

HMccC BACKGROUND NOTES TO SUPPLEMENT THE AGENDA FOR THE PEDALS MEETING AGENDA ON MONDAY 18 APRIL 2011, giving more detailed information on issues with which I have been involved on behalf of Pedals since our last monthly meeting.

Introductory note on the purpose of the background notes

We do appreciate that not everyone coming to the meeting wants or needs to go through these from cover to cover, or even print them all out!

Some people, we know, may prefer just to rely on the basic agenda and use that to try to follow the proceedings, or, alternatively, to print out these notes and then skim through them, and focus only on items in which they are more interested.

The notes are intended to provide a detailed information resource. They include extracts from a few of the most important exchanges of emails since the last meeting, (particularly with regard to things I have been involved with on behalf of Pedals).

They also provide background information on many other current issues, especially those likely to be of interest to Pedals as a whole and which we particularly need to focus on in our discussions.

Much of the other information can be taken as read and we can then concentrate our discussions on fewer items.

The extracts from emails are intended to give some indication of what we need to discuss, including comments already made on these emails from other people, whether the Pedals committee or other people with a particular interest in certain local areas or areas of Pedals work.

They include brief reports from people who have attended various meetings on behalf of Pedals since our last monthly meeting, helping us all to keep informed of what other people are up to, helping our accountability to each other as well as to see how we can support and encourage each other in our different areas of work, as well as how best to follow up these meetings and coordinate our future work.

They can help us to reduce the risk of possible fragmentation through poorer communications now that have more people involved in different areas of our work.

Having this material in writing, circulated a few days before each meeting, can help us to avoid the need to devote big chunks of time at the meetings for tedious long oral reports or reading out of great reams of text.

This can help us to have more concise and focused discussions, and make it possible to finish meetings earlier, while still giving all those who want a chance to contribute to the discussions and help us reach a consensus, where possible, as well as be clear about who agreed to take responsibility for agreed actions.

The background notes are also intended to provide something useful to refer to in discussing detailed matters at meetings, e.g. facts such as the date of forthcoming meetings where we ought to be represented or other events to which we have been invited to bring stalls.

This can also help us save time by encouraging people to think in advance about which meetings or other events they might be able to attend on behalf of Pedals, helping our very important current aim of spreading out responsibilities for different areas of Pedals work.

AGENDA FOR PEDALS MONTHLY MEETING:

(as sent out by Peter Osborne on 13 April)

7.30 p.m. on Monday 18th April 2011

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)

1. Welcome, and apologies for absence, and including brief introductions
2. Discussion with Helen McCullen, the newly appointed Rural Rides for All Promotion and Marketing Officer. **(7.30-8 p.m. approx).**
3. Minutes of the previous Pedals Meeting (21 March) and matters arising / update
4. Minutes of the Pedals AGM held on Saturday 26th March 2011 at The Friends Meeting House, Clarendon Street, Nottingham including list of people representing Pedals on a regular basis at different meetings or liaising with different organisations.
5. Report on recent meetings by people who have attended on behalf of Pedals.
6. Finance (Chris Gardner to report)

8. Forthcoming events / meetings

- Pedals meetings
- Other meetings / events

9. Forthcoming Pedals stall invitations, arrangements and appeals for volunteers, and including arrangements for handling of moneys taken on stalls.

10. Forthcoming Local Elections

11. Cycle facility and traffic management matters

12. 2011 AGM and post AGM discussion on ways of improving the handling of the steadily increasing amount of Pedals business

13. Recent improvements at the Wilford Lane/Ruddington Lane junction area (new ASLs, new on pavement cycle lane on SE side of Clifton Road-Clifton (Julian Bentley).

14. Julian Bentley to give a brief update on the CFH funded Bike Maintenance Classes and also ask Pedals members if they can help with publicity by putting up a poster or two in their areas (Libraries, community centres etc).

15. Membership Renewal. Any ideas for this year's renewal to make sure we get things going well?

14. Any other business

BACKGROUND NOTES

2. Discussion with Helen McCullen, our new Rural Rides for All Sessional Worker to help promote the rides, and publicity for the new programme. (mutual introductions and discussion) (up to 30 minutes)

Helen McCullen has been appointed to this post, following the interviews last Friday, and will be coming along to our meeting for an introductory discussion. **Her special email address is ruralridesforall@ridewise.org.uk**

About 2 weeks ago we had a letter from Awards for All, confirming receipt of the extra documentation they required, and saying that they would let us have final confirmation of the grant within 10 working days, and that work should not formally start until then, even if we still went ahead with the interviews, as was done on Friday 8th April.

However, on 13 April, Peter Briggs, who has been handling all of these communications, heard from them to say that the documentation was indeed all in order, with the very minor exception of needing our bank to confirm the authenticity of Arthur Williams' signature, which, for lack of space, we had put on a supplementary sheet. Arthur then agreed to arrange this asap, meaning that we are then in a position to promote Helen's role officially, as well as for the grant to be paid into our bank account.

**Matters discussed with Helen at Inception Meeting on Monday 11th April.
(attended by Hugh McClintock, Peter Briggs, Gary Smerdon-White and Graham Hubbard; apologies for absence from Andrew Martin)**

In no particular order yet for 9.00 on 11th

- Working arrangements
- ICT requirements
- Initial tasks – Project Plan, Media Release re RR, Review of RR website and resources
- Run through of various branding issues – Lottery requirements, logos, BW design
- Reviewing Website and posters/e-flyers
- Contacts and events
- Ideas from interviews
 - Meet press
 - Target families – Surestart, families project
 - Keen cyclists – cycling shops
 - Businesses – industry leader, word of mouth, BIC
 - What's on in Notts
 - Coffee mornings
 - E-shots and texts
 - Schools
 - Newsletter regular
 - Rides starting and finishing in hard to reach communities
 - Inv in Nottigham
 - Supermarkets, bingo halls, bookies,

Comment from Graham Hubbard Ridewise of 14 April on Helen's start of RRFA work:

"Not even the end of wk 1 and Helen has been beavering away trying to balance home and work life. My email in tray seems to be buzzing so Helen *must be* doing something.

I have, yet again, gone through the **Rural Rides Calendar PDF** (see 'said' button on RideWise's home page) and have now emboldened the titles as well as colour coding the rides into three broad categories to make it easier for users to decide whether they'll cope with the distance (or get too bored 'cos it's not far enough).

Helen will be casting an eye over the RR site as a whole, so as to make better; thus I'll still be working further to improve this site in due course.

Graham Hubbard
Ridewise Ltd & Rural Rides Coordinator
Bikeability in Nottingham
07854 853 339

PS. HELP PLEASE distributing RRFA and GNBR flyers to local bike shops!

To help publicise both the new RRFA programme, and the Great Notts Bike Ride, it would be very helpful if people could please volunteer to take a supply of leaflet to all the local bike shops, shown on the list at http://www.pedals.org.uk/looking_after_your_bike

I will bring a copy of this list to our meeting and it would be useful if volunteers could then write their name against the name of each bike shop which they are willing to deliver to, so that we have a record. We can then coordinate with Helen and Ridewise who will take leaflets to the other shops etc., and arrange to get further copies if required.

Copies of both leaflets will also be sent out with the next Pedals newsletter, and I will ensure that we have a supply for use of Pedals stalls at forthcoming events.

3. Minutes of the 21 March 2011 Pedals monthly meeting:

Present: Hugh McClintock, Peter Osborne, John Bannister, Dave Earnshaw, Susan Young, Terry Scott, Pete Elderton, David Easley, Chris Gardner, Julian Bentley and Chris Simon (Perfect Motion).

Apologies for absence: Peter Briggs, Andrew Househan, David Miller, Mara Ozolins, Dave Clark, Liz Kirk, Roy Wilson, Andrew Martin and Arthur Williams

The meeting was chaired by Susan Young in Andrew Martin's absence.

Great Notts Bike Ride 2011: Discussion with Chris Simon.

Chris works for Perfect Motion who are organising and promoting the Great Notts Bike Ride (with Pennine Events). The main marketing campaign starts within two weeks.

So far the GNBR has been promoted by word of mouth and 1350 entries have been received as of last week. The upper permissible limit is 5000 riders on the road. There will be a promotional campaign with Jam Radio in mid April.

There will be three routes on open roads: 72 miles (start time 7 am), 58 miles (8-11am) and 19miles (11am-12.30pm). The route has been chosen so that Police do not have to be involved. There will be seven traffic management points along the route.

This year there will not be a commercial return, but in the future it is hoped to make the event more sustainable, possibly with a charity ride, a schools challenge event, a corporate event; and by extending the event to last a weekend or even a week, and also of course to achieve a commercial return.

Chris said that he would welcome a chance to come to another Pedals meeting to discuss his plans further, particularly with respect to his ideas for expanding the event from next year, with the support of the City Council who, following the County Council reducing their support, were now very keen to be involved.

Rural Rides for All Funding Bid:

A positive decision has been achieved, so the process to get someone in post can now get underway, from the end of this week and with a tight deadline for applications. Andrew Martin would be representing Pedals on the interview panel and Gary Smerdon-White Ridewise, with Graham Hubbard, Ridewise coordinator, sitting in as an observer.

As far as the rides themselves are concerned, lots of rides are being offered. However, there are technical problems with the website, which has yet to be launched. Flyers are being printed now. It was suggested that the Rural Rides programme could be advertised in free newspapers.

Graham Hubbard intends to convene a meeting of volunteer ride leaders once a person has been appointed to the new RRFA promotion post. The RRFA launch has also been postponed from 2 April, because of the delay in the decision by Awards for All, but should now be fixed soon. Hugh said that he had asked Graham to get in touch with all volunteer leaders to update them on the situation.

Recent Meetings.:

East Midlands Cycling Forum: Hugh, Andrew and Susan attended this recently in Leicester. One important point raised is that social media (Facebook, Twitter) should be used to engage cyclists and in particular to share info about the GNBR and Sky rides). the next EMCF meeting will be in Derby on Saturday 8 October, to be organised by the Derby Cycling Group.

Trowell Road site meeting: Hugh, Susan Young and David Easley attended recently with Keith Morgan of the City Council.

Greater Nottm Light Rapid Transit Advisory Committee:

Hugh also attended a recent meeting of what is effectively a Tram User Group. Questions on cycling, e.g. on use of folding bikes, which are allowed on the tram, are being considered for inclusion in next year's survey of passenger satisfaction, Nicola Tidy had assured Hugh.

Pedals Stalls / displays management

We need to review arrangements now that Dave Clark is stepping down. We now get many invitations to events over the spring and summer and such appearances are a vital way both of raising our profile and also of getting more members, if used proactively.

Plan A: find a replacement for Dave as the Stalls coordinator: noone interested.

Plan B: We will need to spread out the responsibilities for managing the invitations at different events, with different people taking it in turn, and liaising carefully with those doing so for previous and subsequent events, as well as with Ridewise and Sustrans, and also managing stocks of maps and other leaflets, and any cash received for new subscriptions, donations and City County Forest book sales, etc., keeping a note of these.

Chris Gardner and/ or Dave Earnshaw can both store stall materials. (Note the Pedals display was recently revamped at a meeting at Hugh's, after a subgroup meeting involving him, Dave Clark, Dave Miller and Pete Elderton).

A plea for assistance with the stalls will be put in the newsletter, and on the website and on Facebook. John Bannister and Chris Gardner have offered to do a stall.

Hugh will organise the Pedals stall at the West Bridgford Summer Gathering on 14 May, helped by Pete Elderton, Andrew at the Green Festival (late May Bank Holiday, though exact date was not known) and Ridewise (Adrian Juffs) will be at the Hemlock Happening on Sat 11 June.

Other people said they might be interested but did not want to commit themselves too far in advance. One implication of this was that we ought from now on to have Stalls invitations as a regular agenda item, and review carefully each month which invitations we were and were not taking up, and just who would be responsible for each, and who else might be willing to help.

Ideally there should be at least two people on stalls at any one time, including one person with a good knowledge of the local area, and one person with good background knowledge about Pedals activities.

We should also try to ensure that we had a sufficient pool of volunteers so that these two people were not expected to be on the stall all day long, especially for longer events, but also had time to look around the rest of the event.

For a few larger events we might want to have more people, including one or two behind the stall and a few more at the front, looking out for passing cyclists, etc., and particularly at events such as the Nottingham Green Festival where there was interest in combining our stall with a Doctor Bike Clinic, and a bike park for the event.

Hugh recommended that we also soon take up the offer from Gary Smerdon-White to have a general discussion on how Pedals and Ridewise could best coordinate their stalls, appearances, to help make the most of our limited person power, and help support each others efforts.

Susan Young said that it was also important to evaluate carefully just what we got out of particular events, especially where we had to pay a charge to appear, as was sometimes the case.

Finance.

Chris is finalising accounts to present to the AGM. Everything is OK financially – there is money in the bank.

CycleStreets cycle journey planner.

Dave Easley brought attention to the recent Nottingham Open Street Map meeting. Essentially, cyclists can update an open street map (but would need some training to do so). More info from Dave Easley or the website.

An article on this will also go in the newsletter and Hugh suggested that we consider inviting someone from this group to one of our future meetings, as well as taking up David Easley's request for more supportive wording on our website for Cyclestreets. Hugh asked him to draft this and the newsletter article asap.

Spring / summer Pedals newsletter

Hugh said that he intended to get this to press soon after the AGM. He had not had any other contributions for it, although there was now going to be more limited room to include them, as he was attempting to reduce the length to help contain costs.

Judging by previous experience with Portshel Press, as well as his likely absences around Easter / early May Bank Holiday time, he could not yet say when it would appear, but he would be grateful for support for this in due course, probably in early May, as well as ensuring that the mailing included the subs renewal reminders to those members still not paying by standing order.

Miscellaneous.

Support from the Big Wheel is now very much in question as its budget will be cut back drastically from April 1st. There will be no Wheelie Big Cyclists Breakfast this year, Hugh reported, although the GNTP Cyclists' Forum in Bike Week will probably still take place, Helen Hemstock had said.

4. Minutes of the Pedals AGM held on Saturday 26th March 2011 at The Friends Meeting House, Clarendon Street, Nottingham.

Present: Hugh McClintock, Peter Osborne, Andrew Martin, Susan Young, Terry Scott, Pete Elderton, David Easley, Coral Simpson, Rob Murray, Chris Gardner, Andrew Househan, Arthur Williams and Larry Neylon (and daughter!)

Apologies for absence: Dave Clark, Peter Briggs, Richard and Susan Mallender, Brian Goss, Anne Sladen and Julian Bentley

The meeting was chaired by Andrew Martin. No issues were raised from last year's minutes.

