top and helmet - the orange top reflecting in his windscreen should have alerted him to the fact I was approaching before he pulled off.

Thankfully my quick evasive action and good braking system prevented me from becoming hospitalised through this van driver's stupidity. And thankfully I am grateful for wearing a helmet which would have reduced serious head injuries had a collision occurred.

This van driver is extremely fortunate not to be facing charges of driving without due care and attention and claims for compensation from myself for cost of a new bike etc. And he is very lucky too not to have put me in hospital due to his careless driving. The consequences do not bear thinking about had it been a motorcyclist or a car driver in the firing line of this idiot van driver. I am very sure that this van driver did not see the adverts telling drivers to think bike otherwise he might have been far more careful.

Please raise this incident with the appropriate authorities and advise motor vehicle users that they must always think bike when out and about especially on a university popular for cyclists. I welcome your comments and your proposals to prevent such incidents in the future for the safety of all users of the campus, whether they be students or staff

I shall be bringing this to the attention of Hugh McClintock, chairman of Pedals for his reaction to this complaint. And also forward this to Nottingham Evening Post for possible publication.

I look forward to hearing from you in due course.

Regards Paul Hill ,
108a Basford Road, Basford, NOTTINGHAM, NG6 0JL

...comments from Roland Backhouse (17 March):

"Hi Hugh,

You might be interested to know that there has already been one accident involving a reversing motorist and a cyclist in the area between the Business School and International House on Jubilee Campus. I came along when the driver was talking to the cyclist. The cyclist was rubbing his arm but was otherwise unhurt. I doubt if it was reported to the university by those involved. I wrote to Alan Dodson about it because I anticipate more accidents in this area -- which shouldn't be a car park in any case.

I have complained to Nottingham County Council that the university is not complying with its own travel plan, particularly in respect of (car-)parking provision on the campus. In an email, the council appeared to agree with me (at least that is how I interpreted the email) and has asked the university to explain the "variation" on the plan. That was almost two months ago and I have not heard anything since.
Roland

....update from Paul Hill (20 March):

"Hi Hugh

Regarding my incident on Monday. Gary Byard, Security Supervisor for the University spoke with me today about the incident in Jubilee, and is doing a brilliant job by getting to the bottom of this incident and why the driver acted why he did.

Gary has gathered a witness statement which corroborates my statement which he has forwarded to the boss of Brakes for further action against the driver involved. It will be very interesting to see what action the company takes. If he loses his job as a result of his stupidity and cannot find a driving job again that's his fault especially as jobs are getting scarce these days in the present climate.

As Gary will be on leave next week, it could be another week before I hear from the company concerned so when I hear more I will be able to report back to you with their findings.
I look forward to hearing from you on this.
Regards, Paul

...further update from Paul Hill of 11 April:

"Hi Hugh
Update from Gary - got a phone call other day to say the company has put together a package for driver retraining meaning the driver involved won't lose his job. Not sure if this is for the company as a whole, or for that individual driver I forgot to ask at the time.
Paul"

Castle Marina canal towpath cycle bridge replacement – message of 7 April from Keith Morgan, City Council:

At some point tomorrow the new bridge at Castle Marina on the canal is expected to be lifted in. The bridge has been built off site and will be lifted in by crane. If all goes to plan the section of the canal will be open within a couple of weeks once the structure has been secured and some further ground works have been complete.

Regards, Keith"

PS. I now gather that the City Council hope to have the new bridge and connecting path open again by 28 April.

City cycle maps revision: discussion of possible changes in format

Roger Codling mentioned to me recently that Steve Brewer had told him that the City Council were starting to consider revisions to the two City cycle maps published last year and Roger had suggested a few changes.

Meanwhile, I know that Andre Curtis, Chair of Cyclenation, was in touch a few months ago with Chris Carter to interest him in the different types of cycle map which Cyclenation, and some people in the CTC (including John Cutler) are now keen to encourage local authorities to adopt, based on their proposed new national cycle mapping standard as explained on the Cyclenation website at <http://www.cyclenation.org.uk/resources/mapping.php> :-

"CycleNation and CTC have proposed a National Standard for cycle maps based on mapping that grades the relative cycle-friendliness of the entire road system.

