

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 18 January 2010

in the upper room of The Globe PH,

152 London Road, NG2 3BQ (between London Road and Meadows Way, on corner with Ryehill Street, just north of Trent Bridge)

AGENDA

1. Welcome, and apologies for absence

2. Discussion with Joanna Ward, Project Director, 'UCycle (Sustrans Nottingham Universities Cycling Project Team (up to 60 minutes)

(15 minute break)

3. Minutes of the Pedals Meeting of Monday 16 November 2009 and matters arising / update

- Minutes of Greater Nottm Cycling Development Group (CDG) of 10 Dec (circulated on 10 Jan)
- Attacks on cyclists including lessons from recent incidents involving Chris Gardner
- Drivers not thinking about bikes – message of 27 Nov. from Paul Hill and comments from me and Andrew Martin, etc.:
- Fw: poor driver behaviour towards cyclists - message from Julian Bentley (4 Dec):
- Pavement cycling: proposed posters to be used in Lenton (proposal from Parbinder Singh, City Council)
- Autumn cycle campaigners conference follow-up: presentations on Cyclenation website
- Autumn cycle campaigners conference follow-up: conference report for Cyclenation newsletter
- Autumn conference follow-up: discussions between Dave Holladay, CTC Public Transport Campaigner and Keith Wright of Trent Barton buses plc including possible experimental carriage of bikes on Red Arrow buses between Nottingham and Derby
- Bus lanes and taxis: exchange of messages involving Richard Holt, myself and Jim Mortell, Nottm City Council:
- Autumn conference follow-up: proposed local Workplace Cycle Challenge scheme: report of meetings of 9 Dec and 5 January organised by Simon Starr of Sport Nottinghamshire
- Discussion on transport at City Council Regeneration and Sustainability Scrutiny Panel meeting of 12 January: report of discussion on cycling and my responses
- Report of Cycling for Health Project Steering Committee meeting of 14 January, including proposed communal bike stores in Sneinton and The Meadows and possible ancillary CfH scheme in Rushcliffe as well as those now started in Gedling (Julian Bentley) and Broxtowe Boroughs.
- Reinstatement of 'cyclists tram tracks bypass facility' on Middle Hill below Weekday Cross following the completion of the Nottingham Contemporary and the removal of the scaffolding on this shared path
- Proposed Secure Bike Compound in the old Milk Dock area off Station Street at Nottingham Station: update from Keith Morgan, City Council (11 Jan)
- Wilford Suspension Bridge repair work progress: BBC radio and TV publicity on 21 Dec and 4 Jan
- Update on efforts to get improved lighting on south bank riverside path between the Wilford Suspension Bridge and Wilford past Rivermead Flats, West Bridgford
- Update on efforts to get improvements to south bank riverside path between Trentside, West Bridgford and the NWSC, Holme Pierrepont
- alignment shown on latest City Cycle Map (south) for riverside path by the Nottm Sailing Club: my message of 22 Nov to Richard Mallender (Rushcliffe Borough Councillor for Ladybay) and subsequent correspondence with Karina Wells and also Jane Baines of Notts CC.
- strategic and local cycle route direction sign improvements in Rushcliffe Borough including the new routes in the Gresham Park area between West Bridgford and Wilford: follow-up to discussions last Spring with Clive Wood, Notts CC
- Rural rides 2010: finalisation of offers by 18 January and agreement on starting places for Wednesday Pedals rides
- Future of Rural rides from 2011 in view of probable County Council funding cuts
- Report of Broxtowe Partnership Transport Group meeting on 14 January
- Larry Neylon's proposed template for future Pedals e-newsletter, to replace current printed copies for members and complimentary copy recipients

4. Finance (Chris Gardner / Susan Young to report)

5. Forthcoming events / meetings

Pedals meetings

- Special meeting (late Jan or Feb) to discuss new structure for Pedals from the AGM on 15 March (c.f. message circulated on 8 Jan)
- Monthly meeting on 15 Feb including discussion on Raising Pedals Profile including possible cycling and shops campaign, as suggested by Peter Briggs
- Possible themes / speakers for Pedals meetings from April

Other meetings

- Regeneration East Midlands Climate Change and the Urban Agenda Event Tues. 19 Jan

- Tues 20 Jan meeting organised by Nigel Lee (FOE Nottingham) to coordinate response to new Local Transport Plans consultation (LTP3)
- Meeting on Wed 21 Jan to discuss transport content of Transition Nottingham proposed Energy Descent Plan
- City Council Engagement Event for Stakeholders on LTP3, Dining Room, The Council House, Wed 28 Jan (9.30-12.00)
- Low Carbon Event, County Hall, Thurs. 4 Feb. (10.00-15.00): possible Pedals stall
- Request from Sharon Scaniglia for Pedals involvement in Nottm Light Festival, Friday 12 February
- Possible meeting in April (?Sat 24th) to discuss the future of the East Midlands Cyclists' Forum
- West Bridgford Summer Gathering on Sat 15th May 2010: request for Pedals stall.