Facilitator's Report.

The full report is available from the Pedals Secretary. What follows are the main points. Andrew's report is in four sections:-

- **Nationally:**
the loss of Cycling England at the end of March (some responsibilities now being taken on by Dept for Transport),
two web based cycle journey planners launched;
"Boris" bike hire scheme launched in London;
Nottingham being ranked 2nd in UK for cycling and 1st for least car dependency.
- **Locally:**
New cycle parking facility opened at the railway station; and smart-card access for part of it is now being planned.
Sustrans U-cycle project well underway though funding now to cease at the end of June
Cycling for Health (Ridewise) Project has now come to an end;
Cyclists' breakfast last June went very well but will not take place this year, because of financial cutbacks, although the GNTP Cycle Forum probably still will;
Pedals was present at the Green Festival after a long absence;
East Midlands Cyclists Forum continues to be important and the EMCF meeting Pedals hosted last October generally went well.
Notts CC now replaced by Perfect Motion and Pennine Events to run Great Notts Bike Ride.
Dave Clark and Liz Kirk were thanked for their very considerable efforts regarding running and managing the Pedals stalls.
- **Facilitator:**
Andrew attends bimonthly meetings of the Cycle Development Group, continues to work as a cycle instructor, Sustrans Ranger and Framework volunteer and also attend various weekday meetings as a Pedals representative.
- **Pedals:**
A new committee procedure was introduced (largely around email contact to speed up decision making).
A grant from Awards for All was successfully applied for and a Seasonal marketing worker will be appointed.
£9566 has been awarded to Pedals. This will be forwarded to Ridewise. A vote of thanks to Peter Briggs was proposed for his work on the grant application.
The volume of Pedals business is large and continues to grow.
There are major developments planned at the railway station, Broadmarsh and Victoria Centres and Tram extension in which it is very important for Pedals to take a close interest.

Treasurer's Report:

Chris circulated a detailed report. A full version of this is available from the Pedals Secretary or electronically from the Treasurer. What follows are the main points:-

- Subscriptions account for 47% of income. This needs to be kept high.
- Sales account for 26% of income. This is mainly from sales of City, County, Forest books that Lawrence Geary sells (mainly to bookshops).
- Donations account for 25% of income.
- The newsletter accounts for more than third of expenditure. It may have to be replaced largely (but not entirely) by an e-newsletter eventually so this makes it all the more important that we ensure that we have valid email

addresses for all members if at all possible.

- A proper business Paypal account has been set up to facilitate various kinds of payments including subscriptions and subs renewals. A vote of thanks to Larry was proposed for his work on the Pedals website which has become a very important and comprehensive resource.

Re-election of Officers.

- Dave Clark stood down as membership secretary (but has offered to continue helping with the stalls). Pete Elderton was elected as Dave's replacement (proposer: Peter O seconder: Arthur. Hugh and Chris will help Pete in his new role).
- Chris re-elected as Treasurer (proposer: Pete Elderton, seconder: Hugh).
- Andrew re-elected as Facilitator (proposer: Chris, seconder: Andrew Househan)
- Peter Osborne re-elected as Secretary (proposer: Chris, seconder: Susan).
- Hugh re-elected as newsletter editor (proposer: Andrew, seconder: Pete Elderton).
- Publicity officer: this post is still vacant, but Andrew is happy to continue writing press releases and do interviews with local radio and papers. It was noted that papers will often print cycle related stories and letters if there is not much other news around.
- Social secretary – post vacant.

Discussion on experience with new Committee System.

This works well and responsibilities are shared around more widely Issues can be dealt with outside of the main meeting and more quickly.

Campaigning and Notts County Council.

In contrast to the past, Notts County Council has become increasingly apathetic towards cycling with some Councillors now apparently distinctly hostile and very few sympathetic officers still around. The current major financial and staffing cutbacks have only made the situation even worse.

Despite many attempts, it has become very hard to have any regular communication with the current cycling officer (who also has other duties). Cycle working parties, which used to be very important channel for communications and the exchange of views, both positive and negative, have been discontinued for about 3 years now.

It was felt that Pedals should try again to cultivate an interest with County Councillors. There was much discussion on how Pedals can build up relationships with councillors sympathetic to cycling. We need to identify who we should be working with and emphasise what we can offer rather than what we want.

Miscellaneous.

We need a strategy to manage the ever-increasing business – this could be by geography, e.g. membership secretary contacts people in particular locations, or by particular interest, extending what Hugh has increasingly been trying to do in the last few years. We are also now getting increased emails from Cyclenation asking local campaign groups for support for their campaigns etc., as well as more enquiries, often on very diverse topics, via the 'Contact Pedals' email address and website.

To help deal with these, especially enquiries on topics such as cycle hire where we often get enquiries, it was agreed that we need an FAQ on the website. Larry Neylon offered to help organise this.

Rob Murray offered to help with research in the north of the county. Although Pedals has never claimed to be a county-wide group, rather than concentrating on Greater Nottingham this was a useful offer as Pedals is poorly represented in north Nottinghamshire and we still got consulted about some matters in that area that we needed to pass on to people with good local knowledge.

There should be a separate document for the minutes and the background notes.

As a driving instructor, Andrew H said that he can give a driver's perspective on certain issues.

Pedals supports 20mph zones in principle and is glad to note the growing national interest in these as well as the fact that Notts County Council is apparently planning 14 such areas in the county (consultation on the details of these is still awaited).

Susan continues to represent Pedals in Lenton and Dunkirk forums. We need to encourage further involvement of local members with such local area bodies, as very strongly recommended by the Derby Cycling Group when talking about their experience at the recent East Midlands Cycling Forum meeting in Leicester.

Andrew and Arthur as well as Hugh are still on the CDG (Greater Nottm Cycling Development Group) Arthur commented that work pressures meant that he had had to miss several of these meetings in the last year or so but that it was very good that Andrew had usually been able to go. As this was such an important group it was agreed that if possible we should always try to ensure that there were 2 Pedals representatives at each of these meetings, which took place every 2 months.

The meeting closed on time at midday and was followed by a ride to Bulwell and Bestwood Park, organised by Susan Young.

PS. Summary of Pedals representation at meetings and liaison with other organisations: Current and new volunteers.

The following is a brief summary of the changes agreed at the AGM and other changes since the 2010 AGM:-

- **Pedals Committee (officeholders and cooptees):**
Andrew Martin, Peter Osborne, Chris Gardner, Pete Elderton, Peter Briggs, Hugh McClintock, Susan Young, Larry Neylon, Peter Briggs
- **Greater Nottm Cycling Development Group (CDG):** Hugh and Andrew continuing with this with Arthur still willing to come when he can make it.
- **Cycling for Health Project Steering Committee:** Following the end of Cycling England funding in February 2011 this Committee no longer exists.
- **Broxtowe Transport Group:** Peter Briggs has now taken over from Robin Phillips Hugh would now attend only if there were particular items of interest to him coming up, e.g. relating to the NET extension plans in Broxtowe Borough.
- **Stapleford Local Transport Group:** Martin Quarton still willing to attend this (though this has not been confirmed recently)
- **Notts CC Highways South Cycle Working Group** is in practice still defunct (and has in fact been since 2007!) so no volunteer now needed (We still hope to get the County Council to revive this at some time!)
- **Greater Nottm Light Transit Advisory Committee:** Hugh (and Andrew as substitute) willing to continue with this.
- **Broxtowe Environmental Partnership:** Less important unless anyone particularly wishes to attend!
- **Rushcliffe Environmental Partnership:** Hugh still willing to attend this.
- **West Bridgford Local Traffic and Transport Group:** Hugh willing to continue representing Pedals on this group, chaired by John Bannister. Richard Mallender also involved as a Rushcliffe Borough Councillor.
- **CANN (Climate Change Action Nottinghamshire).** No longer exists since the departure in 2010 of Callie Lister from the FOE Regional Office who was coordinating the group.
- **East Midlands Cyclists Forum:** Hugh, Andrew and Susan have regularly attended these twice-yearly meetings, with the next one being hosted on 8 October by the Derby Cycling Group. Other Pedals members are of course also very welcome
- **Monitoring planning applications:** Hugh does this on an ad hoc basis this for Rushcliffe or occasionally for Nottingham, Broxtowe and Gedling where he is sent details of particular applications because of our known past interest in certain sites. Volunteers required for Broxtowe, Gedling and City to help do this much more systematically, preferably with one volunteer for each District (Borough).
- **U-cycle project:** Arthur Williams, Roland Backhouse, Hugh and Susan Young to continue to take a particular interest in this Sustrans / Cycling England project, although funding will now cease at the end of June.
- **Notts CC cycling instructors:** Andrew and Susan.
- **Transition Nottingham and local groups.** No recent Pedals involvement, as far as is known, although it seemed that TN itself was generally now less active, and no local TN groups had shown any particular interest in transport.
- **Nottingham Open Streets Map Group:** David Easley had attended a recent meeting of this group and seemed willing to continue.
- **Ridewise:** Andrew Martin and Susan Young
- **Rural Rides for All Management Group:** Hugh, Andrew and Peter Briggs are now representing Pedals on this group, alongside Gary Smerdon-White and Graham Hubbard from Ridewise, whose role will be vital in managing the person soon to be appointed to the RRFA Marketing Assistant Sessional Worker post.
- **Great Notts. Bike Ride Support Group:** Gary Smerdon-White had set up a support group with representatives from various organisations to support Chris Simon of Perfect Motion in developing the new Great Notts Bike Ride arrangements, and it was anticipated that this group would continue in existence after the first year of Perfect Motion (and Pennine Events) management of the GNBR. (Terry Scott represents the local CTC on this group, as well as Pedals indirectly1)

- **Sustrans:** Peter Osborne and Andrew Martin involved as Sustrans volunteer rangers and Hugh more generally liaises with Nicola Jones and Matt Easter in particular.
- **One-off meetings, e.g. as organised by GNTF, GOEM, etc.** on various wider transport and planning matters: representation to be discussed on ad hoc basis although it is likely with the cutbacks and the winding down of GOEM, that there will be very few of these in future, other than the **GNTF Cycle Forum in June**. For the time being at least, Hugh was still willing to coordinate this, as well as wider consultations between Pedals, local authorities and other organisations such as the Highways Authority.

It is important that Pedals representatives at meetings make sure that they have any necessary background information on the background to agenda items likely to be of interest to Pedals, or which we wish to raise, as well report back to the Pedals business meeting on the outcome of meetings.

A specific agenda item 'Reports from people who have attended recent meetings on behalf of Pedals' was now always included on each agenda, to help ensure that other Pedals activists were aware of what was being said in Pedals name at these meetings and what did or did not come out of them, and what needed following up.

It was also important to ensure that any comments on behalf of Pedals at different meetings were consistent with our statement of strategic aims, as revised in 2010 and available on the Pedals website at http://www.pedals.org.uk/pedals_plan

Update on minutes of the previous meeting (21 March):

Potholes - Pedals potholes action plug on BBC East Midlands Today (31 March)

Andrew Martin was interviewed about this, highlighting a particularly badly potholed street in Basford, near where he lives.

Pedals Spring / Summer newsletter at press

The latest newsletter went to press on 1 April but Portshel Press say they have several other jobs on so it is difficult to predict both when they will have proofs for me to check and when the printed copies will be available and ready for stuffing and dispatch, along with enclosures such as subs renewal reminders and copies of the Rural Rides for All flyer.

I will let people know later about this and when I might be glad of **help please in sending it out, probably early in May soon after the series of bank holidays coming up.**

I would like to include in the mailout copies of the Rural Rides for All and Greats Notts Bike Ride flyers, as well as the subs renewal reminders for all those members not paying by standing order. It is not clear from the records just who did and who did not renew a year ago for the 2010-11 membership year so we seem to have no alternative but to treat them all as though they did in fact pay up. It also seems that no membership cards were sent out for 2010-11 but these will be sent out to all members for the 2011-12 membership year, whether they pay directly or by standing order.

Help with Pedals newsletter artwork; need for volunteer with experience of Microsoft Publisher please!

Currently we get Portshel Press to do all the artwork and layout as well as printing but it would help us to save time and money if we had someone in house with more expertise than I have in using Microsoft Publisher to do this. Is anyone able to help with this please?

Getting (bus and other) drivers to respect Advance Stop Lines for cyclists:

Comments from Andy Gibbons (City Council Public Transport Manager, and also Pedals member) in response to my message of 5 April to Deborah Kavanagh of the Traffic Commissioners chasing her failure to reply to my message of 1 March complaining about the repeated failure of Premiere buses even to acknowledge complaints about their drivers abusing ASLs;

"We are currently putting together the terms of reference for a statutory quality partnership for the whole the City – widening out from that one already in place for the City Centre. We can include adherence to ASL's in this. The legal contract has much more clout with the Traffic Commission, who don't seem to show much interest in Nottingham normally. Andy

Taxi drivers infringement of ASLs: message of 8 April from Julian Bentley:"Complaint regarding ASL (AR/TP/COMP/77/11):

"Hi, Below is email traffic re a Taxi driver who recently:

- (a) parked in Musters Road ASL whilst the lights were on red
- (B) blew his horn at me/started shouting when I pointed out his mistake to him

As usual City council Taxi Licensing were quick to act (unlike the Rushcliffe council dept who don't seem bothered at all about poor taxi drivers)
Julian

Tony

Thank you for your diligence in this matter. I always like to inform my Cycle Training clients and fellow Instructors of the work done by the City Taxi Licensing Dept - I feel it gives them a small amount of confidence when riding Nottingham's busy streets.

Julian Bentley
Ridewise Instructor
Pedals Member

From: Anthony.Pearson@nottinghamcity.gov.uk
To: dr_jools@hotmail.com
Date: Mon, 4 Apr 2011 13:33:41 +0100
Subject: Complaint regarding ASL (AR/TP/COMP/77/11) [Scanned]

Dear Julian Bentley,

Thank you for your email that I received today regarding the driver of Private Hire vehicle with registration number PK54 WHZ.

I have sent the driver of this vehicle a warning letter regarding the incident. His actions have been recorded on his personal file.

Once again thank you for your observations and information.

Regards, Tony.
Tony Pearson, Licensing Compliance Officer
Community Protection
Licensing
Derwent Building
Eastcroft Depot
London Road
Nottingham
NG2 3AH
Telephone 01159152254
Fax 01159152048

....comments from (Rushcliffe Borough Councillor) Richard Mallender (8 April):

"Hi Julian,
It's certainly worth campaigning to keep taxi drivers off ASLs and being abusive.

Wasn't the issue last year that Rushcliffe kept maintaining a particular cab was based in the city & nothing to do with them?