In recent years the cycle maps produced in most parts of the UK have shown only 'cycle routes' and other special facilities for cyclists. This is usually of only limited benefit, both in terms of the target audience for the mapping and the usefulness of the information provided, especially as many cycle facilities are widely regarded as being of poor quality. Surveys have shown that cyclists undertaking everyday journeys (as distinct from cycling for leisure) usually opt for the most direct route compatible with their ability and that these routes more often than not do not coincide with designated cycle routes. Furthermore, few journeys start and finish on cycle routes: cyclists require a much finer grained network than other road users which, in practice, means the whole of the road system.

A new approach to cycle mapping was pioneered by Cheltenham Cycle Campaign which colour-graded the whole of the road network into five categories according to the cycling skill required to use the roads. The classification is closely linked to the skills taught in the National Cycle Training Standard. This type of map allows every cyclist, whatever their ability or journey preferences, to choose the route that is best suited for them from any place to any other, overcoming most of the limitations of traditional cycle maps. Cycle paths and many other types of facility are shown on the map but they do not dominate it and the quality of what is provided is taken into account in the overall assessment. Another advantage of this method is that roads are graded incrementally as conditions change. This not only informs map users about how conditions are likely to vary along their route as a whole, but it also provides a highly visible indication to highway authorities and others of where lie the principal problems for cycling that need to be addressed.



The Cheltenham mapping scheme has since been used on maps in Gloucester, Stroud, Kettering and Warrington and an increasing number of other towns are following suit. Feedback from map users has been highly positive. CycleNation and CTC believe it is time to make the benefits of this type of map more widely known and have drawn up a Standard and guidance notes for use by CycleNation groups and others. Feedback on the guidance is encouraged.

It might be useful to have some discussion at this stage of what people think of this possible change in format, and other possible changes, taking account of the needs of both more and less confident cyclists.

There are some who think that the latter, and those thinking of cycling, do particularly want maps of “where the facilities are” regardless of their quality.

We should also bear in mind, I suggest, the importance of keeping consistency between the maps produced by the City with those produced by the County Council. An effort was made to do this with the last editions.

What do people think, I wonder?*

Drawing up of a comprehensive Nottingham City Pedals wish list

I have had a few suggestions for cycle improvements in the City in response to the request for ideas for the recent wish lists for the County Council for Broxtowe, Gedling and Rushcliffe and now suggest that we take this further over the rest of the year and in close consultation with local Pedals members and other cyclists (e.g. via local Transition Nottingham groups)

We have of course made a number of proposals over the years which are still very relevant to what we want to see in the City and we should now take account of these and revise them where appropriate.

In addition to the many responses on specific consultations about proposals we have in the last year or so made detailed suggestions for improvements in two of the ‘commuter cycling corridors’ that the City are committed to via the City Cycling Action Plan that we helped to produce. So far these have covered the Hucknall Road and Strelley ‘corridors’.

Last year, in response to ‘Turning Point East’ scheme consultation for the east side of the City Centre (a scheme not yet implemented) Arthur Williams and I, in consultation with other interested Pedals members, made a number of detailed suggestions for cross City Centre route and other improvements in this area including connecting routes. We had a long meeting last June to discuss these and the City Council’s response to them.

I suggest that there is no hurry to undertake this fresh exercise so we can think in terms of doing it over the rest of the year. That would also probably tie in with the consultation on the next round of Local Transport Plans (“LTP3”) due to get under way in a few months time.

It is also important that this ‘wish list’ is put in the wider context of what we want to achieve and the revision of the Pedals “17-point plan”, starting from this meeting, will also be of help in doing this.

NET Phase 2 extension approval: Public Inquiry Inspectors’ Report: provision for cyclists

People will probably know by now that planning approval has been given for the two NET Phase 2 extension lines and I have been sent copies of the Inspector’s Report and Summary Report.

The report has 3 pages on ‘Provision for cyclists’ (pp166-167) and the Inspector comments on my evidence that “Much of what is raised by the objector is capable of being addressed at the detailed design stage and I welcome the offer by the Promoter to reestablish the Greater Nottingham Light Rapid Transit Advisory Committee (GNLRTAC) and to invite Pedals to join. From all that I have heard the safety and design concerns of the group would be capable of being addressed through this forum.