6. Cycle facility and traffic management matters

- Monday 30th Nov Sneinton Square Stakeholder Meeting - Pedals comments on needs and concerns for the Future of Sneinton Square – Pedals response of 2 Dec
- [Pedals Website Enquiries] accident on tram tracks and need for improvement to the cycle route across The Forest: my message of 13 Dec to Chris Carter, City Council, following my exchange of emails with Lorraine Varney about her recent accident on the tram tracks
- Gritting of cycle path on Wilford Toll bridge: my exchange of messages with Cllr. Jane Urquhart, City Council (5-6 Jan):
- Twenty's Plenty national campaign annual review for 2009: message from Rod King, National Coordinator:
- Development of a Pedals wish list for Nottingham, with suggestions categorised by ward boundary.
- Request from Steve Brewer, City Council, for feedback on the new ASLs at the junction of Top Valley Way and Hucknall Road (part of the Hucknall Road commuter corridor improvements)
- Icy weather and new potholes: report via the Fill that hole website (CTC)
- Apparently minor matters, e.g. Traffic Regulation Order (TRO) consultations

7. Miscellaneous items

- Bike Club update from Julian Bentley (26 Nov)
- DfT Cycle to Work Salary Sacrifice Scheme take-up
- FOI request re cycling fines: email of 29 Dec from Alexander Britton, and related email from Jamie Lewis

8. Any other business

BACKGROUND NOTES (including extracts from some relevant emails)

* means feedback especially wanted please

** means help please!

1. Welcome and apologies for absence

Apologies for absence from

Mara Ozolins, Alison Russell, John Wilson,

2. Discussion with Joanna Ward, Project Director, 'UCycle (Sustrans Nottingham Universities Cycling Project Team (up to 60 minutes)

(15-minute break)

3. Minutes of the Pedals Meeting Held 16th November 2009 at The Globe.

Present: Hugh McClintock, Peter Osborne, David Miller, Andrew Martin, Malcolm Kennerley, Susan Young, David Clark, Terry Scott, Elizabeth Kirk, Peter Briggs. Roger Codling, Arthur Williams, John Bannister, Andrew Martin, Martin Quarton, Lynne Booth, Robert Murray, John Cutler, Steve Brewer and Keith Morgan.

Apologies for absence: Chris Gardner Mara Ozolins, Roy Wilson, Ian Hopper.

City Council Cycle Map Revision. Keith Morgan and Steve Brewer brought along the latest versions of the Nottingham City Cycle Maps (North and South). The first half of the evening was allocated to discussing mapping of the city of Nottingham. Mapping of Nottingham continues to improve, but if any errors are found, they can be referred back to the city council to be corrected in further editions. Probably the biggest problem with the maps is getting the balance between the size (or number) of maps. Cycling England is putting cycle mapping into electronic form. In future it will be possible to upload and view photos of places on the Nottingham maps. It is expected to print 20,000 each of the North and South Nottingham maps each year.

Autumn Conference. Feedback received so far for the Autumn Campaigners conference hosted by Pedals on November 14th has been very positive. Only a few small things were overlooked. The Friday night pub session went well. It remains to summarise workshops and place them on the website. A small profit has been made from the conference. Donations will be made to SUMAC, the Big Wheel, Pedals Express and the church that supplied the tea urns as a thank you for their assistance.

Sustrans UCycle Project. The Sustrans Higher Education Project (UCycle) consists of a team of five (including three Bike-It officers). Joanna Ward (the project manager) will talk about their work in the January meeting next year.

Pedals will raise the issue of a workplace cycle challenge, as explained by Thomas Stokell at the campaigners conference and tried already in various places, e.g. Swindon, with strong backing from CTC. This could be tried in association with the UCycle Project or also with the Cycling for Health project in Nottingham, whose funding has now been extended by Cycling England.