Anyhow, I'll certainly chase this up & speak with the officers.
Kind regards, Richard,
Councillor G. Richard Mallender

...and response of 9 April to this from Julian Bentley:

"Hi Richard
Thanks for getting back to me.

The issue last year was dangerous driving by a (Rushcliffe registered) Taxi. The chap at Rushcliffe Taxi Licensing mentioned a lack of funds to deal with such issues and sent me a document listing possible infractions and their corresponding penalties - I remember one item as being "keeping an untidy vehicle", there were lots of others, but *none* relevant to poor driving standards - that was/is a bit of a shocker!

If it will help I could trawl my email repository from last year, but it would be good to know that this issue is taken seriously, as that is not the impression I got last year...
Julian"

Cyclenation appeal to write to local MPs to campaign for 'strict liability' legislation: response from Vernon Coaker MP, covering message forwarded by Richard Cooper - the only reply we have had in response to this recent appeal for Pedals activists to write to their MPs!

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

From: [Sue & Richard](#)
To: [Hugh McClintock \(Dell\)](#)
Sent: Tuesday, March 29, 2011 11:14 PM
Subject: Fw: EDM 1393 (stricter liability)

Hugh,
I have received this helpful response to the letter I wrote in support of stricter liability. It sets out some valuable and credible legal principles to explain the Ministers view against adopting it.

I'm partly convinced, principally because a strict liability would imply fault in unreasonable circumstances, without some tempering, for example, to quote the Wikipedia article – the defendant, instead of having to be found 'at fault' through specific action, would have to demonstrate and be "excused from strict liability if [due diligence](#) is proved "; which might be a more appropriate approach.

Nevertheless two aspects are worth mentioning.

Firstly the duty of care to more vulnerable road users is a good principle, which does not need to over-ride the legal principle of fault, (e.g. as above) and clearly is considered worthy of adoption (without obvious problems?) in most other European countries.

Secondly, if there are other factors leading to safer conditions for cyclists in other countries then should they not be worthy of study by the DoT?

Richard

From: [PEET, Janet](#)
Sent: Tuesday, March 29, 2011 3:42 PM
To: rssncooper@ntlworld.com
Subject: EDM 1393

EDM 1393

Please find attached response obtained re the EDM 1393

Janet Peet
Secretary to Vernon Coaker
Member of Parliament for Gedling
Tel. No: 0115 9204224

Cyclestreets website and the Nottingham Open Streets Map – comments from Roland Backhouse (30 March) on the recent report by David Easley of the meeting of the Nottingham Open Streets Map group which he attended on behalf of Pedals:

"Dear David,

Hugh McClintock copied me (via my wife) in to an email to you about Cyclestreets. You might be interested to know that during the last academic year I have been supervising a student project that integrates CycleStreets with a database of information local to the University of Nottingham. The project is a 2nd year group project and has been very successful (although not in the sense of producing a system that everyone can use right now - that would be too much to expect from such a project).

The basic idea of the project was to develop a "wikibase" (a database that is maintained by the community) of information on locations in and near the university (places like "the music rehearsal hall" and local supermarkets) and to link this information (using geo-coding) to CycleStreets route finder. This then enables students to easily determine how to get to a given location. The "music rehearsal hall" is a real example. Students of computer science, located on the Jubilee Campus, sometimes discover that they have to take examinations in the "music rehearsal hall" but they are very unlikely to know its location because it is not on the Jubilee Campus, and it is not a place that they would otherwise visit. Also, it is not easy to find on a map, even if one knows roughly where to look.

The success of the project was very much dependent on the fact that CycleStreets and Open Street Maps are "open" and do not use copyrighted data. This is extremely important to realising the idea of a "big society". It is also vital to keeping data up-to-date. (Data on the University of Nottingham's website is often out of date. For example <http://www.nottingham.ac.uk/estate/environment/cyclefacilities.html> shows the Jubilee Campus as the building site that it was before 2008, with no cycling facilities whatsoever -- misleadingly, the data is copyrighted 2011! But I am sure that the University of Nottingham is no different to any other large organisation; the idea of a wikibase/"crowd computing" is too new.)

The students will be producing their final report at the end of this week. If you are interested and you think it may be useful I can send you a copy. I am also interested in giving full support to the CycleStreets initiative and would welcome being kept informed of developments.

Yours,
Roland Backhouse

Announcement (31 March) of Cyclestreets success in the GeoVation Challenge, which Pedals supported:

"<https://www.geovation.org.uk/challenge/topic.php?id=756&view=all>

Aim:

"We want to provide cycle campaigners - people who are already-enthused - with a web-based toolkit of the best possible tools to make their job as easy as possible. Changes on the ground often come only because of campaigners - so maximising their effectiveness is paramount.

Full detailed proposal:

<http://www.cyclestreets.net/blog/wp-content/uploads/geovation.pdf>

My response to message of 1 April from Simon Nuttall of Cyclestreets requesting the names of people in the Nottingham area willing to give route feedback

"Simon

Thanks for this response to David Easley which I am passing on to other Pedals activists who may wish to help.

best wishes

Hugh

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

From: "Simon Nuttall" <info@cyclestreets.net>

To: "Roland Backhouse" <rcb@cs.nott.ac.uk>

Cc: "David Easley" <easleydp@gmail.com>; "Hugh McClintock (Dell)"

<Hugh.McClintock@ntlworld.com>; "Arthur Williams"

<Arthur.Williams@nottingham.ac.uk>; "Sarah Fraser"

<sarah.fraser@sustrans.org.uk>

Sent: Friday, April 01, 2011 5:07 PM

Subject: Re: Cyclestreets

> On 1 April 2011 14:24, Roland Backhouse <rcb@cs.nott.ac.uk> wrote:

>> David Easley wrote:

>

>> Regarding my interest in CycleStreets -- It's early days but if there are a number of Pedals members who are interested in helping maintain cycling related OSM data in the Nottingham area then I think Pedals may be in

>> a good position to co-ordinate their efforts. I hope to gauge interest soon and will be sure to keep you informed of any developments.

>

> If you can let me know who would be interested in helping us respond to route feedback we get from users in the Nottingham area I can add you to our route feedback mailing list.

>

> Ditto anyone who wants the osm privilege added to their CycleStreets accounts - which enables easier access to the underlying osm data.

> Simon"

Message of 14 April from Simon Geller, Secretary, Cyclenation re update on 'Stricter Liability' campaign

Following up the contributions to this thread in March when I mentioned that I had written to my MP Martin Caton (Gower constituency). I have since learnt that he has tabled an Early day motion. It is No. 1393, titled "Collisions involving motor vehicles and cyclists or pedestrians." So far there are 28 signatures. If your MP is not on this list you might consider asking him or her to add their name. The link giving details is:

<http://www.parliament.uk/edm/2010-11/1393>

Martin has told me he will try and get a House of Commons debate on the issue.

Regards, David Naylor (CTC RtR for Swansea area)

12 April CDG (Cycling Development Group) meeting agenda item on signing for cyclists at major road works - lessons from the current Victoria Embankment Flood Alleviation Schemes changes – my message of 10 April to Chris Carter, City Council:

"Chris

As I know we have a very full agenda for Tuesday's Cycling Development Group meeting I thought it might help if I emailed you in advance to explain my points about the agenda item on learning lessons from the current Victoria Embankment Flood Alleviation Scheme major works for signing of such disruptions for cyclists.

Victoria Embankment is of course in normal times officially not a through route for general motor traffic, but is, and has been for very many years now, a very important through route for cyclists, particularly the section between the Wilford Toll bridge roundabout and the Wilford Suspension Bridge (West Bridgford to Lenton, Dunkirk, QMC, University Park and Beeston cycle route) and between the Suspension Bridge and the Bunbury Street junction (West Bridgford to City Centre via The Meadows), as well as having three important connecting / feeder links, i.e. the Suspension Bridge itself, the path along the east side of the playing fields between the Embankment and Wilford Crescent East, and the path between the Embankment and Bunbury Street west, towards the Toll Bridge end).

In addition there is the path along the bank of the Trent further down and close to the river, which has become very popular with cyclists since its major resurfacing about 4-5 years ago, and now even more attraction since the completion late in 2009 of the through route under Trent Bridge and over the new Meadow Lane canal lock bridge towards the canal path by London Road, etc, as part of the Big Track series of enhancements over the last few years.

Despite the importance of the Embankment as a through route for cyclists, the temporary yellow and black signs erected at the start of the FAS works at both ends of the Embankment, i.e. Trent Bridge (London Road) and Queen's Drive (Crossgate Drive) just say 'Embankment closed to through traffic' without any indication that cyclists can in fact still get through. It seems as though the importance of the Embankment as a through route for cyclists has been overlooked in the same way as the need on the three feeder routes to warn cyclists of the disruption ahead and the need to use alternative routes has also been overlooked.

Of course cyclists who know the area well will use their detailed local knowledge to find some alternative routes, even if they include a short bit of dismounting if necessary, but it would be safer for all cyclists, and especially those who are not familiar with the area, if the alternative routes were clearly signed. This would help to reduce the risk of cyclists colliding with, or just getting in the way of, contractors vehicles, e.g. when they take to riding in the part of the road which is now coned off because of the work.

Another reason for improved signing is that the legal status of some of the more obvious alternative routes, e.g. the paths parallel to the Embankment, and a bit on the riverside, is not clear, i.e. there are no signs or markings to indicate if they are shared paths (apart from some very small 'Big Track' shared path signs on the path down by the river) rather than just footpaths or footways.

It would have been useful if, as part of the preparation for the traffic restrictions on the Embankment associated with the FAS scheme, clearer and much more conspicuous signs and markings could have been introduced, as well as efforts made to smoothen the surfaces on the rougher parts of this path, e.g. at several places between the Suspension Bridge and the Paddling pool to the west.

This matters not just because of the discomfort for cyclists of riding on sections of path where the whole width has been badly affected by tree root growth but also because it is very hard after dark to see these rougher patches, with no lighting on much of this path (near the wall).

While appreciating that some disruption of regular routes for cyclists in the area is inevitable as part of such a major scheme we do think that more attempt could have been made to anticipate this during discussions on the proposed traffic restrictions and, as far as possible to sign clearly and systematically alternative routes, particularly given that we understand that this disruption will be continuing until October.

We think that it is not too late even now to improve the signing in relation to the disruption of these major works, and also to learn lessons from this experience for cycle signing in association with future major road or other engineering works, to minimise disruption to cyclists and to help safeguard and promote cyclists' safety, avoiding the risk of collision with contractors vehicles and other equipment, etc.
Hugh"

....comments of 11 April from Roland Backhouse:

"I agree entirely with Hugh's comments. An issue that Hugh raises briefly is that visibility for cyclists along the embankment path is extremely poor and the poor visibility is exacerbated by car headlights. (That visibility decreases in the presence of car headlights may be surprising to those who do not regularly cycle but it is indeed so.)

The problems are greatest when cycling from the Toll Bridge towards the Suspension Bridge and there is a serious risk of a collision between a pedestrian and a cyclist. My practice, in order to avoid this risk, has always been to cycle along the road in the dark, rather than along the path. It is safer for myself and for others.

Although the risks are less at this time of year, some action needs to be taken if -as often occurs- the project overruns.
Roland"

....and response from Chris of 11 April, with my further response

Chris
Thanks for your response, which we can discuss tomorrow.

The only further comment I would make now is that the signing does not make clear that the route remains open to cyclists in both directions but rather implies that through cycling traffic is as excluded as other traffic.

Hugh

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

From: [Chris Carter](#)

To: '[Hugh McClintock \(Dell\)](#)'

Cc: garysmerdon-white@supanet.com

Sent: Monday, April 11, 2011 11:20 AM

Subject: RE: 12 April CDG meeting agenda item on signing for cyclists at major road works - lessons from the current Victoria Embankment Flood Alleviation Schemes changes [Scanned]

Hugh

Happy to discuss tomorrow but I am really struggling to see the issue here.

The simple fact is the route remains open to cyclists in both directions as per the existing clearly marked cycle signing. As far as I am aware there are no restrictions on access to the Suspension Bridge, Wilford Toll Bridge or any other access point along the route.

The only thing cyclists can't do is cycle eastbound along the road which is clearly marked by the road closure signing and diversion routes. If cyclists want to stay on the road they simply have to follow the diversion route along with the traffic.

If the cycle routes were to be affected in any way we would bag off the signs and put in the appropriate diversion signing. As the cycle routes are not affected there simply is no need for temporary signing.

The flood defence work itself is providing the opportunity to upgrade the paths and should hopefully resolve the tree root problem on the section near the Suspension Bridge. Whilst causing discomfort I don't think it can be argued this prevents cyclists from using the cycle route. Anyone bothered by it can in any case cycle along the extremely smoother path adjacent to the river.

We have not received any comments from the public on this issue and my observations are that the route continues to be used as much as ever.

Chris

Chris Carter | Transport Strategy Manager |
Development | Nottingham City Council |
4th Floor | Loxley House | Station Street | Nottingham | NG2 3NG

T: 0115 876 3940 | E: chris.carter@nottinghamcity.gov.uk

....and further comments, on this, from Roland Backhouse (11 Feb):

"Hi Hugh,

Thanks for sending me this. Re "no comments from the public": the important point you make is that it is those who are unfamiliar with the area who will be the most inconvenienced and they will probably never know any better.

There is also a major issue of principle. Why is there signing for motorists when in fact they shouldn't be using the route anyway, but no signing for cyclists. It is an example of discriminating against minority groups.
Cheers, Roland"

..extract from message on this of 14 April to John Hindle, Environment Agency:

"John

Chris Carter at Nottingham City Council suggested that I take up with you recently the issue of cycle signing on the traffic management arrangements related to your current FAS works on the Victoria Embankment, which we feel are inadequate.