He also makes brief comments on cycle parking at tram stops, possible cycle lockers and that he sees no early solution to the issue of carriage of cycles on trams; “this is clearly a matter with broad implications for the operation of the network’.

As some people will know, we have been represented on the GNLRTAC since it started. This group was set up under the legislation authorising the development of NET Line One and now is to be reestablished with a broad remit to cover the extension lines.

I have already had several discussions with the NET Project Team about detailed design matters to do with the extension lines and now expect to have several more such meetings before long.

One other particular point we will need to watch is the proposed arrangements for cyclists (and pedestrians) during the **six-month closure of Wilford Bridge for the strengthening work to carry the tram**. Presumably the Wilford Suspension Bridge will then be one of the signed alternative routes, the opposite of the current situation!!

[Pedals Website Enquiries] Queens Road A6005 Beeston, Nottingham - my exchange of messages of 26 March with Julian Bramley:

“Julian

Thanks for your message via the Pedals website and sorry for the delay in getting back to you as I have been away for the last few days.

Many other people have made similar comments about this cycle path which was first developed by the County Council in the mid-1980s and subsequently included by Sustrans in their National Cycle Network Route 6 a few years later, with only a few additions (such as the toucan crossing at the west end of University Boulevard) or other amendments.

For a long time Pedals has wanted to see upgrading of the whole of this length of Route 6 between Dovecote Lane and Queen's Road, particularly the tortuous stretch parallel to the railway near the station but nothing has yet been done about this apart from a few improvements just north of the station about 3 years ago, designed out by Kendra Hourd of the County Council, in consultation with Anne Sladen and myself from Pedals.

We were asked recently by the County Council to review and revise our various 'wish lists' for Broxtowe, Gedling and Rushcliffe Districts, and the final version of this revised list, including as a priority for Broxtowe, the upgrading of this section of NCN Route 6, was in fact submitted to the County Council earlier this week. I am copying your email to Clive Wood, the cycling officer, so that he can see your comments, and perhaps comment to you directly. I am also copying my reply to Councillor Stan Heptinstall, Chair of the Broxtowe Transport Group, Cllr. Steve Barber of Broxtowe Borough Council (also a Pedals member, by the way), Nicola Jones from Sustrans East Midlands and John Delaney of Broxtowe Borough Council.

best wishes
Hugh McClintock
Chairman, Pedals

----- Original Message ----- From: <julianbramley@hotmail.com>
To: <lneylon@ntlworld.com>; <Hugh.McClintock@ntlworld.com>; <andrew@veggies.org.uk>; <chris.gardner@nsn.com>; <Arthur.Williams@nottingham.ac.uk>; <Susan.Young@nottingham.ac.uk>
Sent: Monday, March 23, 2009 5:38 PM
Subject: [Website Enquiries] Queens Road A6005 Beeston, Nottingham

> Julian Bramley sent a message using the contact form at
> <http://www.pedals.org.uk/contact>.
>
> I am a regular cyclist both commuting and racing for about twenty years and
> really have a problem with paths such as the one alongside Queens Road in
> Beeston as it is at the expense of cyclists who would prefer to use the
> road. It's hopeless and dangerous.
>
> From its junction with Dovecote Lane it passes by a new development called
> Birkin Fields. I choose to use the road here to avoid pedestrians debris
> and losing priority at junctions. Pinch point central reservations mean
> the road is dangerously narrowed and it would be naive to think that cars
> slow to allow safe passage of a bicycle.
> The cycle path continues past Meadow Lane, narrows is dirty, full of
> street furniture and uneven as it crosses property ramps from drive to
> dropped kerb.
> Yet if I fail to use this path cars try to knock me off and drivers slow
> to shout 'get into the cycle lane'
> It makes my daily commute dangerous.
> I believe that cyclists should be able to safely use the road and not be
> segregated onto toytown little paths.
> I don't know what 'pedals' thoughts are on this issue
> Cheers
> Julian Bramley

PS. Comments from Chris Gardner and Susan Young:

"Susan,
Julian raises a good point with respect to pinch points as I notice more central islands/bollards installed in recent times to calm traffic and allow safe crossing points but the big blue arrow informing cars to stay to the left often means that cyclists are squeezed out. What are Ridewise/CTC recommendations when passing thru bollards as all too regularly vehicles try to pass a cyclist at the bollard point. My usual tactic is to occupy more of the road so nobody can pass but in a 40mph heavy traffic zone this can be difficult to practice.