City, County, Forest. This still sells well (about 100 a year) despite being around four years old. There are about 700 copies left.

Rural Rides Programme. This is expected to continue in 2010. Pedals members have offered to lead rides on the following Wednesdays:

April 14th Dave Clark

May 12th Susan Young

June 16th Arthur Williams

July 14th Terry Scott

August 11th Peter Osborne

Details of the ride need to be forwarded by 18 January. There will be a Rural Rides debrief at County Hall on December 3rd.

Pedals Website. Much use is being made of this and it is very important that it kept up to date with fresh photos and material. Can members feed back any out of date material?

Forthcoming Meetings:

December: Christmas social. Food, drink and slides – but no quiz.

January: Sustrans UCycle Project.

February:

Raising Pedals profile, including a possible campaign on improving cycle parking at shops (as proposed by Peter Briggs) and also Planning meeting for Hugh relinquishing chairmanship, restructuring, new roles, ideas for raising profile, new campaigns etc

Update:

Minutes of Greater Nottm Cycling Development Group (CDG) of 10 Dec (circulated on 10 Jan)

Any comments please on these minutes?*

Attacks on cyclists including lessons from recent incidents involving Chris Gardner

....message of 21 Nov from Chris Gardner:

"All,

A problem that I believe has not been addressed in any real detail as such either by Pedals, CTC or other cycle campaign group is violent behaviour towards cyclists. I have now been a victim in two recent episodes of violence.

The first one occurred in Ruddington high street a few weeks back when four youths tried to pull me from my bike but the second occurred tonight on my way into Nottingham to meet with old school friends.

I emerged from the Meadows onto the cycle track pass the pub on the approach towards the railway station to see 15 or so blokes walking across all of the path towards Nottingham, I did not squeeze the horn for fear of inciting a reaction but gently cycled up behind them.

One of the bunch noticed and said 'let this prat thru'

I began to ease thru the group only to be approached by a skinny member of the mob shouting ' haven't you got a bell' to which I replied 'no I have horn but thank you'. Unfortunately he reacted with the comment; why don't you f*** use it then? ' and punched me in the back of the head to a great cheer by the mob.

I didn't look back or comment but proceeded on my way, I have 3 children and a wife who would like to see me again.

This idiotic behaviour needs to stop and publicised in the right way, I don't want to dissuade folk from cycling I just want the idiots to realise that cyclists mean no harm and are often just trying to reach their destination safely.

Regards,

Chris (quite annoyed - polite version)

....and comments from Susan Young (21 Nov):

"Chris

Sorry to hear about these incidents. It is something we hear about from time to time in the press, but should probably be given a higher profile as it is the sort of thing that is likely to put people off cycling.

It is also something that I have against 'cycle routes/paths' as many are quiet and out of the way. They can be fine during the day but are less so at night. Indeed many follow routes that would be considered unsafe by many people. This may increase conflict as others may get annoyed that cyclists are in their space and should be on their own paths and routes.

Definitely an area for considering how we tackle.
Susan

...comments from Gary S-W (22 Nov)

"Hi
Clearly the 4 youths bit was a criminal act which could just have been carried out on a pedestrian and should have been reported to the police.

However re the incident near the station - Personally I think bells are much less intrusive and challenging than horns but nevertheless less why did he not use it? My wife gets angry if there is no bell on a bike or it's not used on shared tracks - and its one of the few things we agree on!

I use the canal regularly and there are feral youths along there but a jingly bell and a thank you raises chuckles not hackles
Gary"

.....and from Coral Simpson (22 Nov):

"Hi
I have been subject to incidents too. Several years ago on Wollaton Road, Beeston, I had raw eggs thrown at my face from a car that was passing me at about 8pm. The raw eggs were directed at my face and hair and I was daubed in raw egg.

In the last year or so a car passed me on Pastures Lane at speed and very close to me - much more so than cars are usually. The young male car occupants were whooping and screaming and a bunch of keys were thrown in direction of my eyes, and hit me.

It is difficult in these circumstances to note car registrations because one is trying to turn eyes away to avoid harm from thrown object. In both cases it appears to have been young males and happened in early mid -evening about 7-8pm.

I have long noted that 7-8pm is the most risky time of day for dangerous driving - usually souped up cars speeding. I think it is worth reporting hot spots and dangers to the local police who can target areas where there are particular problems.
I try not to cycle at 7-8pm.
Regards, Coral"

.....from Richard Cooper (22 Nov):

"My comments, Hugh,
Very sorry to hear of this, and important to recognise that it is not frequent (although once mentioned, I suspect you'll find much goes unreported).