The main concerns, explained in more detail in the copy below of my recent email to Chris are:-

a) that the most prominent (yellow and black) signs at both ends of the Victoria Embankment, i.e. London Road (north of Trent Bridge) and at the Crossgate Drive / Meadows Way junction are misleading in stating that the Embankment is closed to all traffic, when in fact this applies only to most motor traffic, and not to cyclists. The normal practice when cyclists are exempt from general traffic management regulations is to make this explicitly clear, e.g. with an 'except cycles' supplementary plate, but this has not been done in this case, giving the impression that cyclists too must follow the signed diversions. In the case of the Trent Bridge end this is reinforced by the 'No Entry' signs. This is all the more regrettable given that the Embankment, especially the part between the Bunbury Street junction and the Wilford Toll bridge end, is a very important route for cyclists (both east-west, between West Bridgford, Lenton and Beeston, etc, and between West Bridgford and the City Centre via The Meadows) while of course is not, even under normal conditions, a through route for general traffic. Though there are a few blue and white cycle route direction signs in some places, at least on the western approach, but these are much less conspicuous than the much larger yellow and black temporary signs.

b) that this misleading signing, and the failure to make clear what other routes cyclists should take, is particularly unfortunate for cyclists who do not know the area well. For those who do, the problems are more manageable, it is true, in that they will know about the various alternative paths, just south of the Embankment road, and down by the river (even though these are not clearly signed as shared use paths, and even though parts, especially on the upper path near the Suspension Bridge are quite rough and can be quite tricky and dangerous, especially after dark, when the quite severe tree root undulations are very hard to see. The main value of cycle route signing is to make clear to cyclists without detailed local knowledge what routes exist, as often this is not all obvious, especially in the case of routes which differ greatly from roads used by general motor traffic.

As also mentioned below, we consider that it would also be very useful to have some signing on the various approach cycle routes, e.g. through The Meadows and on the Suspension Bridge, to warn cyclists of the disruption ahead and the best alternative routes to use, both to give positive guidance to cyclists and to reduce the risk of them putting themselves more at risk by cycling in the coned off area and being more vulnerable to sudden encounters with contractors vehicles and equipment etc, whether during working hours or after dark, given the absence of lighting along most of this road.

If it helps, it would be very happy to meet you or one of your colleagues on site to discuss this matter in more detail.

best wishes
Hugh
for Pedals

5. Reports of recent meetings from people who have attended on behalf of Pedals

Rushcliffe Cycling for Health – Proposed ‘Move and Mingle’ cycle routes pack meeting of 29 March

Pete Elderton, Brian Shaw and I attended the meeting with Rose Melvin and Paul Phillips of Rushcliffe BC.

Rose began the meeting by explaining that, because of budget cuts, there would now only be finance for promoting 3 cycle routes, both in terms of publicity leaflets / generalised route maps (similar to those they did last year for the ‘Move and Mingle’ walking route packs) and, possibly some physical improvements, if funding could be found.

Those present at this meeting agreed with their proposed choice of 3 routes (each about 3-5 miles is the target, although allowing for longer routes / access routes by people who are prepared to cycle further). These are:-

- Rushcliffe Country Park (south of Ruddington)
- Cotgrave Country Park
- The National Water Sports Centre at Holme Pierrepont (linking in with the ideas of Cllr. Kay Cutts, the leader of the County Council which owns the NWSC) for encouraging a wider range of people to use it than those who participate in its major events). Rose recommended making contact with the new NWSC Manager, Philip ?, who is keen to encourage more usage.

To widen the potential appeal of the Move and Mingle cycle packs it was agreed that it was important to cater both for people who just wanted to take their (families’) bikes and their cars and cycle around in a traffic-free environment, as well as for people prepared to cycle from further, e.g. from West Bridgford to Rushcliffe Country Park and along the Grantham Canal to Cotgrave Country Park.

Brian, Hugh and Pete agreed soon to cycle the routes within these country parks, with a view to identify priorities for fairly simple improvements (e.g. to surfaces), giving priority to Rushcliffe County Park where this year’s Rushcliffe 4 Health event was to take place on Sunday 3 July (12.00-5pm), and where Pedals and Ridewise might wish to have stalls. Nicola Pearson from RBC is organising this event.

Rose also reported that RBC had considered the idea of doing a new edition of the Rushcliffe – West Bridgford cycle map, as first produced in 2003 and 2004, but that their legal services Department were strongly against this idea, even if a legal disclaimer was included, because of the legal action taken by someone against them who had complained of misleading information on the original map.

We have arranged a site meeting on Friday 14 April in Rushcliffe Country Park with Keith Lang, the Country Park Manager to discuss possible physical improvements to a circular cycle route within the Park.

30 March: Promoting Urban Cycling Beyond London Conference, Sheffield

This conference, organised by the Waterfront Conference Group in association with CTC, Sustrans and the Passenger Transport Group (PTEG) was particularly noteworthy for its inclusion of a ‘swan song’ presentation by Philip Darnton, the Chairman of Cycling England, the day before its axing.

These are some of the points he emphasised on the lessons of their experience, since they were set up in 2005:

What we have learnt

- Investment in cycling works
- Investment pays back
- Cycling improves physical health
- UK growth can match EU growth rates
- ‘Bikeability’ is critical for long-term future
- “Build it and they won’t come” – integrated marketing vital – but do not think that advertising can sell a bad product!
- Projects need to be ‘joined together’, e.g. at schools, safe cycle parking, training, storage at home, advice on routes, champions, events, drawing parents in, all to help influence the whole culture
- “Hubs are cost effective”, i.e. schools, workplaces, hospitals, universities with strong high level commitment
- Leadership and political will are pre-requisite: political will vital and must be consistent: find the champions
- Cycling projects need exclusive funds- ring fencing
- Cycling is too ‘small’ to be left to DfT; needs a body like Cycling England to give it focus and momentum as historically it has been a backwater within the DfT
- ‘Local people’ lack necessary skills – need for specialist advice on how to promote cycling properly

What we know already...but sometimes forget

- Cycling still needs champions
- Working with ‘the willing’ is effective and efficient
- Changing behaviour takes time – politicians do not easily grasp this!
- There is no one single best solution
- Marketing is not a business for civil servants – do not understand that you should not target the whole population in encouraging cycling
- Not everyone wants to cycle – find who does

- Opportunities are local; but leaving it to “local people” won’t help cycling; localism may increase voice of anti-cyclists, as recently in Brighton
- If it’s not ‘convenient’, no-one will take up cycling
- Cyclists are often their own worst enemy

What we have not learnt yet

- That cycling requires:
 - Consistency and continuity of investment
 - Long-term planning policies
 - Exclusive funds
 - Real cross-party support
- We have not solved:
 - How to attract women
 - How to tackle difficult issues: shared space / re-allocation
 - How to make it a “club I want to join”

.We still do not recognise that:

- Speed reduction is key to more cycling
- streets are for everyone – pushchair to wheelchair

11 April: Great Notts Bike Ride Support Committee

Agenda for Monday’s meeting in the Estates Committee Room at the University.

Sponsors/partners update

- GEM title sponsorship
- Corporate Challenge partner - £2,500
- Promotional partners - £1,000

Marketing/recruitment

- Event website
- E-comms plan
- Printed materials distribution
- PR & media plan
- Radio advertising
- Rider age and entry criteria

Corporate Challenge recruitment

- £250 package for five riders
- Chamber of Commerce support

Operations update

- New routes
- Ride lengths
- Feed stations
- Event timings
- Local notifications and communications to residents, businesses and stakeholders

Any Actions O/S from Last Meeting

AOB

- University of Nottingham Life Cycle events – JOGLE, Doncaster-SB leg, Community Ride
- AOB

Need for another meeting

Brief report on the GNBR meeting

- The major road works on the A46 (dualling between Widmerpool and Newark) have meant that the Highways Agency have insisted that the Ride this year must avoid this area completely and this also means that Newark will not be included.
- Instead all the 3 main rides (19-mile, 59-mile and 72-mile) will be route via Gunthorpe Bridge, and the Police have insisted that all riders must dismount to cross the bridge
- All the routes, including the 19 mile route, will head first for East Bridgford (not Shelford) before turning down via Trent Lane(closed to other traffic) to Gunthorpe Bridge and then taking the first turn after the bridge (also closed to general traffic) to Gunthorpe, where the first refreshment stop will be located.
- Details of all the routes can be found on the website, including the 59 mile route, which between Lowdham and Kelham will take on its outward length, the opposite direction to that which it has done before.

- The timings of the various rides have been carefully set to avoid major concentrations of riders travelling in both directions on the same (narrower) bits of route. This means that the 72 mile ride will start between 7-8.00, the 59 mile ride (in blocks) between 8-11, then the 19 mile ride (to 12pm), and finally the 5km family lap ride around the NWSC at 12.30
- The Police are still insisting on an overall cap of 5000 riders, on all the rides together, to avoid further disturbance to other traffic. This may mean that entries have to be closed a week or two before the day.
- All those registered will get regular email updates between now and the Ride. Rider packs will be sent out from early May.
- Perfect Motion also have a media plan and would welcome suggestions for interesting case studies of particular people taking part and having special reasons for doing so. They hope to get some publicity to focus on the fact that this is the 30th year and that Pedals first started the ride.
- The decision this year to sign up Gem 106 Radio and not BBC Radio Nottingham is part of a deliberate strategy to widen the appeal of the event. They do however still expect to get quite a bit of coverage from BBC Radio Nottingham.
- Perfect Motion (and Pennine Challenge, their new co-organisers) are keen this year again to promote the Corporate Challenge, as per the information recently circulated to all Pedals members. Please pass this on and encourage support.
- Please also pass on the flyers (available at our meeting) and encourage bike shops to take them and display them (signing up on the list of bike shops at the meeting which ones you are volunteering to cover).
- The City Council are clearly keen to get more involved with the event, with the weakening of County Council support. They make this year organise a feeder ride to the start from the Victoria Embankment and are particularly keen (via Francesca Gibson, who works on Public Health promotion) to encourage support for the shorter rides from people who take little exercise.
- Next year, the City Council may well wish to play a bigger role, which Perfect Motion are very keen to encourage. They intend to start planning the 2012 ride very soon after this year's event, giving them much more time to approach potential sponsors, and to develop bigger plans, possibly involving several other cycling events that weekend, e.g. a schools event on the Friday. They want to make it as big as the Robin Hood Marathon. Exciting stuff!

PS. GNBR: my email of 11 April on the need for a clear explanation of the reasons for changes in the route and other arrangements:

Dear all,

One point that I meant to raise this morning, but in the end forgot, is the importance in the series of communications to people registered for the Ride, to make clear the reasons for the various changes to the route and eligibility criteria for each ride, etc. Maybe Chris you and your colleagues have already given this some thought?

The need for this is particularly important in the case of people who have taken part many times over the years, and in some cases who have come with their children and now come with their grandchildren, etc. Explaining clearly the reasons for changes, especially to the route, and also the one adult per child rule, could make the difference with many of them between a regretful acceptance of the changes and a more critical attitude in terms of 'Why ever did they change that, etc.?'.

There is also, as I did mention at the meeting, the particular need of the not inconsiderable group of people (perhaps even a couple of hundred by last year) who, for various reasons, do not like hanging around the official start but who either wait near the NWSC for the start and then join on the back or who go ahead and wait for others to catch up. I suspect that some of these may not even register but in any case may be more likely just to assume that the route and other arrangements will be just the same as before and therefore be thrown out by finding that they are not and also that the anticipated refreshment stops (including some where they had planned to meet up with others) are not the same. Their surprise, and possible annoyance when they do find that things are different, could potentially jeopardise the enjoyment and even safety of other riders and also pose a problem for marshals if some of these riders react badly and want to find someone to take it out on!

This group of 'Start by-passers' may be harder to reach than others, especially if they are not officially registered, but in any case I think that it is important in various ways, including the series of emails in the run-up to the event, media publicity, and on the day announcements, to make every effort to minimise potential problems.
Hugh

...response of 12 April from Chris Simon:

"Hello Hugh and thanks for your email.

We indeed will make it clear to everyone registered and those planning to register of the planned route changes, times and entry criteria. As I hope you gathered from the meeting we are planning a great deal more communication – both in terms of channels used and quantity to be exercised, than in previous years.

Please also note that for those riders that choose to join the route part way along, or indeed plan to 'freeload' the event, then we will have plans in place to try to deal with such riders as well.

The freeloaders problem is not new and hopefully the route changes this year will catch them out! For those that have genuinely registered and miss the comms being executed, we will put in place specific control measures on route – signage, paid marshals, at key locations where they may go wrong – Shelford crossroads, left turn in East Bridgford, temporary crossing at Severn Trent and so on.

More of these details will be provided for the next SAG meeting in May and we will let you have sight of them if you so wish. Thanks for your time yesterday.
Regards, Chris”

**12 April: Greater Nottingham Cycling Development Group
Proposed Agenda as of 7 April**

1. **LSTF Update – Chris C**
2. **Mapping Update – Keith M**
3. **Infrastructure Update**
 - 3.1. Clifton Corridor - (incl update on MMW and interim Collin St crossing improvements) - KM
 - 3.2. Highways Agency / AM Scott A52T capacity improvement proposals (Bramcote island - QMC island) – Chris C
 - 3.3. Shared use of the A52 Subway at Sharphill – Hugh Mc
 - 3.4. Sustrans routes around Bennerley Viaduct - ME
 - 3.5. Hub/Station Redevelopment Project including Bike Compound Citycard access control and signage - KM
 - 3.6. Potential LEP schemes - Matt E
 - 3.7. River Leen path upgrading works (funded via Growth Point) - KM
4. **Major Planning Applications: Broadmarsh and Vic Centre - Chris C**
5. **NET Phase 2 funding confirmation and preferred bidder - Chris C**
6. **Pothole funding allocation - Chris C**
7. **Cycle Forum - Chris C**
8. **UCycle Monitoring – Matt E (provisional)**
9. **Rides Programmes Update**
 - 9.1. GNR
 - 9.2. Rural Rides
 - 9.3. CfH Community Rides
10. **Draft City Council Statement of Policy for the use of Barriers on Rights of Way, as sent out recently by John Lee for consultation.**
11. Pedals items - Lessons Learned
 - 11.1. Trowell Road cycle lanes and new toucan crossing cum footway extensions (as discussed at our recent site meeting involving Keith Morgan for the City Council and myself, Susan Young and David Easley from Pedals) for future cycling provision and consultation
 - 11.2. traffic management changes on Victoria Embankment as part of the Flood Alleviation scheme for future signing of alternative routes for cyclists in major road works / engineering projects
 - 11.3. from Cycling England's programmes: Which initiatives have been most effective in boosting urban cycling? - Lessons for future investment!
12. **Matters outstanding from previous meetings**
 - 12.1. **'Drive Safe, Cycle Safe' CTC-AA-RAC- IAM' advice brochure - Gary SW** including need for more action on
 - 12.1.1. faded markings
 - 12.1.2. encouraging bus driver respect with particular attention to Premiere buses
 - 12.1.3. Encouraging driver respect for Advanced Stop Lines and cycle lanes
 - 12.2. **Mapping : Edinburgh Spokes – there has been no progress on a feasibility study covering charging, comparisons relating to journey times by car, PT and walking and that maps be available in booklet form. Keith and Andrew**
 - 12.3. **Obstruction Safety and enforcement**
 - 12.3.1. Lenton Lane car parking – Keith agreed to look into latest situation
 - 12.3.2. Cycle Lane and ASL enforcement – fixed penalties suggested
 - 12.4. **Riding on Pavements - Spots where this is prevalent where improvements could increase the cyclists' safety off pavement (Keith).**
 - 12.4.1. Sherwood Shops (a Mansfield Street alternative was mentioned)
 - 12.4.2. Exchange Walk
 - 12.4.3. Junction of Woodborough Road and Huntingdon St.
 - 12.4.4. London Road outside emda
 - 12.5. **On-street signage on main cross city cycle routes - Care would be needed to avoid clutter whilst providing important signage – Chris**

Consider lessons from Sheffield – Hugh Mc

12.6. Police representation - would be helpful especially to discuss items such as car and tai violations in Hockley – Gary to follow-up

12.7. Strategic Cycling Network

The following additions are needed

12.7.1. NCN 6 re-aligned from Long Eaton to the Trent/Big Track then a parallel route with Queens Road through Beeston to Broadgate for commuters

The map proved very useful as it helped identify

- Problems in providing a north east orbital through hilly parts of Mapperley Gedling
- Gap between Stapleford and NCN67 (**which Keith is working with Steve Foster at Broxtowe BC**)
- Gap between West Bridgford into some parts of rural area to the south and east
- Gap in Carlton radial

Funding will be a major concern. Following pots were suggested:

- A453 – HA
- British Waterways
- EA – Flood Defences
- Growth Points
- Green Infrastructure
- LTP
- EDA
- On Trent
- Trent River Park

Further Workshops and CDG discussions were needed to

- **See how City and County investment programmes can deliver it and how funding partners might help**
- **Develop ideas about strategic signage along key radials and orbitals**
- **develop ideas further around NCN numbering**
-

13. AOB

The increased use of diesel engines and concerns about the threat to cyclists' health from increased particulates.