I was thinned out by a 40mph blue fiesta on Monday heading towards Rudd which is why the thought is so fresh in my mind.
Chris

From: ext Young Susan [mailto:Susan.Young@nottingham.ac.uk]
Sent: Tuesday, March 24, 2009 11:27 PM
To: julianbramley@hotmail.com; lneylon@ntlworld.com; Hugh.McClintock@ntlworld.com; andrew@veggies.org.uk; Gardner, Chris (NSN - GB/Huntingdon); Arthur.Williams@nottingham.ac.uk; Susan.Young@nottingham.ac.uk
Subject: RE: [Website Enquiries] Queens Road A6005 Beeston, Nottingham?

Julian

Like you, many of us tend to use the roads rather than sub standard paths. Less confident cyclists tend to prefer paths.

Pedals strives to ensure cycle provision is of high standard but does not always succeed. There are numerous examples of good cycle facilities fortunately.

A major problem as you point out is driver behaviour. It is one area that we are aware of and cycle campaigners and the CTC are trying to address.

Susan

The recommendations are to hold the road, i.e. cycle in the centre of the lane to stop other drivers squeezing past.

National Standards for cycle training say the primary cycling position is in the centre of the lane i.e. act as other vehicles and that cycling at the side i.e. 60cm 100cm is classed as the secondary position.

It is often better to cycle away from the kerb as it encourages drivers to 'overtake' rather than squeeze past.

As you say it is easier said than done.

Susan"

..further comments from Julian Bramley of 8 April and my response:

"Julian

Thanks for this. Yes we do indeed understand that some cyclists will always prefer to use the road rather than any cycle lane or cycle path, while others will sometimes if the facility is of good quality, goes where they want to go, and does not include dangerous crossing points or other features.

There are also some less confident cyclists who will always tend to opt for any facility away from the traffic, however sub-standard. Pedals tries to ensure that the needs of different types of cyclist are catered for but it is not always easy to satisfy everyone, especially where space is limited for good standard provision, as in that situation.

Wherever possible we campaign for upgrading of existing substandard cycling provision as well as for new schemes.

Hugh

----- Original Message -----

From: [Julian Bramley](#)

To: hugh.mcclintock@ntlworld.com

Sent: Wednesday, April 08, 2009 11:12 AM

Subject: RE: [Website Enquiries] Queens Road A6005 Beeston, Nottingham

Hugh

I think you misunderstand. I don't want to use this cycle lane. I want to use the road. The road has deliberately been made too narrow, making it dangerous.

I should not be forced off the road onto pavement with white lines and blue signs.

If pedals feels segregated cycle lanes are the way forward then that's fine but you won't have my support I'm afraid.

Cheers, Julian"

Planning Application for Wilford Suspension Bridge - chance to comment on the repair plans – my message of 8 April to interested people and organisations:

"This email from Rushcliffe Borough Councillor Alistair McInnes may be of interest. I had in fact already spotted the notice about the Listed Building Application attached to the end of the bridge.

The refurbishment will include some improvements to make the bridge decking less slippery when wet and also changing the spacing between the bollards, which is welcome in view of the complaints about the current arrangements from some people with bike trailers as well as double pushchairs and wheelchairs. The bollards at both ends of the bridge will now be repositioned to ensure a spacing of 1.2 metres clear gap between them. This means that one bollard at each end of the bridge will be removed. They also intend to repaint the remaining bollards and to wrap the middle section in reflectorised material to improve visibility, which is also welcome.