Firstly, bear in mind this is not specifically a 'cyclist' issue. However, to make a cyclist-positive thing out of being around town why not have cyclists joining the next Radio Nottingham 'Big Night Out' and the next 'Light Night'? (The next BNO is Dec 3rd so a bit early (and wintry!).

Only knowing details of the second incident, my approach (as on foot) would be to give such a group a wide berth. If this took me away from the cycle path, so be it, that section of the network is wide and has alternatives.

Control of such groups is difficult, even for the police, so avoidance is the best policy. Cheery politeness would be my next best option.

I'd disagree with Susan saying "but should probably be given a higher profile as it is the sort of thing that is likely to put people off cycling". A higher profile amongst regular cyclists maybe, but what she says indicates no publicity would be better?

Finally, the "idiots" who were mentioned would have the same attitude to anyone - no need to highlight cyclists. Care when around town at night, especially around some groups is advisable for everyone.
Richard"

....from PC Dave Silverwood (23 Nov):

"Hugh
Hope you are keeping well. Please can you make cyclists aware that any physical assaults on them should be reported to the police? They should ring 999 if the offenders are still nearby.
Regards, Dave"

...response from Chris Gardner (23 Nov):

"Thanks Dave, I did report the Ruddington incident, albeit not until I was home and was just trying to control my temper for this latest incident and not be late for my meet so didn't think to call.

You will be experienced in these matters but it's almost as tho you have to have it happen 3 times or so before you act correctly and with clear mind. I don't want it to happen again but if it does I will be sure to ring.

It's probably obvious to you that if I had the sense not to use my novelty 'parp parp' horn then I was aware that I may be entering a dodgy situation and was ready for the name calling etc - 'sticks and stones may bre... etc' but to hit me is well out of order.

Its most likely a case of the wimp of the group trying to grandstand in front of his mates but I know how these things can escalate so there was no way I was stopping, besides you can't educate in that sort of situation.

You would have needed a few colleagues to tackle this bunch as most were on their way, smoking, with the odd can/bottle in hand and I guess there are much more serious incidents for you fella's on a Friday night but anyway I will call if there is a next time.

I went to bed that night thinking that they probably ended up in trouble anyway; maybe the wimp had a night in the cells regardless.

Cheers, Chris

....from Henry Twiggs (23 Nov):

"This sort of thing some times happened to me as a kid. I think it was usually a result of timid behaviour on my part. I don't mean timid as opposed to aggressive, I mean timid as opposed to self confident.

And because some one shoves or hits you it doesn't mean you are automatically in any danger of a serious attack with weapons. I'm sure you will see your wife and kids again, every time, even if you get a black eye or bloody nose.

I'd suggest:

Plan ahead. Don't try to squeeze through people.

Move at a confident speed.

Stick to the carriage way.

Manoeuvre well clear of obstructions in good time.

Use your voice loud and confidently; "EXCUSE-ME PLEASE GEN-TLE-MEN", if you need to.

Be respectful. They may be uncouth but we are not. Remember you were near the meadows.

As for reporting it to the police, I wouldn't bother. They can't do anything about it, even if they wanted to, and I'm sure they don't give a sod. It will just go on the crime statistics and help them demand more money from the poor tax payer. We already pay more to the police than any other G20 country.

Three times the pigs have imprisoned me when I was cycling.

First time, simply cycling along the harbour road near Faslane, Argyle, I was told that my chain and padlock was too big and was there for an offensive weapon. Which turned to a breach of the peace and latter the charge dropped.

The second time, near Kings North, Kent, when I asked for directions to Climate Camp, when my luggage was searched and I was told that my chain and padlock and luggage straps, packed in my tool bag in my camping trailer were 'items of criminal damage' and that my very small craft knife was an offensive weapon. Which changed to 'having a blade with no good reason' for which I was tried, before a jury, at considerable inconvenience to myself. The pigs lied through their teeth in court and showed themselves for what they really are.

The third time, on Collin Street, Nottingham, for refusing to give my name and address to an 'officer of the council' who wanted to issue me with a £30 fine for allegedly cycling on the pavement.