14. Date of Next Meeting

PS brief report on the CDG meeting (full report will follow in the minutes from Gary S-W):

LSTF:

Tranche 1 of the bid to be submitted soon, to be followed by expression of interest to submit a larger bid under Tranche 2, in June, by which time there should be a decision from the DfT on Tranche 1 bids,

LSTF is unusual in covering revenue spending, more than capital.

Derbyshire and Notts County Councils are supporting the bid, in principle, but most of the ideas and the real drive is clearly coming from Nottingham City Council, with quite a few things of direct interest to cycling.

These include

- extending the scope of Smart Cards such as the City Card to include cycling (e.g. for secure bike parking, as at Nottingham Station) and perhaps also cycle hire
- a bid to extend the Sustrans Ucycle Project for 4 years and to cover FE colleges
- area-based smarter travel plans and 'hubs',
- business travel supporting packages (sustaining the work of the GNTP), more 20mph speed limit areas
- more sustainable travel promotion events
- sustainable travel packs for new home owners
- developing a cycle offer to extend the scope of the Link buses (an idea being investigated by the City Council's Public Transport Manager, Andy Gibbons, who is, incidentally, a keen cyclist and a Pedals member!)

Wilford-Clifton cycling corridor improvements

Those in the Wilford area now finished and the ones in the city centre, at the bottom of Maid Marian Way, should be finished soon...

New City cycle maps

Keith Morgan has been working with City Cycling Guides on these, with all of the city now to be on one sheet and a scale of about 1:14,000. He has agreed to consult us on a draft of this.

Response to Pedals comprehensive wish list for Nottingham

Keith Morgan has been working through this comprehensive list which we submitted a year ago, and is willing soon to have a meeting with us to discuss what parts they might take up, what ones need more probing, and which ones are too expensive / unrealistic, etc.

Confirmation of NET extension go-ahead and announcement of preferred consortium

Chris said that, following this recent announcement, work is likely to start by the end of the year on both extension lines. The assumption was that the new consortium (lead by Trent Barton, not NCT) would basically have to work with the detailed alignments as discussed at the Public Inquiry in December 2007 but there might be scope for minor changes.

Because a condition of the confirmation of funding was that they had to cut costs, there was however, very little room for any extra expenditure, and this might affect the willingness of the preferred bidder to add cycling elements such as substantial cycle parking at tram stops.

Notts County Council were still involved in NET Phase 2, as Local Highway Authority, being responsible for detailed road layouts in their areas, e.g. Beeston and Chilwell. Mitch Stevenson was leading this work, though now based with the rest of the NET Team, in the City Council, however. Chris Charnley would also be involved with him in this work, someone who was very involved in the County Council's cycling work back in the 1980s!

GNTF Cycle Forum

Will take place, probably in June (National Bike Week).

Andrew Martin suggested having it in the evening for a change for those who could not make a day time meeting, as had been the case before, following on from the Cyclists' Breakfast, which is not taking place this year. However, Chris was reluctant to agree to this change, because that might then open it up too much to become a general public meeting, with people then coming having much less understanding than the main stakeholders (such as Pedals) of what was being done or in the pipeline etc.

Hugh passed on the request from Peter Briggs some months ago for the agenda to include the minutes of the previous annual Forum and what was being done to follow these up.

Next CDG

To be held on 13 June at 2pm. This will include some very promising data from Matt Easter on the outcomes to date from the Sustrans Ucycle Project, whose funding has now been extended from June to November, I gather.

6. Finance

As mentioned above, under Item 2, **Awards for All** have confirmed that all the further documentation they wanted from us, following their conditional grant award letter, is all right, apart from needing to get the Coop Bank to confirm that Arthur's signature was genuine! This means that the grant money for Helen's RRFA post should now be transferred to our bank account.

Chris Gardner and Susan Young have stressed the importance of tighter arrangements to ensure that any **money collected at stalls**, in the Pedals donations tin, is properly recorded in a notebook at the end of the day, and with a note as to what it was for, e.g. new subscriptions, renewals, CCF books, or donations, etc., and for Chris as Treasure to be kept informed and the money soon handed over to him. (see item below re forthcoming stalls).

7. ?

8. Forthcoming meetings / events

Pedals meetings:

Monday 16 May

Discussion with Francis Ashton, Road Safety Team Leader, Nottm City Council

Monday 20 June

Keith Morgan has offered to come along and discuss the City Council's provisional response to the Pedals wish list for Nottingham submitted last April.

Monday 18 July:

?

Other forthcoming events:

Rural Rides 2011

Go the Ridewise website and click on the 'Rural Rides' button at <http://www.ridewise.org.uk/site/index.php>

Notts CTC Social Evening, Tuesday 19 April: message of 9 April from Cathy Melia:

"Don't forget, folks, that there is a CTC Social Evening - as advertised in Cyclonda, Tuesday April 19th, from 8pm at the Vat & Fiddle, Queens Bridge Rd, NG2 1NB, near Nottm Railway station.

Would be good to get together to welcome any new i=or interested members who may turn up!
Feel free to bring along friends.

Cathy"

Team Green Britain Bike Week briefing: 21 April, 10am – 12pm, Birmingham

We have had an invitation to this event from Andre Curtis, Chair of Cyclenation. Location: Room 3-4 Birmingham Council House, Victoria Square, Birmingham B1 1BB.

Let me know asap if anyone wants to go and I will forward the invitation.**

(Disability Cycling) Wheels for All Conference, Tuesday 10th May.- message of 5 April from Kevin Hickman..

<http://www.cycling.org.uk/wheels-all-conference-2011>

Kevin.

On 9 Mar 2011, at 16:40, Kevin Hickman wrote:

> Some campaigning topics get a mention in this excellent video from Wheels for Wellbeing...

> <http://inclusivecyclingforum.org.uk/2011/03/09/what-its-all-about/>

> Cheers, Kevin.

Cyclenation AGM in Birmingham on Saturday 21st May, starting at 11am

Advance notice of the AGM of Cyclenation (Cycle Campaign Network, a company limited by guarantee)

The AGM will be held in Birmingham on Saturday 21st May, starting at 11am

The location will central Birmingham, details to be available shortly.

As well as the formal business there will be an opportunity to give some feedback on the past year and give the newly elected board ideas on the direction that Cyclenation should take in this difficult time.

Each member group is entitled to send one voting representative to the meeting, though we would welcome other group members as well.

Resolutions to be moved at AGM must reach the Board at least 28 days prior to AGM.

Is anyone willing to go and represent Pedals please?*

PS. Peter Briggs has said he is willing to attend.

Message of 23 March from Helen Hemstock, The Big Wheel – no Wheelie Big Cyclists' Breakfast this year

"I've just had confirmation that we will not be holding a wheelie big breakfast this year. Due to severe budget cuts there is no funding available for the event - however, we are hopeful that a successful LSTF bid would mean that there may be the opportunity to run one in future years.

We are planning on holding a cyclists forum, however, the exact date is still to be decided. Interested parties should either sign up to our newsletter or keep an eye on the big wheel website for details."

Sat * 8 October: Autumn meeting of the East Midlands Cyclists' Forum, Derby

To be hosted by the Derby Cycling Group.

Sat 15 October: Autumn Cyclenation-CTC Conference, Sheffield, to be hosted by CycleSheffield.

NB I gather there is a trend for some local cycling campaign groups to drop the word 'campaign' from their title, as the London Cycling Campaign are now doing, apparently because they think that the term 'campaigners' is very off-putting to many people!

9. Invitations to Pedals to bring stalls to forthcoming events and arrangements for volunteers and appeals for help, and clarification re money-taking arrangements

Message of 22 March from Andrew Parkinson of the Sustrans Ucycle Team re their Sat 18 June 'Carnival of Cycling'.

On Saturday 18 June (10am-4pm), we will kick start the 2011 National Bike Week in style with an inaugural day billed as a 'Carnival of Cycling' to celebrate all forms of cycling – as a way of life, a hobby, a sub-culture and leisure activity. The spirit of the event will be lively, fun and inclusive.

The event is intended to be both a celebration of cycling culture and a fun, informative access point for new cyclists and families. The Carnival of Cycling will consist of two main areas. Area One will be a Bike Jumble Sale in which stallholders trade a mixture of cycling paraphernalia and esoteric components/parts. The second area will be dedicated to the promotion of cycling in all its guises, both to those who already ride bikes, and those who are completely new to cycling and want advice about getting started. Expect competitions, pedal powered activities, information stalls, films, roller racing, Dr Bike, maintenance classes and lots more.

It'd be fantastic if Pedals could come along to this event and have an information stand and perhaps get even more involved if you wish. If you are interested in attending or helping out in general then please do let me know as soon as you can.

Summary of forthcoming events to which Pedals has been invited to bring stalls and list of potential Pedals volunteer coordinators for each:

- **Sat 14 May (10.00 – 4pm): West Bridgford Summer Gathering, Bridgford Park**
(Hugh to coordinate stall, and Pete Elderton willing to assist). Is anyone else able to help please?
- **Late May Bank Holiday (?): Nottingham Green Festival:**
Andrew Martin has already had discussions with one of the organisers, Jeremy Jago, about a possible expanded Pedals presence, including stall, bike park and Doctor Bike Clinic, if we can get enough volunteers and be clear about apportionment of any extra costs, e.g. for fencing. Andrew has now sent in a booking form, I understand.
- **Sat 11 June: Hemlock Happening and Erewash Valley Trail launch, Bramcote Hills Park,**
? (Ridewise already invited, and Pedals encouraged to attend by Adrian Juffs, Ridewise)
- **Sat 18 June, Sustrans 'Carnival of Cycling' on Saturday 18 June at Nottingham Trent University, Byron Building from 10am-4pm.**
Andy Parkinson of the Sustrans Ucycle Project Team has told me that one hall will be dedicated to a bike jumble sale and the other hall will be dedicated to activities (bike displays, bike try outs, films, games) and information. There will be food/refreshment stalls and activities taking place around the building too.
- **Sunday 3 July (12.00-5pm): Rushcliffe 4 Health event, Rushcliffe Country Park, Ruddington,**
organised by Nicola Pearson, Rushcliffe Borough Council. Hugh, Julian Bentley and Chris Gardner (for an hour or so) may be able to help with this, subject to confirmation nearer the time
- **Sun 10 July:**
Cycling event on the IKEA car park, Giltbrook, being organised by Anna ? from Broxtowe Borough Council. She mentioned this to me at The Big Wheel event at Beeston Town Hall on 16 March and said she would soon contact us with further information.
?
- ? sometime this summer (postponed from April): **Gedling Borough Council staff Cycle to Work day**
(invitation from Claire Selwood, Gedling BC)

Updated Note re management of stalls and the specific tasks this involves:

Although Dave Clark is after all continuing in charge of overall management of stalls we now need to ensure that as far as possible we have at least one other person helping him at each stall and sharing responsibility for their various arrangements involved in taking our stall to specific events, and that all are aware of the need to ensure that each of these tasks are addressed, i.e:-

- Liaison with the event organiser to confirm that they will be bringing the Pedals stalls and to check any arrangements with regarding to siting, pitch size, hours of setting up and taking away, etc.
- Liaising with Ridewise to check if they are also attending the same event and, how best to ensure coordination, e.g. having a stock of Ridewise leaflets and other publicity material if they are not.
- Ensuring (in liaison with whoever last took the stall and fetched it away) that we have adequate stock of City County Forest books, leaflets and cycle maps, etc., as well as Pedals business cards, note pad to record new memberships and donations and tin for donations and other income such as CCF book sales.
- Appealing (at Pedals meetings and via emails close to the date) for other Pedals members to help man the stall and, if possible, ensuring a rota to cover different periods, especially for longer and busier events.
- Keeping a note at the event of any new members who joined, and whether they paid cash or made donations, and that what happened to these is clearly recorded, with a copy to the Membership Secretary and Treasurer
- Keeping in a special notebook a note of any cash received and for what purpose, e.g. membership, donations or sales of City County Forest book and ensuring that this note is passed on to the Treasurer.
- Keeping a note of any questions / issues raised that could not be dealt with on the spot and which need taking up with other Pedals activists, or raising at future meetings, etc.
- Liaising with the next person running a stall, to ensure a handover of the stall and stocks of leaflets etc, along with a note of where fresh supplies will be needed.

Arrangements for handling moneys collected on Pedals stalls: message of 4 April from Susan Young:

"We need to put this as an agenda item for the next meeting.

I suggest a receipt book so we can give receipts for any books / memberships taken on the stall and if money is taken out at the end of the event, a receipt be given to whoever the money is given to for paying it in to the bank.

We don't need to record all donations, just the total at the end of the day.

This way we have an audit trail - receipt to purchaser, new member or paying in person and the copy left in the book which can then be passed to the treasurer at the end of the year or when the book is used.