You can see the full plans and make comments online at: <http://www.document1.co.uk/blueprint/> entering the reference number 09/00448/LBC

best wishes for Easter

Hugh

PS. Possible provision of lighting on riverside path between Suspension Bridge and Wilford

Clive Wood tells me that the County Council are now working on detailed designs and costings for this, work which they hope to finish by about the end of May. They will then consult with interested organisations, some of whom may wish to object to any lighting proposals, e.g. local residents.

----- Original Message -----

From: [alistair macinnes](mailto:alistair_macinnes)

To: hugh.mcClintock@ntlworld.com

Sent: Monday, April 06, 2009 4:58 PM

Subject: Planning Application Meadows Suspension Bridge

Dear Hugh,

I have just received notification of the above planning application submitted to Rushcliffe B.C. The reference no is 09/00448/LBC. I have not had time to absorb but will do so.
Alistair.

Proposed West Bridgford Local Traffic and Transport Group campaign for 20mph area zones 'Bridgford 20'

Publicity materials for this are now being printed and a core group, including John Bannister, Richard Mallender and I, along with other members of the group and from the Central West Bridgford Community Association, intend after Easter to start knocking on doors to lobby for wide public support for the campaign, following confirmation from a recent pilot survey of the strong support in the Ladybay area of WB for the 20mph voluntary limited introduced there several years ago as part of the Home Zone Scheme. More volunteers to help with the lobbying are very welcome, please! Contact John Bannister (914 0398) if you can help.

Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):

- Hucknall Road (Mansfield Rd-Redcliffe Rd), Highway Works.
- St. Chad's Road Area, St. Ann's: Residents' Parking Scheme, Limited Waiting and Prohibition of Waiting Restrictions, TRO TMP6759. (responses needed by 12 May)

7. Miscellaneous items

Pedals possible change of name to 'CycleNottingham' – feedback from members

Message of 11 April from Chris Dixon

"Hugh,

Please don't change the Pedals name to CycleNation, CycleNottingham or anything similar - they all sound like those terrible government initiatives. Pedals is fine and it would take you another 25 years to establish a new name. Use CycleNation Nottingham as a tagline if you need to...

Cheers, Chris Dixon"

....and from Pete Aspinshaw

"Keep Pedals as the name, it sounds better than CycleNation or CycleNottingham as it would become and is shorter and easier to spell.

Pete Aspinshaw"

Pedals website updating

Larry Neylon, our Webmaster, was out of action for a couple of weeks over Easter with an appendicitis operation but is well again, I am glad to say. During this time various updates on our website could not be attended to but these should soon be done.

Now that we have a lot of material on our website it is all the more important that we keep a close eye, between us, on things that need updating. It will soon lose credibility if important bits such as meeting and event details are clearly out of date, so please can everyone regularly keep an eye on it, to help ensure that we make the most of this vital way of raising our profile and not seem like an outfit that has clearly past it's "sell-by date"

Danielle Trust Charity Ride: Paris to Nottingham: City Councillor Jon Collins (from NEP, 7 April)

"City Council leader Jon Collins will cycle from Paris to Nottingham in aid of the Danielle Beccan Trust.

The 14- year old, from St. Ann's, died on her way home from the Goose Fair in 2004.

Councillor Collins will be joined on the ride, which is almost 400 miles long, by former City Council leader John Taylor, and Jill Wilkinson, from charity Keys to Success, and a support team from Nottingham City Homes. They leave Paris on 14 April and hope to arrive at the Nottingham Forest game against Coventry on 18 April.

Councillor Collins said "I'm please to do what I can to bring the trust's dream of a lasting memorial to Danielle closer to reality.

To sponsor Councillor Collins, go to www.justgiving.com/cllrjoncollins

My absence at Velo-City '09 Conference, Brussels, 11-15 May

Please note that I will be away from 11-15 May attending the Velo-City -09 European Cycling Conference in Brussels.

(break: 8.30-8.45 p.m

9. Breakout sessions in small groups to discussion improving the handling of Pedals business, revising our profile and revisions to the Pedals 17-point plan.