Not to mention the time in Earl Street, London, that they hit me with a club and cracked my head on the floor before demanding my name and address. (not cycle related that time but I had by cycle with me)

I think we will just have to learn to deal with ignorant louts, as we struggle against the real violent thugs, who are not accountable to the law, who will assault you if you refuse their demands for money; the gangsters in blue.
Henry Twigger"

....more from Chris G (23 Nov):

"Henry,

Thing is it makes you so cross that you want to hit him back which can soon escalate into a group attack when they see their mate being 'educated' which can end very badly as I recall happened only just recently to a man on a mtb in the Meadows.

I have had my fair share of scraps over the years, stolen bikes, etc but why should we put up with it? Normally I would have gone on the road but by the time I saw the group in front it would have been a case of turning back which as a quick cyclist goes against the grain.

Like you say when this happened as a kid it tended to be a couple of wild swings and a floor wrestle with the odd marking and ripped shirt but I'm afraid things have moved on a little.

I'm not really thinking about myself by starting this round of e-mails I am writing on behalf of all the less able/confident cyclists that choose to travel in the purest way possible and if we can have a best practice list of actions by the time all have responded then the task will be complete.

You have contributed already ;-)

Cheers, Chris"

...and this response from Gary (23 Nov):

"Hi Chris

Firstly you will see I responded in personal mode solely to Hugh and Leona Scurr in my e-mail. I was copied in amongst many others (some who I don't know) and I felt it useful only Hugh and Leona understand my personal view on such incidents and bells – it was made clear it had nothing to do with any GNTF stance.

Of course the incident with four youths is a criminal act – I say that below – my point is it happens to public transport travellers, car drivers (in car parks and even on the road), and pedestrians as well and is it productive to focus on the fact it was to a cyclist?

I am greatly concerned that the whole widespread lobbying for further subjective evidence of how unsafe bike riding is will have two dreadful impacts

- The influential police officers I have heard say 'bikes are more trouble than they are worth' will be further convinced we cyclists attract violent behaviour
- Journalists or others on Hugh's distribution lists get to hear of this and sensationalise the incidents and people will be frightened off from riding

Both of these impacts put the fight to increase the amount of safe cycling at risk

Already Hugh is circulating the stories associated with crimes on cyclists and personally I want no truck with focussing purely on cycling. I am very happy to support a fight against criminal and anti-social behaviour in all its elements and across all the activities most of us do 24x7. That's why I'm involved in the Respect for Transport campaign where we make the point we are trying to make things safer even though people travelling by PT are participating in a very safe activity. I understand that most acts of violence are between young people 18-26 on foot – there is a case that cycling might be one of the safest forms of transport?

From a GNTF perspective – I suggest Hugh brings it up at CDG but I will be asking that the group think this through, for example

- Is it really a problem? Objectively how many incidents a year of this nature occur?
- What is the objective of publicising the supposed problem widely?
 - To warn people off cycling?
 - To get action from the police? If so personally I think that is reasonable but only in private correspondence with the police - at least in the first instance
- What is the message we are making
 - Police need to get crime sorted out?
 - Cycling is dangerous?
 - Incidents such as these are thankfully few and far between (how often per cycle mile?)?
- What are we actually going to do about it?

At the end of that discussion some constructive action might come of it – at present I just don't understand the value of people swapping these stories without a clear objective, message or action.
Gary"

....my response to Gary (24 Nov):

"Gary

Just a few comments on this matter which, I agree, we can discuss at a future CDG meeting, perhaps after we have had a chance first to discuss it at a Pedals meeting since this exchange of messages, sparked off by Chris' account of his recent incident and his request that we should discuss such incidents, only started a few days after the last meeting, and therefore we now have no opportunity to discuss it until 18 January.

Given that this meeting is still several weeks away I thought it useful to get the discussion going by circulating Chris' incident report to other Pedals activists, so as to get some feel of what other people thought and because that might then also save time when we do come to discuss it at the next meeting, since we will then by have a clearer idea of what others too think both about how much of a problem it is, how much of a potential deterrent to cycling and what should best be done (by cyclists, the police or whoever) both in terms of making such incidents less likely and in handling them when they do arise.

Incidentally the message was only circulated to people on my Pedals agenda/activists address list (and not to any journalists), i.e. those people who regularly or sometimes come to monthly meetings, or who regular email me about

things, or others who have explicitly asked to me included in these regular emailings, rather than just the very occasional ones to the broader membership.

I also agree that discussions of the impact of such anti-social behaviour on cyclists should be carried out with relation to the wider context of addressing such anti-social behaviour more generally, particularly with regard to other transport modes, including walking, and the possible deterrence to them, at least after dark. Being on a bike can indeed sometimes make it easier to get away from such incidents than when you are just on foot.