A small float would be useful - say £5 in change so we don't miss book sales.
Susan

Query re missing spare set of Pedals display boards.

Andrew Martin has asked if anyone knows the whereabouts of our **spare set of display boards**, which seems to have vanished about two years ago?*

10. Forthcoming Local Elections

At one time in Pedals earlier history we used to devote much effort to lobbying candidates in the run-up to local elections in early May, but we have tended to neglect this in recent years.

Is there anything we should now (even at this late stage) be doing in the run-up to the 5 May elections and if so who will coordinate it?***

11. Cycle facility and traffic management matters

Latest (revised) Broad Marsh Centre expansion plans - need to raise again the implications for cyclists – my message of 23 March:

"Another development which I learnt off just a day too late to mention at Monday's Pedals meeting is this story in yesterday's Nottm Post about the latest plans for the redevelopment of the Broad Marsh:

<http://www.thisisnottingham.co.uk/news/Nottingham-set-163-1-3bn-boom-town-Westfield-plan-163-500m-Broadmarsh-expansion/article-3355538-detail/article.html>

Several major changes are now proposed to these longstanding plans, the implications of which for cyclist I remember discussing with people from the City Council nearly 9 years ago, but we do need to raise the profile of this again, I suggest.

The latest plans envisage smaller blocks and more pedestrian avenues and it would be a great help if these could be available for cyclists to use as well, and with extensive convenient and secure bike parking. Particularly important, I would suggest, is to press for shared use of the new pedestrian link between Carrington Street (and a new Carrington Square by Canal Street) and Listergate through the development as this would provide a much easier gradient, and more direct and convenient route into the City Centre from Nottingham Station and other areas to the south.

I will put this on the agenda for our next meeting, on Monday 18th April, and also raise it at the next meeting of the Greater Nottm Cycling Development Group, on Tuesday 12 April.

Meanwhile, it would be useful to have any comments in advance of these meetings, to help us develop a considered Pedals response.

Hugh

....comments from Julian Bentley, 23 March:

"Certainly there is a great need for much improved access from the direction of Nottingham Train Station (and other southerly routes) to the City centre. Indeed, in order to avoid either getting off and walking a considerable distance (via Listergate) the cyclist must be either:

(a) **both a very confident and experienced rider** to negotiate either the Colin Street/Middle Hill route or Maid Marian Way (inc a both a walk and circuitous route)

or

(b) Be riding at or above National Standards Level 3 to Tackle Colin St et al

or

(c) preferably both (a) and (b)!

Since I came to Nottingham 14 years ago I've always felt frustrated at how difficult it is to access the City from the South (both as a Cyclist and Pedestrian) - it has always seemed to me that the Canal St/Colin Street Gyratory system had been designed to fulfil only the needs of the motor vehicle, with all other transport modes largely marginalised...

In short, this is an opportunity to vastly improve Nottingham's access from the South and Train Station - a good example of how transforming such good access can be is the improved access from Sheffield's Train Station (also south of the centre) to the city - here it is much easier and safer to walk the route (and even someone with basic

bike skills could ride it).
Julian"

Victoria Centre expansion plans: my comments of 25 March to the developers via the www.futurevictoriacentre.com website:

It is important that the promised 100 cycle parking spaces are carefully sited to take account of both convenience and security and are located close to all the main entrances, and undercover as far as possible.

It is also important to provide secure and convenient bike parking, including lockers for longer-term storage, in the new bus station to encourage integration of cycle use with public transport.

Castle Boulevard - new refuges by the bridge over the canal to the southside towpath – message of 25 March from Arthur Williams and my reply:

"The extra refuges were put in as part of a scheme to make it easier for eastbound cyclists heading towards the canal towpath and the Station to turn right off Castle Boulevard up on to the path that goes over the bridge to the canal towpath on the other side. I knew that the scheme was going ahead, the need for which I had discussed some time ago with Keith Morgan as a potentially useful contribution to improve the route for cyclists from the west towards the station but had not seen drawings and therefore did not know that it would include refuges in quite this position or the white lines as you describe. I have not seen the scheme since it was finished although I did wonder a bit when I saw it taking shape.

I suggest that we see what others think before taking this up again with Keith.
Hugh

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

From: "Arthur Williams" <Arthur.Williams@nottingham.ac.uk>
To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>; <lneylon@ntlworld.com>; <andrew@veggies.org.uk>; <chris.gardner@nsn.com>; <Arthur.Williams@nottingham.ac.uk>; <Susan.Young@nottingham.ac.uk>; <peterozz@hotmail.co.uk>; <ed.fry@electricbikesexperts.co.uk>
Sent: Friday, March 25, 2011 11:06 PM
Subject: RE: Castle Boulevard

Hi,
Anyone else use Castle Boulevard? They have put in some extra pedestrian refuges, which is OK - although I'm not sure anyone consulted us on the effects on cyclists. However, they have now repainted the white lines of the cycle path - in a way that puts much sharper angles in the kinks where it goes around parked cars. I don't think I would be able to keep within the lines at my normal 15 - 18 mph pace, which means that I'm liable to get in conflict with cars. Who ever did the white lining obviously doesn't cycle (at more than 5 mph?)

Please let me know what you think, but this is probably another one to raise with Keith Morgan that will take near infinity to get fixed. I'll see if I can get some photos next week.
happy cycling!
Arthur

.....comments from Susan Young (4 April):

"Hi
The kinks in the white lines are indeed sharp and to follow them would indeed be hard cycling at speed.

I also doubt less confident cyclists would use the refuge as intended. The angle into the refuge is sharp and off-putting, which combined with a right turn in often heavy and busy traffic will probably only appeal to already confident cyclists. The less confident are likely to walk across the road, using the refuge to cross the two halves separately.
Susan"

....comments of 4 April from Gary Smerdon-White:

"Hi
They are sharp.

I used the right turn when going east by chance the other day for the first time – before Arthur mentioned it. It is quite confusing the first time and I was lucky there was no traffic behind me. I'm not sure it adds a lot of value for either experienced or non-experienced cyclists. Having said that if I used it again I'd know what I was doing.
Gary

.....clarification of 4 April from Keith Morgan, City Council:

"Dear All,
The lining has been put down incorrectly and I have been assured that it will be rectified to reduce the tightness of the angle. Payment is being withheld until it is done so.

The design of the refuge allows it to be used for cyclists to either turn directly into it, or as Gary states, use it as a half way point. There will also be signing going up to highlight that it is a cycle route to the canal and Station cycle parking.
Regards, Keith

Clifton Lane (Wilford area) cycling improvements - some first impressions, my email of 6 April to Keith

Morgan:

“Keith

Good to see the completion of the cycle facility improvements on Clifton Lane between Clifton Bridge and the Main Road (Wilford) traffic signals, particularly the much smoother crossings and some improved signing.

I notice however that some of the segregated shared path signs are inconsistent with the new markings in the sides of the path they show for cyclists and pedestrians, respectively. Is this being attended to?

Although the new arrangements at the Main Road traffic signals end of the cycle path from Clifton Bridge direction, feeding into an ASL, are distinctly better for eastbound cyclists, they do not seem to allow for easy and direct access for west bound cyclists wanting to access the path from Main Road Wilford, using the revamped path where the former layby by the old post office has been filled in. I think that at our site meeting last summer we discussed this and I mentioned that quite a few westbound cyclists did use the path in this way so it would be a good idea to provide for it in the new arrangements. The new markings do not appear to provide for this, although I am sure that many cyclists will continue to do this so could they please be amended to reflect that desire line?

Hugh

new cycling markings on the south side of Clifton Lane west of the Main Road (Wilford) junction_ my message of 10 April to Keith Morgan:

“Keith

I notice that the new cycling markings have appeared on the shared path on the south side of Clifton Lane, between the Main Road (Wilford) traffic signals and the mini-roundabout near Clifton Bridge but that there are apparently no signs to warn drivers, exiting on to Clifton Lane across this path, that there could now be cyclists crossing (in both directions). Providing these is particularly important at these two access point (Wilford Place and Wilford House) because visibility is rather poor. Are there plans to provide such warnings please?

Hugh

Email of 22 March from John Lee, City Council re ‘Draft Statement of Policy for the use of Barriers on Rights of Way

“Dear all

Please find attached draft Statement of Policy for the use of Barriers on Public Rights of Way.

The intention is to include a set of images in the appendix showing the different type barriers which the policy refers to. This should further help users (and non users) understand what a safety barrier is in the context of the policy

I would welcome any comments that you may wish to make. Please forward them to me by April 19. It would help if you could state the page numbers / paragraphs for ease of reference. I would be happy to discuss these verbally as well so please do not hesitate to call me anytime.

Thanking you in advance

Regards

John Lee

Public Rights of Way Officer

Traffic Management

Development Department

Loxley House

Station Street

Nottingham

NG2 3NG

Direct Line: 0115 8 765 246

.....comments of 22 March from Adrian Juffs:

“Hugh

I haven’t gone through this word by word.

The table in the appendix says “If the decision is to install a safety barrier or other object or structure, what is the most appropriate type / design?”.

- a) I can’t see that the policy document covers how the most appropriate type/design is determined
- b) that process would include considering/assessing the impact on users including cyclists
- c) that process would also usefully involve consultation with user groups (such as e.g. Pedals, Ridewise, CDG).

Adrian

....comments from Gary Smerdon-White, 27 March:

“Hi

Overall I think this is a pretty reasonable policy however with reference to the work on respect for Transport and bus lanes I think that there should be something in here about pro-active enforcement at hot-spots before a barrier is installed.

As it states in the policy there are lots of legal rights the police have but it seems to me that those rights are only used once an offender has been caught because of an accident or by luck alone... At bus lanes, offender hot-spots are targeted with police planned actions and I’d recommend that approach is used at footpath hot-spots before they

decide to put in some sort of barrier. So in appendix 1 they could have a question – What was the result of police enforcement activities in the area? If it was just a small gang of youths for example the offences might have stopped and no barrier needed but if it's continuing there would be a case for a barrier.
Gary

New Dukeries Trail leaflets now out

I will bring to the meeting copies of the new County Council Dukeries Trail leaflets hot off the press from the County Council.

This is a new route, part of Sustrans National Cycle Network Route 647, extending from Shirebrook Station for 40 miles through to Lincoln, crossing Clumber Park etc, and incorporating the old Fledborough railway viaduct over the Trent, as well as other bits of former railway in Lincolnshire and quiet roads in the Tuxford area of Nottinghamshire east of the ducal estates such as Clumber, Welbeck and Thoresby.

So far I have heard of now further plans by either the County Council or Sustrans to publicise this route, and launch it officially, which is sad!

Some possible lessons for Nottm commuter cycling corridors from the pilot London Cycle superhighways – my message of 14 April to Chris Carter, City Council and Gary Smerdon-White, Chair of the Cycling Development Group:

“Chris

Gary

Both Jo Ward and I attended yesterday's London Cycling Conference at the London South Bank University and both of us went on the study tour the previous evening of part of one of the new Transport for London Cycling Superhighways, in the Oval to Southwark Bridge area, using Boris bikes. The experience of both the CS project and of Boris bikes featured a lot in discussions at the conference as well, so we learnt a lot more then, as well as being very impressed by the very significant numbers of cyclists now to be seen in many part of London, in some case forming up to 15% of traffic flows, it seems!

The CS routes have been implemented with a combination of high profile infrastructure measures and supporting 'soft measures' within a corridor of about 1.5km of the route and including lots of consultation with local businesses (including re cycle parking) and increased promotion of cyclist training, etc.

Our visit made me think about possible lessons from this project for the commuter cycling corridor enhancements in Nottingham, while allowing for the local differences, including the much greater money available to TfL, the length of the CS routes and the greater cycle flows already clearly evident. Some of the CS features, such as the installation of 'Trixi' mirrors at traffic signals to deal with the particular problem of accidents involving cyclists and HGVs are less relevant to us, though interesting in themselves, but others are. These include:

- the commitment to making all the (enhanced) cycle lanes mandatory rather than advisory. With the rush to introduce the 2 pilot CS routes last year there was not enough time to process the TROs for mandatory cycle lanes but this is now being attended to and will be a standard feature of future CS routes, which they are now rolling out at the rate of 2 per year for the next 4-5 years.
- the combination of high profile infrastructure improvements with a variety of supporting measures
- a serious commitment to improve driver and cyclist behaviour, cooperating closely with the Police to have a blitz on both groups of red light jumpers, as well as drivers abusing ASLs. This matter also clearly has a high profile in training bus drivers, for whom dealing with the increased number of cyclists, even with wider bus (and cycle) lanes must be extra difficult, I can see! This targeted enforcement clearly works!
- using journey times rather than distances on signs (as was pioneered in Aylesbury Cycling Demonstration Town a few years ago). TfL have had good feedback on this, I gather.

If you want to know more, Jessica Ellery at TfL, is the person to contact: Jessica.Ellery@tfl.gov.uk

Hugh

PS. I also used a Boris bike to get back to St. Pancras after the conference yesterday and can much recommend them!

12. 2011 AGM and post AGM discussion on ways of improving the handling of the steadily increasing amount of Pedals business

Following the points raised at the AGM on 26 March about just how on earth we manage to handle the steadily increasing amount of Pedals business, with particular references to volumes of email and the inclusion of long agenda background notes with agendas Peter Osborne has posed the question of whether we now need to consider reducing the scope of what we are willing and able to take on. In doing that however we need to bear in mind:-

- In discussing this suggestion we need to agree on what are and are not the priorities areas for us to concentrate on, e.g. more cycling-specific and less wider environmental matters, as Pete suggested

- If we do this, is there some danger to our other need, much mentioned in recent years, to do far more to raise Pedals profile? This includes raising our profile with other environmental / transport groups, some of whose active members are also cyclists and may generally therefore be more likely to join Pedals than the bulk of the general public.

In terms of our campaigning we also need to bear in mind that good relations with some of these groups (e.g. Transition Nottm and its local groups, FOE, EMTAR, or Nottm and Beeston Civic Societies) can bring practical dividends in terms of wider support for specific campaigns, as was very evident in our 2008-10 campaign to get the Wilford Suspension Bridge reopened.

Various Pedals members sometimes suggest quite a few arguably more peripheral matters to get involved with, e.g. just recently the current DfT consultation on the HS2 (High Speed Rail) proposals, and often I have not passed these on unless I think they are really of some wider interest.

Also to consider here is the geographical extent of our specific cycling interest. While it is good to have contact with cycle activists from the rest of Nottinghamshire (such as Rob Murray who came to our AGM) we have always made clear that our main area of interest is Greater Nottingham, i.e. Nottingham and surroundings in the south of the county and that if we took on the whole county we really would be totally and utterly swamped! Our practice has therefore been to pass on matters relating to the rest of the county to interested individuals like Rob for them to respond on an individual basis.