(based on arrangements agreed at Pedals March meeting):

Timing (approx);

- 45 minutes for small group discussions
- 5 minutes for each group to report back (15 minutes)
- 30 minutes for general discussion on the feedback

Volunteer facilitators (volunteers to take notes and report back can be sorted out at the start of each group's session):

- Andrew Martin
- Susan Young
- Hugh McClintock

Topics:

- **Ways of improving Pedals profile**, and finding more volunteers, with particular reference to organising 'Pedals Roadshows' in different areas such as Beeston, Sherwood, Arnold, etc. in conjunction with interested local Pedals members and other people/groups, e.g. local Transition Nottingham groups.

As well as having specific suggestions it would also be useful to have **suggestions for the resources to carry these out including volunteers to organise these and take them forward.**

I also suggest that we should also consider the opportunities to raise our profile from better use of the opportunities we do already have, e.g. the many requests we do now get for Pedals to have a **stall/displays** at various events and where raising our profile, despite all the hard work of people like Dave Clark and Liz Kirk, is often constrained by the great problems we tend to have in making the most of such opportunities.

And if we had a **publicity officer** in post we could perhaps do all the more to make much better use of these opportunities. Just how do we get to grips with this if we are serious about raising our profile?

- **Ways of improving handling of Pedals business and running meetings** (see the minutes of the last two meetings, available on our website, for suggestions already made at meetings earlier this year)
- **Revising the Pedals 17-point plan, compiled in c2000** (and on our website at http://www.pedals.org.uk/pedals_plan (and see below)
NB: In considering this one possible source of inspiration may be the recent CTC 'New Vision for Cycling' document on their website at: www.ctc.org.uk/campaigns.
Also don't forget the **City Cycling Action Plan** we helped to produce last year and available to download at: http://www.pedals.org.uk/pedals_policy_documents and the '**Preamble**' to the recent wish lists for Broxtowe, Gedling and Rushcliffe submitted a few weeks ago to the County Council (see below)
NB revising this 'strategic' policy document will help us to respond to the consultation by the City and County Councils on the **next round of the Local Transport Plan** for Greater Nottingham ("LTP3") due later this year, according to the timetable set by the Department for Transport.

Background documents relevant to the discussion on 'Revising the Pedals 17-point plan:

1. Pedals 17 Point Plan (last revised in about 2000, I think!)

- 20 m.p.h. speed limits on all roads in built-up areas except for the Strategic Highway Route Network where 30 m.p.h. limits would apply.

- Improved arrangements for the maintenance of cycle facilities, with special attention to potholes, broken glass and protruding vegetation on cycle routes and for well-publicised and prompt arrangements to deal effectively with complaints.
- Greater attention to detail in the design and construction of any special cycle and traffic-calming facilities including flush kerbs at cycle path entry and exit points, smooth surfaces, adequate effective width for safe two-way cycling and adequate lighting to ensure social safety after dark by all users, male and female. The details of traffic-calming features must not result in cyclists feeling jolted or squeezed or in any danger of losing control when riding in normal conditions at a reasonable speed.
- Inclusion of cycling and walking in all transport planning, monitoring, modelling and evaluation.
- Safe routes to schools to be created and secondary school children to be encouraged to cycle to school. Cycle proficiency training to be provided for all school children.
- A major programme of cycle-friendly traffic-calming around schools, local shopping centres and hospitals.
- A coordinated programme to promote cycling by the highway, planning, education, leisure, tourism, health and cycling organisations, to encourage use of bikes for a wide variety of utility and leisure trips, including trips to and from work, college, shopping, leisure and other social/personal trips. Programme to include adult cycle tuition and basic bike maintenance training in the community.
- Cycle audits of all proposed traffic schemes and cycle review of existing schemes, to make the general highway layout safer for cyclists, with an emphasis on direct and coherent provision. This should be linked to a programme of traffic management measures that gives priority to pedestrians and cyclists, particularly including advanced stop lines for cyclists, contraflow cycle lanes on one-way streets, and raised crossings at junctions.
- New developments to be safely and directly accessible to cyclists. Provide cycle parking for visitors and parking, showering and changing facilities for staff.
- Safe cycle access to, from and within the City Centre, including safe and convenient routes across the City Centre between east-west and north-south directions.
- Extensive provision of bicycle parking, especially at public facilities such as shops, libraries, health centres, leisure centres. Secure cycle parking at rail stations and bus termini with bicycle repair and hire shops associated. Supervised cycle parking facilities in the city centre.
- Promotion of cycling to and in work: Council employees and Councillors to be paid a flat rate for cycling to work, and a flat mileage rate to be paid for trips within work, regardless of mode. Promotion schemes aimed at major private sector employers.
- A network of high quality cycle routes, paying particular attention to provision in the northern side of the city and its environs. Improved links, in the adjoining suburbs of Rushcliffe, Gedling and