You include a useful set of questions which we can use as the basis of our discussion on this at the next Pedals meeting and I can then report on the conclusions of this to a subsequent CDG meeting, when I have a clearer idea of what the general feeling of our meeting is and what actions they would like to see.
Hugh

.... **Further comments from Chris (25 Nov):**

“Thanks Gary,

I'm not really thinking about myself by starting this round of e-mails I am writing on behalf of all the less able/confident cyclists that choose to travel in the purest way possible and if we can have a best practice list of actions by the time all have responded then the task will be complete.

You have contributed already which is great.

I too am worried that it will put folk off cycling but I am also worried that not to put a 'best practice' type ref guide together means we are ignoring the situation. I will put a list together from the replies I have had so far and maybe we can go from there, gentle approach.

Cheers, Chris

....**response from Gary (25 Nov):**

“Hi

Re best practice – I'm all for that. We need something for cyclists to realise that their behaviour can easily upset pedestrians and road users. A smile on your face and politeness go a long way on most circumstances – but as you found out not all

Gary”

Drivers not thinking about bikes – message of 27 Nov. from Paul Hill and comments from me and Andrew Martin, etc.:

> Hi Hugh, Hope you are keeping well.

>

> I thought I would like to bring to the attention of Pedals the
> recent run of near misses within the space of a month that I have
> had with motorists not noticing me in spite of wearing my bright
> orange coat and lights when on the road and cycling with due care
> and attention and courtesy at all times to motorists, except when
> you get the morons who have no time for cyclists such as myself,
> it is then they get the sharp end of my tongue, They are probably
> the same ones who would play merry hell when they are brought to
> book for driving without due care and attention, and start blaming
> the cyclist for the accident. Sadly In all instances of my near
> misses I failed to get a note of the offending drivers
> registration.

>

> Some weeks ago, I had turned immediately left from Arnesby Road
> into the Derby Road cycle/bus lane heading towards Hillside, a car
> driver was waiting to turn right from the University shops, but
> then a car driver heading in same direction on my right began to
> change lanes, i.e. into the bus lane forcing me to swerve and shout
> back. Thankfully he stopped short when he realised I was in his
> view. I was wearing my orange coat and lights.

>

> Another occasion, in darkness roughly around 5 10 pm when I was
> indicating to turn right from Trentham Drive into Aspley Lane,
> being easily seen by other motorists, except for one, a taxi
> driver who had approached me from behind, suddenly pulled up on my
> left hand side. This driver was so close that I could have held
> out my left arm at full length in front of his wind screen. At
> this point I was thinking he would turn left towards Strelley.
> Not really sure what made me look, call it instinct but I saw he
> was indicating to turn right too at the same time as myself. To
> avoid a collision between myself and the taxi driver, I held back
> to allow him to turn right.

>

> Only this week, at the same junction, I was indicating to turn
> right when I spotted a car driver coming up from the Aspley island
> with his indicators still going. This made me think he was about
> to turn left into Trentham Drive, so I pulled out, as I did so, he
> was about to swerve across into the opposite Lane, at which point

> he shouted across something like his fault and my reply was I
 > thought he was indicating to turn left hence me pulling out. I
 > accepted his apology, and continued on my way home.
 >
 > Then this lunchtime (26.11.09) cycling down Park Road towards
 > Sherwin Road (which is a hairs breath from the main road) I had
 > earlier spotted a motorist turning right from one of the side
 > roads. On reaching the cycle path outside Tesco, and into which I
 > was about to turn right on route to Gregory Street, clearly
 > indicating to this same motorist my intention, he suddenly decided
 > to start overtaking me, realised his mistake, held back and let me
 > turn right. I made a point of stopping on the cycle path giving
 > him a stare to make him realise I was there (he looked at me but
 > never made any attempt to apologise for nearly causing an
 > accident) and shouted back what did he think he was doing. It was
 > not until I got back home that this driver could have caused a
 > serious collision with a motorist who might have been coming the
 > other way up Park Road, when you consider there are many motorists
 > who actually fly round off Sherwin Road island. Again, I had my
 > orange coat on despite the sunshine.
 >
 > The two more recent instances happened on the days when we had
 > cold, gusty winds, which I braved with gusto.
 >
 > In all these instances, I live to tell the tale and now think that
 > my late friend, Robert a guardian angel is looking down and making
 > sure I am safe when out and about on the road.
 >
 > Although I live on my own, I do have family, friends etc who want
 > to see me regularly, including my 3 month old niece who I want to
 > see grow up.
 >
 > I am now considering getting myself off to a local police station
 > to pick up a think bike backpack if still available, and possibly
 > wearing a blue siren, preferably a working one which would work
 > with a pedal cycle. Would look silly on a cycle helmet though.
 > Mind you one of those video cameras that the police wear as part
 > of their armour would come in useful for catching and reporting
 > offenders.
 >
 > Any comments please
 > Paul Hill
 > 108a Basford Road
 > Basford
 > NG6 0JL