2. Long emails! I know that some of my emails / messages are particularly long but would argue that sometimes longer emails are justified to do justice to the various dimensions of a debate, including in this case the pros and cons of emails, shorter and longer emails, agendas, minutes and background notes and whether to distribute them separately or together.

Including this background information may seem superfluous to us old hands, but can be useful to those who are newer to Pedals activism and no doubt wonder how certain practices came to develop, and why! Putting more of the pros and cons in an email can also help to reduce the length of our main meetings (and even finish by 10pm, as Andrew wishes, rather than 10.30pm!) by saving time in having to present (i.e. read out tediously) and discuss so much the arguments at a meeting and also give others on the committee, etc. more time to digest them, and perhaps reach some consensus, before we raise them at main meetings.

....comments on this from other Committee members, with some particular suggestions highlighted in bold: post AGM thoughts on ways of improving handling of Pedals business

(my message of 28 March to Pedals Committee members, with extracts from responses):

At the Pedals AGM on Saturday 26 March a number of points were raised about the handling of Pedals business and again it was made clear that some people at least feel intimidated by the volume of emails and / or by overlong meeting agendas and background notes, just as others have made clear that they are intimidated by overlong meetings, or having too many meetings (whether full ones or subgroups), etc.

These complaints are very understandable but, I feel, need to be discussed in the wider context of the challenge how we can best handle the growing volume of Pedals business, a point that both Peter Osborne and I were both trying to make at the AGM..

Although the amount of emails we get has in some ways gone down in recent months, because of local authority etc. cutbacks (i.e. in relation to consultations on highway schemes), in other ways it has certainly increased, including an increased number of enquiries to the Pedals website, and an increased number of messages from Cyclenation asking for support for various campaigns, or sounding out our views.

I still receive these message and in most case do not forward them to anyone else in Pedals but there have recently been more where I feel this is important, e.g. the recent one asking for us to get members to write to local MPs in support of their campaign to prevent the adoption in Britain of the proposed legislation requiring the compulsory use of cycle helmets in Northern Ireland.

Another big focus of emails in the last few months, at least for some of us, has been the spate of messages relating to our Rural Rides for all Awards for All funding bid, and that is likely to continue for many months, as we move forward into recruiting someone and then ensuring that they are well briefed and supported to carry out properly the marketing job which we and Ridewise want. I can't see easily how this level of emails could easily have been reduced!

It may well appear, I know, from the length of my monthly background notes, that I forward, at least to Pedals Committee members if not to the wider group of Pedals 'activists' (i.e. people who regularly or occasionally attend our meetings, or who fairly regularly email me with questions and comments), all the Pedals emails I receive! However, I would emphasise that this is certainly *not* the case and that I only pass on a small proportion to these groups, mostly ones raising matters where I think it important to get a wider and more considered view.

Most of the emails I do forward I only send to one or a few people, particularly those when I am trying to get comments on things of particular interest to people from one area or in a particular topic, and relating to the role I am generally still happy to carry out for Pedals in coordinating our response to local authority and related consultations.

Since the autumn we have got the City Council to send out their consultation letters as emails, with pdf attachments, so this has eased the task of getting this feedback from particular people or groups of people with detailed local knowledge of certain areas or situations.

Often these responses need to be followed up, with the local authority, and keeping informed those people who have made comments or otherwise shown their interest in a particular issue. In many cases we cannot, regrettably, just deal with an issue at one meeting and then forget about it. We often have to keep pestering on and on, or try new approaches in campaigning on a particular long-running issue, as we have seen for example recently in the case of the A52 Sharp Hill subway saga!

Although I usually get very helpful responses to these targeted messages in most cases I do not include them in my background notes unless I think that the points made are likely to be of some wider interest, including to other people facing comparable situations / problems or to Pedals more widely in considering how to campaign in future on related issues.

The point about the background notes is not that I seriously expect (most) people to read them from cover to cover (!) but that they are a resource for people to look through and see what matters they refer to, and then concentrate on those parts where they do have particular interest, or which raise issues that I think are important for a larger group of people to consider and discuss, either on our Committee, or at monthly meetings.

Much of the material in them will in fact be of interest to only a small number of people and can then be taken as read, leaving us to concentrate our discussions on the more important matters, or where wider feedback and/or help is needed. This includes getting people to volunteer to attend the numerous meetings to which we are invited and where we are now trying to involve a wider range of people in representing us.

It is also worth remembering that the background notes were introduced a few years ago as a way of helping to reduce the length of monthly meetings, about which they were several complaints at that time. I think that they have in fact helped this, by enabling us to take much information as read and have more focused discussion as read.

However, I appreciate that this benefit may not be apparent, because at the same time the number and range of items brought to our attention, and needing some raising at meetings, has steadily increased, eroding some of the benefits of saving us time at meetings.

The background notes also contain factual information that it is useful to have available in our discussions. For example we have recently agreed, when discussing the topic of Pedals stall invitations, that we need to have a regularly updated list of the many events over the spring and summer to which we are invited to bring stalls. This is important as we have also agreed recently to do more to involve a wider range of people. We therefore need, each month, to be quite sure just who is able to attend these, as well as the other meetings / events to which we are invited and where we need Pedals representation to help raise our profile.

In the last year we have experimented with having a Committee of 8 people, with the job of giving some matters (particularly relating to Pedals internal affairs) more attention, and thus helping also to save time when these are raised at general monthly meetings. We agreed at the AGM on Saturday that this has been useful even if in practice the Committee's meetings have been entirely electronic, i.e. by email, and not face to face!

Getting all this feedback, both from individual activists, and from Committee members, does I think help us to conduct our business more efficiently, but it is also important for wider communication between us.

Now that we are, at last, managing to get more people involved in different activities and in representing us at meetings, etc, it becomes all the more important, for the sake of group cohesion and maintaining a common stance, that those people are well-briefed before meetings about the background to things likely to come up, and the role of that committee / meeting / organisation, and also for them to report back at the next Pedals meeting on what came out of it so that we are all in the picture.

There is not usually much time to discuss this feedback but if we do have a regular agenda item on 'Reports from people attending meetings on behalf of Pedals' and an email from the person who attends, with a brief written report, this can be included in the background notes so that others at least have the chance to read it, and then raise matters from it at the next meeting, if they wish.

Without the use of email to facilitate this internal communication, and feedback, there is real danger of fragmentation and people not knowing what others are up to, and a lack of mutual accountability which is also surely vital to the functioning of the group.

Clearly this does still need further debate, both among Committee members and others, and focusing above all on the basic challenge of just how we cope with the growing volume of business. Some things, like sending out simple agendas and minutes separate from my background notes, may be fairly easy to do, but others will need much more careful thought about different options and the pros and cons of each!

Comments please!
Hugh

....comments from Pete Osborne, 28 March

"Hugh - one thought I had was to reduce the scope of Pedals activities. For example, be less involved in environmental issues (there are loads of enviro campaigners out there) and other peripheral issues. I think we currently only have resources to concentrate on our core responsibilities, i.e campaigning on behalf of our membership and Nottingham cyclists more generally.
Peter

....comments from Susan Young, 28 March:

Hi

Regarding the agenda, it may help to **have the agenda and previous minutes more clearly differentiated from the background notes**. The notes are useful for background information but not always necessary to take to the meeting, particularly for those less active in the group.

I don't see how the number of emails can easily be lessened if we are all to be kept informed - we just need to be a bit selective ourselves and accept we cannot all be interested or able to help on everything but to spend time on those pertinent to us.
Susan"

Comments from Andrew Martin (29 March):

Hello all, **I would like to suggest we make time during the next meeting to discuss**

Peter Osborne's point regarding what we are willing and able to take on.

Andrew

Comments from Chris Gardner, 29 March:

"Hugh,

Agree with both Susan and Peter. However if documentation and volume of e-mails puts folk off attending meetings then I'm afraid it's a reality check because campaigning involves plenty of correspondence which needs to be digested. If it puts them off joining that's a different matter and we would need to emphasize that being a core member is not mandatory although their membership will be useful in other ways. Maybe we should make it clear that members are free to attend the first part of the meetings for the guest speaker and only have to stay on if they would like to help further.

As regards the volume of business then I am of the opinion that if you were not around then Pedals would flounder anyway. We only deal with current business because you effectively filter and share matters with those that you think can add value.

Maybe we can draw up sub-groups to deal with certain topics and filter business this way formally rather than you using your knowledge of members.

1) - studies bike hire, purchases, discounts, bike shops etc

2) - has planning skills, can deal with relevant authorities, some of our members must have these skills

3) - Training, travel plans, cycle schemes

I have said before that we ought to survey our membership and ask what they joined Pedals for, what they want from Pedals and what skills can they offer the group. This would be useful data in any future discussions with council etc in our capacity as a resource.

My final thought is that I reckon plenty of our members like the fact that we exist and are happy to belong and support with their subs but being a member should be more than that. I call myself a member of Pedals but not of RSPCA, Jaguar enthusiasts club, NSPCC, Marie Curie Cancer Care, Neuroblastoma Society and various others that I subscribe to. ...ahem small rant over.
Chris"

Comments from Pete Elderton, 30 March:

"Hugh and Pedals activists

I am, of course, very new so take anything I say within that context.

I was used at work to information overload. It's a fact of life that there is more going on than one person can keep up with. So I'm also used to skimming and sorting out the bits I'm interested in or that are relevant to me because of any responsibilities I have taken on for the group. I take the large amount of information going about as a sign of an open organisation. It is also part of what Pedals is about to share information, get some kind of consensus on it and respond accordingly.

I think the best way to handle the large amounts of information etc coming in is to have as larger number of members as possible with specific responsibilities for aspects of pedals work. I think this has two benefits.

Firstly it shares out the work and secondly it makes members feel actively involved. It does of course depend on members wanting to do that but sometimes it can be a virtuous circle where asking a member to take on a role can encourage greater involvement and commitment. We discussed at the AGM the possibility both of area roles and roles for other activities or perhaps specific projects. I am sure some of this takes place already but from comments I have heard there is scope to expand it.

With this in place, more issues and flows of information will have a clear place to be considered and the rest of us can skim over them confident they are being taken on board.

Meanwhile I know I need to get on top of the membership role which will take me a bit of time.

Pete

...my response (31 March)

“Peter

Thanks for your very helpful comments. It is always useful to have the perspective of newcomers to Pedals activism!

I very much agree that we need to do more, as we have now started to do, to spread out the number of people involved in taking on specific responsibilities for different areas of Pedals work, including area roles and subject / general issue roles. At the same time, in doing this, we need to make sure that we maintain good communication between the wider range of people involved so that our efforts do not become fragmented and inconsistent in our campaigning, and also that we miss opportunities to help each other, including helping newcomers to learn from the experience of us older hands!

a) Good communication is particularly important to help brief newcomers to roles about just what the job entails, or just what the function is of the organisation/committee at which they are representing Pedals, and just what of particular interest to Pedals to raise at such meetings, and how this relates to our past efforts to raise such matters and the responses we have got, both with this issue and other comparable issues / situations.

b) Good communication is also vital to get feedback, and share information, on how people are getting on with their new roles, and existing ones, and what needs to be taken forward or discussed by other people, to give more support and assist further work on this role / area of work, as well as in trying to reach a consensus view, as you mention.

My impression is that people are even more reluctant to have any more meetings to deal with these issues than to deal with more emails, or longer emails, so I think we have no alternative but to rely a lot on exchange of emails, and keeping each other informed (especially Committee members) but also trying wherever possible to be succinct in writing emails and learning to skim in reading them, as you say!

Hugh

Comments from David Easley (31 March)

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

From: [David Easley](mailto:David.Easley@pedals.org.uk)

To: [Peter Elderton](mailto:Peter.Elderton@pedals.org.uk) ; [Hugh McClintock](mailto:Hugh.McClintock@pedals.org.uk) ; andrew@veggies.org.uk ; abiandsus@googlemail.com ; peterozz@hotmail.co.uk ; lneylon@ntlworld.com ; chris.gardner@nsn.com ; arthur.williams@nottingham.ac.uk ; peter.chris.briggs@googlemail.com

Sent: Thursday, March 31, 2011 9:20 AM

Subject: Re: post AGM thoughts on ways of improving handling of Pedals business

Regarding emails --

Personally, I can sift email quickly enough (as long as the subject line or the first sentence in the body makes it clear what it is about). But if a significant number of members find the volume of emails overwhelming, perhaps **there is some technology we could use to help. Some ideas: items likely to develop into a discussion could be posted to a forum; items that aren't specifically inviting a reply could be posted to a blog** (i.e. where the emphasis is more on broadcasting information rather than engaging in a two way conversation). I note that the content management system behind the Pedals website offers [forum](#) and [blog](#) modules.

Regarding the issue I mentioned at the AGM concerning the meeting minutes -- I wonder if the information in these documents could be made more accessible by separating as follows:

- (1) The background notes could be provided in a separate document for those who need this information;
- (2) The meeting minutes could consist solely of the minutes, pretty much as recorded on the night, with no background notes interspersed;
- (3) A link to the previous minutes could be included instead of a copy of the previous minutes.

One of the benefits of the present structure is that the background notes sit right alongside the minuted item to which they relate. If the background notes were conveyed in a separate document, perhaps this association could be maintained by the use of reference numbers instead.

David

...and my response:

““David

Thanks for your very helpful comments. As I said in my earlier response to Pete Elderton, it is always useful to have the perspective of newcomers to Pedals activism as I realise that many of the ways we go about things must seem strange to newcomers! I don't think you need to have any worry about having caused offence!

We should certainly consider carefully your idea of reviving the Forum which Larry did once set up on the website.

We can also experiment with different ways of handling minutes / agendas and background notes. One suggestion might be:-

- a) sending out the minutes, fairly soon after meetings, as now.

b) a week or so before the next meeting Peter asking for suggestions for the agenda and then, a couple of days later, sending out just the agenda

c) followed soon by my background notes, with or without the agenda and minutes (depending on what people prefer; I am inclined to agree with you about the practical advantage of having them together rather than separate). I could also include, at the start of the background notes, a brief explanation of their purpose and emphasising that not everyone coming to the meeting needs to go through them from cover to cover, or even print them all out, but merely that they are a resource for people to skim over and concentrate on bits of more interest, as well as having something useful to refer to in discussing detailed matters at meetings, e.g. date of forthcoming meetings or other events to which we have been invited to bring stalls.