Broxtowe, and safe connections across main roads and junctions to provide safer and more convenient access to nearby countryside areas. These links to include disused colliery lines and connect to wider routes forming part of the National Cycle Network plus regional and county routes such as those proposed in Nottinghamshire County Council's Double-H network and other long and medium distance routes such as the National Byway and the Nutbrook Trail

- An exemption for cyclists from all road closures and vehicle turning bans.
- Signalisation of all large roundabouts.
- Bus/cycle lanes on all radial routes. carefully designed for safe cycle use.
- Much more emphasis on enforcement of existing regulations, including in particular speed limits and to avoid obstruction by drivers of special facilities like contraflow cycle lanes, cycle paths and shared bus and cycle lanes.

2. (PREAMBLE TO) PEDALS WISH LISTS FOR BROXTOWE, GEDLING AND RUSHCLIFFE BOROUGH, MARCH 2009

(This was included with the recent wish lists and the draft was amended in the light of several comments I had on the draft)

INTRODUCTION

Please note that although these revised "wish lists" cover specific cycling schemes (whether on-road, off-road or particular junction improvements) **we also want to stress the importance of cyclists' needs being fully considered in all transport, major planning, regeneration and traffic management schemes**, and the important benefits for cyclists of wider policies such as those to reduce traffic levels and traffic speeds, and, in particular **much wider introduction of area-wide 20mph limits**, particularly in residential areas and on minor roads, and near schools and shopping areas.

In the vicinity of schools effective measures to exclude cars are very important when children are arriving and leaving, and these should form an integral part of efforts to promote walking and cycling to and from schools.

In any new residential areas we want to see priority given to the need for safe movement by bike and on foot, as recommended in the 'Manual for Streets' report, published by the Department for Transport in 2007.

Also important is to ensure coordination of schemes in Broxtowe, Gedling and Rushcliffe with ones being planned or upgraded in the City area, including ones forming part of the City Council's planned cycling commuter corridor improvements, e.g. Bulwell-Hucknall Road, Strelley/Bilborough/Wollaton, Clifton and Netherfield and Carlton to Daleside Road.

In the case of **Broxtowe** it is also important that improvements are coordinated with those in neighbouring Erewash Borough in Derbyshire, particularly following on from the **Long Eaton** initial Cycling Strategy Meeting held on Friday 23 January 2009.

Some of these will form part of **wider highway changes** and others will need specific safeguarding and identification in the various **Local Development Frameworks** now being prepared by District Councils. It is important that there is close liaison with planning control to **make sure that none of the additional facilities identified are scuppered because the space for them is lost for development**. There needs to be a policy to prevent the loss of potential cycling (or sustainable transport) facilities when development takes place.

We can also include some reference to the importance of well-designed, well-located and secure **cycle parking facilities**, and would welcome suggestions for specific locations where this is needed, particularly at public facilities. Requirements for cycle parking provision (or upgrading) outside shops or other private premises are best taken up directly with the store concerned, the County Council have recently made clear to us.

We again would like to emphasise the need for **quality provision for cyclists**, in terms of design, layout, construction and maintenance and including signing as well as surfacing. **Good general maintenance standards of surfaces on roads** are also vital for promoting cyclists' safety.

Good quality design, construction and maintenance is important for off-road as well as on-road facilities and this means that **off-road paths should avoid the inclusion of features such as A-frame barriers that can be a deterrent to**

pedal cycle use (as well as use by people in wheelchairs). **Any access controls on such paths must be fully DDA compliant and this should make them much less awkward to use by most pedal cyclists.** The needs of people with tandems, bike trailers and adult tricycles must also be borne in mind so that an overriding concern with physical measures to keep out motor bikes does not create significant problems for other users. We would also like to see existing A-frame barriers removed to make paths more cycle-friendly and this is particularly important where several are located close together, as this can very significantly slow down cyclists and disrupt their momentum.