On Sun, November 29, 2009 6:39 pm, Hugh McClintock \(\Dell\) wrote:
 > Paul
 > Sorry to hear about these latest incidents of bad driving which you have
 > suffered. I am passing your comments on to other Pedals activists who may
 > wish to comment as well as to a couple of people from the Police.
 > best wishes, Hugh

....comments from Andrew Martin (29 Nov)

"Dear All
 I was cycling in Beeston last Wednesday (17:45) when a fool driving a
 Mazda 6 tried to overtake me whilst a bus came towards me on Station Road.
 I stopped as there was insufficient room for three vehicles. The car
 driver stopped and I politely shouted at the driver that I would note his
 registration number and ring the police. He replied that he would give me
 a pen and paper and wait all night for the police. He then stated that I
 should be on the pavement! I was shaken but not injured, this time... I
 always carry a pen and paper.

The driver drove away after a fellow cyclist arrived and agreed to be a
 witness to my near-collision. The traffic was queuing and the bus full of
 passengers would have provided a few witnesses if necessary!

A police officer visited me at home last Friday and after recording
 details promised to visit the owner and/or driver at the registered
 address. I have to say that the officer seemed genuinely interested in my
 experience.

I really suspect that statistics of actual/near collisions involving
 cyclists and motor vehicles are false due to under-reporting.

I endure occasional incidents like the one above perhaps once per month (on average in 12 months), but not spaced equally and not always with a registration number for the police. 1 cycle for many hours and miles each week and last had a serious collision in 2006.
Peace and pedals
Andrew

Fw: poor driver behaviour towards cyclists - message from Julian Bentley (4 Dec):

"This message from Julian Bentley may be of wider interest, following on from the message on a similar theme which I passed on recently from Paul Hill
Hugh

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

From: [Hugh McClintock \(Dell\)](mailto:Hugh.McClintock@Dell)
To: [Julian B](mailto:Julian.B)
Sent: Friday, December 04, 2009 11:34 PM
Subject: Re: CS/068373/09 and the CTC 'Stop SMIDSY' campaign

Julian
Thanks for this. Have you sent details to the CTC 'Stop SMIDSY' campaign site at <http://www.ctc.org.uk/DesktopDefault.aspx?TabID=5309> ?
Hugh

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

From: [Julian B](mailto:Julian.B)
To: hugh.mcclintock@ntlworld.com
Sent: Friday, December 04, 2009 8:38 PM
Subject: FW: CS/068373/09

Hugh
The text below relates to some very poor behaviour exhibited by a car driving individual towards me at the toll bridge area in July 2009. I had verbally challenged his wanton driving on the toll bridge roundabout.

After reporting it/giving a statement, I am reasonably happy with the police's action (though tardy) taken against the individual - Pc Taylor said on my voicemail that the sergeant had 'had a stern word' with the individual regarding his behaviour.

I thought this might be of interest to members who told of poor behaviour towards cyclists....

Subject: RE: CS/068373/09
Date: Wed, 2 Dec 2009 22:03:43 +0000
From: katie.taylor@nottinghamshire.pnn.police.uk
To: dr_jools@hotmail.com

[Mr Bentley](mailto:Mr.Bentley)

I have left you an answer phone message confirming that the suspect in your allegation of public order was arrested and interviewed regarding his conduct. He gave his explanation of events and the matter was discussed with a sergeant.

No further action will be taken against this individual at this time.

If you wish to discuss anything with me please do not hesitate to contact me on the number below.