They can also summarise comments already made on matters which have been the subject of emails since the last meeting, and give some pointers to what our general views will be, based on earlier responses from particular individuals, and thus save us time in discussing them further at the main meeting. The extracts from emails which I now include relate mainly to matters of possible general interest to Pedals, rather than very local issues on which I consult only a few people. However, I sometimes included comments on these if I think they raise issues that other people, outside that area, might want to know about, because of comparable issues in their areas. This helps us to be consistent in our campaigning and gives us a chance for other people, other than the obvious local area contacts, to raise their views and give feedback.

By the way, we have for about 3-4 years now been putting all agendas and minutes on our website so people can also refer to them there. Collectively this provides a very comprehensive resource if people want to delve into the background of our campaigning on a particular issue
Hugh

Further comments of 1 April from Pete Elderton:

“One further thought. **If we do get people to take on these other roles could we not have a slot on a meeting agenda very so often for them to talk through (I use these words rather than "report" i.e. less formal) what they are doing in the role , what the challenges and how others can help.**

Other members will then get a chance to suggest how things should go forward and assist if they wish. If we think about the Stall Organisation as one example we would be able to review how effective different events are in getting members and make sure we have people for future events.

I know meeting time is precious but this would give an active role to others in the meeting and underline that these additional roles are valued.

Something to consider anyway.
Pete

14. Any other business / Miscellaneous items:

New FAQ page on the Pedals website – contributions needed please!

To help us handle the increasing number of enquiries via the ‘Contact Pedals’ facility and the Pedals website we agreed at the AGM that it would be useful, at least in terms of handling the more regular types of enquiry, to set up a FAQ section on our website. This Larry Neylon, our Webmaster, then offered to and has now done, but it needs more suggestions for items to add, and answers please. They can of course be edited and expanded in the light of experience and further questions.

Visit: <http://www.pedals.org.uk/faq> and please make your suggestions! Larry can give a login to enable people to enter these directly.

New (rationalised) Pedals contact and Pedals Membership email addresses, as discussed by Chris Gardner and Larry Neylon, in the light of the Membership Secretary change and possible changes in reprinting the Pedals business cards

“Hi Chris / Hugh.

It’s on my list to go through the pedalsmemb@aol.com to see what’s been sent and received to see if we need to action anything.

We should use membership@pedals.org.uk for all future membership promotion material as a) it’s a pedals.org.uk address and b) I can set it to go to any number of e-mail accounts, so it’s future proofed.

There is also the contact@pedals.org.uk which we can use. I’m going to set this to go to all the committee members.
Cheers, Larry.

Nottinghamshire Mountain Bike Guide (2006); comments of 22 March from the author, Stewart Thompson (former, now retired, Nottm City Council Road Safety and Traffic Management Team Leader) to my question whether he wanted any update to the item about it on the Books and Maps section of the Pedals website:

“Hugh

The mountain bike sales are "pedestrian" these days but I have recovered the publication costs. Now I just need to offload the remaining 150 or so and then it will go out of print. Someone might want to take it over but there is no profit in it. It might be worth pointing out that there is a website which is now referred to with all new sales.

This tells readers about amendments to routes, especially the problems caused by the A46 works severing the Grantham Canal. It also includes an additional ride. I might move all the routes onto the website if the book bites the dust in about three years time.

Stewart

www.mountainbikequidenotts.co.uk

Advice on helping young children to learn to ride bikes: appeal for help from Claire Hemsley (28 March) and responses from Chris Gardner and Arthur Williams:

"Clare Hemsley sent a message using the contact form at

> <http://www.pedals.org.uk/contact>.

>

"Hello, would you know of or have contact details for anyone who provides cycling lessons for children. My four year old wants his stabilisers removing but unfortunately I'm not having much luck teaching him how to ride his bike. Many thanks Clare Hemsley"

...response from Chris Gardner:

"Hello Clare,

It makes for 'fun' times teaching children to ride, my 2nd son will be attempting it this summer. Hopefully this brief mail will help you.

1) Stage 1 - How is he balanced with his stabilizers ? By that I mean does he seem to be able to ride without leaning to one side and the stabilizers are just touching the ground on occasion? If so then he is ready for the next stage which I call scootering ;-)

2) Stage 2 - Remove the stabilizers and also remove the pedals, ask a spanner savvy friend if you struggle as they can be tight and one unwinds clockwise. Now scootering is easy as there are no pedals to clash with shins. Lower the seat until he can touch the ground with his toes and then just ask him to push himself along with his feet. In a couple of 10 minute outings he will have mastered his balance and be able to freewheel and lift his feet off the floor. This experience is best done on some smooth surface. I did it down our quiet street with my 1st son.

3) Stage 3 - Put the pedals back on and transfer to the back garden or park, grass is softer. Now you know he can balance it's just a case of starting him off and you gently walk/jog alongside holding the rear of the seat until he is going and when YOU feel comfortable then let go. Top tip, don't shout with joy otherwise he will turn his head, realize you are not there and promptly fall off.

4) Stage 4 - Spend the next half hour explaining that he did it on his own and that he does not require a 'dumbo' feather to do it again. Tears over, attempt no.2, then 3 and before long it's 'hey look at me' for the rest of the day.

Good luck, hope this helps.

Chris

Pedals Treasurer"

...response from Arthur Williams:

"Hello Clare,

To add another idea, possible even if current balance is not good enough to go to stage 2. This is apparently commonly used in other countries, and successfully used by myself on a couple of occasions.

Take one broomstick or similar and jam it in the frame behind the saddle - perhaps fix with a couple of cable ties. This enables removal of stabilizers; you then walk behind the bike holding the top of the broomstick. This makes it easy to keep the bike upright without (1) breaking your back (2) your child noticing how much, or how little, you are helping. I found that getting to stage 3 with this method was pretty fast. Having used this method, in my opinion stabilizers should never have been invented.

Good luck, and enjoy the fun!

Arthur"

message of 25 March from Ed Fry re Selected Electric Bikes Resource:

"Ed Fry sent a message using the contact form at

<http://www.pedals.org.uk/contact>.

Hello,
My name's Ed Fry - I was just looking through your list of cycling links and I thought you might be interested in a project I'm running.

Together with a handful of industry professionals and "guru" owners, we're creating a website to help promote electric bikes, a great way for encouraging cycling by those who don't already cycle.
<http://www.ElectricBikesExperts.co.uk/>

You should definitely take a look at our video buyers guide which walks visitors through the benefits of electric bikes, shows the parts, how best to choose one and even buy one. It took weeks of work!

Your visitors will really enjoy it, I think :)
Looking forward to hearing from you,
Ed Fry
~ ElectricBikesExperts.co.uk

PS. We've just started an "owner's stories" section too, that you should definitely take a look at: <http://www.electricbikesexperts.co.uk/electric-bike-owners.html>

Farewell to Cycling England (deceased on 31 March) and new home for Cycling England's resources: message from Nigel Williams CTC: Videos Share the Insights of Cycling Cities and Towns

A selection of videos sharing best practice from Cycling England's Cycling City and Towns are now available on YouTube. Cycling England has released the videos to ensure that the latest learning from the 18 cities and towns is shared before the programme ends on 31st March, when Cycling England is abolished.

Each of the 14 short videos is themed, with programme managers providing insights on the topic based on their first-hand experiences. The videos highlight the most successful measures the cities and towns delivered to get more people cycling, providing inspiration and case study examples for practitioners just getting started with their own projects. They also highlight issues critical in the design and delivery of successful cycling programmes, such as collaboration with stakeholders and building political support. This will be extremely useful information for authorities working on the cycling element of their Local Sustainable Transport Fund bids.

The videos can be viewed at www.youtube.com/user/CyclingEngland <<http://www.youtube.com/user/CyclingEngland>>

New Home for Cycling England's Online Resources

Starting on 1st April a range of guidance notes, case studies, reports and other resources from Cycling England's website will start to be available at www.ciltuk.org.uk/pages/cycling <<http://www.ciltuk.org.uk/pages/cycling>> hosted by The Chartered Institute of Logistics & Transport. The content will be uploaded gradually so a formal announcement concerning the facility will be made in due course. It will include all the evidence from the first three years of the Cycling Demonstration Towns programme, as well as the 'Making a Cycling Town' report which describes what the towns invested in to get people cycling - a wealth of resources for practitioners inspired by the videos to seek out more in-depth information.

There will also be a new Cycling England web page alongside the existing cycling content on the DfT website at: <http://www.dft.gov.uk/pgr/sustainable/cycling/cyclingengland>

Farewell Note from Cycling England

Cycling England is just about to celebrate its sixth anniversary. Set up by the Transport Secretary, Alistair Darling, in March 2005 with a budget of £5 m. pa, and a team of two we have come a long way and achieved much in those six years.

Thanks to the enthusiasm, professionalism and commitment of everyone involved, from the 18 Cycling Towns, to all the Bikeability training and Bike It schemes, as well as the more recent "Finding New Solutions" projects, we have already had a dramatic impact on the culture of cycling in England.

Remember the key statistics from just three years in the Cycling Demonstration Towns:

- Cycling trips up by 27%
- * More people cycling
- * Cycling to school doubled in Bike It schools
- * Real health impact on physical activity
- * Results not seen in the rest of the country
- * Increase in line with London's achievement
- * On track to double cycling trips in a decade

With the backing of the Professional Support Team as well as the crucial involvement of Sustrans and CTC and other partners in their many schemes, cycling was well on track for long-term growth and much positive momentum. From such a great group of committed practitioners - "people who get things done and make a real difference".

The Government's decision to abolish Cycling England - as being a "quango" is regrettable, and cost ineffective but it

is not the demise of this little group of managers which is to be lamented it is the loss of the nationally extended network of enthusiasts, with their acquired knowledge, skills and engagement which is the real waste. Every one of you who receive this - and many others besides - have worked to bring the idea of a real "Cycling England" to life. To each of you goes the credit and the thanks. You have achieved an amazing amount in a very short time, and already it is beginning to show right across England.

Our core hypothesis, back in 2005, was that with a consistent strategy and continuity of funding at a level equivalent to that of "cycling towns in Europe", we could reasonably expect to achieve similar rates of growth in everyday cycling. These first six years have already proved us right, and we will all treasure our small part in that success for ever.

Unfortunately, Government has yet to appreciate these key lessons of consistency, continuity and the need for a long term strategy for an integrated transport policy for Britain. Sadly cycling still seems to be a "party political football" to be played with according to fashionable ideology or dogma.

But the challenge facing us - of a real change to behaviour and of much more cycling especially for short urban trips - is not a "quick fix". We never thought it was.

So my final message as the Chair of the almost extinct Cycling England is one of determination. Every one of us knows that the challenge is worth all our effort; we all know how relevant and how important it is. In our various ways we will not give up. We know that investment in cycling works; it brings results; it makes a difference to everyone's life. It's worth it.

With my sincerest thanks to each and every one of you and my very best wishes for your future..... and cycling's.
Phillip Darnton
28 March 2011.

....my comments on sending this round, on 30 March:

"Cycling England has proved a widely admired and very useful focus for increasing interest in cycling in the last few years, under the very dynamic and influential leadership of Philip Darnton, and we in Nottingham have benefitted in lots of ways, directly and indirectly, from their activities, particularly with their funding of the Nottingham Cycling for Health Project and the Sustrans UCycle Project.

Although their Bikeability programme is going to survive after all (by top slicing from the new DfT Local Sustainable Transport Fund), the axing of CE tomorrow is a great loss, and will be much missed. From now on cycling is likely to be much more hidden away in some far recess of the much more restrictive context of the Department for Transport, and the challenge for us cycle campaigners to raise the profile of cycling, nationally and locally, will be all the more difficult without this high-profile organisation."
Hugh

**....comments from Gary Smerdon-White (31 March):
"FYI – here is what I contributed o Philip's thanks website**

Dear Phillip

*It seems like only yesterday that you were in Nottingham and starting to stir us up to get cycling at Greater Nottingham Transport Partnership meetings. Although you had loads of pressures with Raleigh it worked - recent growth figures are very encouraging and **we've got cycling!***

Not only that but even after leaving us your vision, enthusiasm, drive and influence has helped Nottingham becoming the least car dependent city in England. Cycling England has helped pump prime a whole load of cycling initiatives locally through Cycling for Health, Schools and University funding and that has led to bike recycling schemes with a charity supporting people with mental health and addiction problems, much improved infrastructure at universities and hospitals, the success of the Cycling Instruction and Support social enterprise RideWise and much more.

Many thanks for all your efforts and those of everyone at Cycling England – it is a strange world but all the better for the work of you and your team.

Gary Smerdon-White: Chair Greater Nottingham Transport Partnership and of RideWise

University of Nottingham Press release re Vice-Chancellor's Charity Ride, August-September:

Vice-Chancellor Professor David Greenaway persuaded nine of his colleagues to join him in taking on the challenge and they are determined to cycle the length of Britain in just 13 days.

The 'Life Cycle' team will ride from John O'Groats to Land's End to raise funds for the University's Sue Ryder Care Centre for the Study of Supportive, Palliative and End of Life Care, while marking the build-up to the autumn launch of the University's £150 million fundraising campaign — the largest in the institution's history.

More information at: <http://www.nottinghamalumni.com/NetCommunity/Page.aspx?pid=2457>

Norman Baker MP's attitude to cycle helmets: message of 9 April from Terry Maxwell:"An email to NORMAN BAKER: Lib Dem Minister for cycling, walking and local transport

Newspaper article:

<http://www.guardian.co.uk/politics/2011/apr/08/cycling-minister-refuses-bike-helmet?INTCMP=SRCH>

"Norman,

Interesting article in the newspaper today about your decision not to wear a cycle helmet while cycling because of your libertarian stance. May I suggest you visit your local ICU to see the effects of being thrown off your bike onto pavement really looks like?

How do parents convince their children that wearing a cycle helmet is crucial when their government minister insists it's a choice option? With 17,000 cyclists injured on our roads last year (with a majority of injuries being head injuries) I despair at the thought of you being a role model for the public.

I will strongly fight against your 'right not to feel unencumbered and loaded down". It's a light weight helmet Norman, unless you're wearing something from the 1940's.

Terry Maxwell
Cyclist / Nottingham"

PS. For those of you that missed Norman Baker's recent comments on cycle-helmet use, you can read them here:
<http://www.guardian.co.uk/environment/bike-blog/2011/apr/08/norman-baker-helmet-personal-choice>

On a related theme, Boris Johnson never used to wear a helmet but was coerced into doing so on becoming mayor. This winter, however, he's started wearing a woolly hat instead of a helmet arguing that helmets don't keep his head warm, adding a new twist to a well debated (to put it mildly!) issue.

Hugh, 14.4.11