In the case of **off-road paths alongside roads**, e.g. on roads with speed limits of 40mph or more, it is important that **careful thought is given to the safety and convenience of cyclists getting on and off such routes**, especially where they are to be found on one side of the road only and cyclists wishing to go in the opposite direction to traffic on the road can often have problems crossing safely.

These wish lists are primarily concerned with infrastructure for cyclists but that we also recognise the importance of **good information for cyclists** (via maps, websites and information packs for new cyclists, as recently agreed by the Greater Nottingham Transport Partnership / The Big Wheel)

Also, more widely, we strongly recognise the need for **good cyclist training such as that provided locally by Ridewise to encourage safe, confident and responsible cycling among all ages and types of cyclist, combined with stricter enforcement action against drivers who abuse cycle facilities or who otherwise behave irresponsibly towards cyclists**

Hugh McClintock,
Chairman, Pedals (Nottingham Cycling Campaign)
162 Musters Road,
West Bridgford,
Nottingham
NG2 7AA
Tel. (0115) 981 6206
email: Hugh.McClintock@ntlworld.com

C. CTC New Vision for Cycling, 2009:

CTC's New Vision for Cycling

We call for action on the following 6 themes:

1. Commitment to cycling

- **The Government must commit to doubling cycle trips in 10 years, whilst halving the risks.**
- All Government departments and other organisations in all relevant sectors, nationally, regionally and locally, need to recognise the benefits of cycling and support it effectively.

2. Cycle-friendly planning and design

- Local authorities must ensure that new developments are easily accessible by cycle and other sustainable transport modes.
- We need safe and attractive cycling conditions throughout the road network, together with quality cycle parking and well-designed off-road facilities where they enhance cycle travel.
- This in turn means ensuring that planners and engineers have the guidance, training, procedures and, crucially, the understanding of how best to make good provision for cycling.
- Roads and routes should be properly inspected and maintained, so that potholes, defects, obstructions and other hazards stop putting cyclists at risk.

3. Safe drivers and vehicles

Cycling gets safer the more cycling there is, so encouraging cycling must be central to national and local road safety policies. This should be backed by indicators that measure "more" as well as "safer" cycling. These twin objectives can be achieved through:

- Making 20 mph the speed limit on most urban streets
- Lowering speed limits wherever possible elsewhere and tackling speeding
- Making 'Bikeability' cycle training available to everyone

- Better training for motorists that includes an understanding of cyclists' needs
- Strengthening road traffic law and its enforcement
- Addressing the disproportionate threats from lorries
- Improving the cycle-friendliness of vehicle design
- Setting targets based on individual risk of injury, rather than on total injuries
- Monitoring the perception of danger that prevents people from cycling, instead of simply recording casualties alone

4. Better provision for combining cycling with public transport use

We need:

- Good access to, from, through and within stations and interchanges for cyclists
- Safe and secure cycle parking, storage and hire facilities at stations and interchanges
- Provision of adequate space for carrying cycles on public transport
- Better information and publicity about combining cycling and public transport

5. Promotion, encouragement and incentives for cycling

- We need promotional activities and marketing and information campaigns to influence attitudes and behaviour so that more people feel inspired to take up cycling in the first place, or cycle more often – and know how to go about it.
- Financial incentives, including the removal of VAT from cycles, would also boost cycling.

6. More and better opportunities for recreational and off-road cycling

- We need more places opened up for off-road cycling e.g. through parks and open spaces, alongside the coast, rivers, canals and other waterways, on rural lanes, on the rights of way network and on Forestry Commission land. They should be well signed, maintained and publicised.

We believe that a doubling of cycle use within 10 years is entirely achievable and would bring great benefits to our own health and that of our streets, communities and the environment.

For a more detailed, fully referenced briefing on CTC's New Vision see: www.ctc.org.uk/campaigns

Hugh, 15.4.09