Kind regards
PC 3406 Katie Taylor
Section 4 ~ Response
Meadows Police Station
0115 9670999 ext 6460

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

From: Julian B [mailto:dr_jools@hotmail.com]
Sent: 24 November 2009 12:16
To: Taylor, Katie, PC3406
Subject: RE: CS/068373/09

PC Taylor
since this email we have spoken on the telephone. You told me that you would be arresting the individual who brandished the metal bar. Would you please update me on your action taken since we spoke?
thanks, Julian Bentley

Subject: CS/068373/09
Date: Mon, 5 Oct 2009 06:01:53 +0100

From: katie.taylor@nottinghamshire.pnn.police.uk
To: dr_jools@hotmail.com

Mr Bentley

I am the officer in the case for the incident you reported on 13/07/09. I apologise for the late reply.

I have tried contacting you on a few occasions on the mobile number you provided to police. I have had no luck speaking to you and due to our shift pattern it becomes increasingly difficult to contact you at a reasonable hour. The number I call from will show as withheld on your screen.

I have tasked a PCSO to visit the registered keeper of the vehicle you mentioned in your statement, although this is registered to a female, I am hoping she will be able to shed some light on who was driving the vehicle on the date in question. I can then arrest this male and interview him.

I am off until 19/10/09 but in my absence the keeper enquiries will be completed, I will then be able to update you more fully.

Again I apologise for the delay.

I will be in touch on 19/10/09.

Many thanks

PC 3406 Katie Taylor

Section 4 ~ Response

Meadows Police Station

Blackberry: 07595003903

...further exchange of messages on this topic (6 and 7 Dec) involving Graham Hubbard and Gary Smerdon-White:

"Hugh

More stories are bound to come forward so I think we need to consider what the position is on this from each organisational perspective

I think RideWise and GNTP and CDG would be

1. We want more people cycling more often
2. generally safe
3. good for your health
4. needs supportive environment and respect of all road users (including cyclists) and pedestrians
5. in the event of misdemeanours/unsafe driving strongly support the right of individuals to pursue through the police

My feeling is that a heavy 'cyclists bite back' campaign would be counterproductive to 4 above

I could of course be wrong and be outvoted but I think we do need to think it thru. Of course Pedals might want to choose this as a lobbying topic as is there right.

Gary

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]

Sent: 07 December 2009 11:25

To: Ridewise Nottingham; Julian Bentley

Cc: Gary Smerdon-White; Andrew Martin

Subject: Re: poor driver behaviour towards cyclists -

Graham

Thanks for this message. Very sorry to hear about the incident, particularly as it involved Reuben, but very good that you have reported it.

Hugh

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

From: [Ridewise Nottingham](#)

To: hugh.mcclintock@ntlworld.com ; [Julian Bentley](#)

Sent: Monday, December 07, 2009 11:19 AM

Subject: RE: poor driver behaviour towards cyclists -

My wife Helen was involved in a SMIDSY usually I take this as part of life on a bike BUT my son Reuben was on the trailer bike.

SO

You will see that I can not play Mr Nice Guy at this point in time

I will not ignore it The person involved will be visited by the police

Graham Hubbard

Ridewise Ltd Coordinator

Bikeability in Nottingham

07854 853 339

Pavement cycling: proposed posters to be used in Lenton (proposal from Parbinder Singh, City Council)

The City Council and Police have had discussions about possible measures to increase awareness among cyclists about the pavement cycling issue which, it seems, is of particular concern in Lenton. Special surface markings (as used for example in Ireland, I know) are not authorised by the Department for Transport so they propose to use posters on lampposts etc, as used by Hampshire Police. I have sent Parbinder Singh of the City Council these comments on the proposals:

"Parbinder

Thanks for your message about these proposed signs, as used in Hampshire, which remind me of ones I have seen in London (Westminster, I think).

I have asked a few other people in Pedals to comment but meanwhile here are my 'off the cuff' personal views. I agree with the importance of raising awareness among all cyclists that pavements are basically not for riding on, providing that this is balanced by more efforts to understand just why some cyclists (and not just those who are always inclined to defy the law) take to riding on pavements in certain circumstances and appropriate measures to address these concerns, including lower speed limits, better speed limit enforcement, improved driver awareness of the needs of cyclists, more cycle-friendly road layouts, clear and consistent signs and markings, and measures to tackle pavement car parking as well as cycling.

As you may know, the issue of pavement cycling crops up regularly at the bi-monthly meetings of the Greater Nottingham Cycling Development Group, chaired by Gary Smerdon-White of Ridewise and the GNTP, and it has been agreed at those meetings that more use should be made of education and awareness raising, rather than just fining, and that these efforts should include encouraging those on cycle on pavements to take Ridewise training, to help make them responsible as well as safe and confident cyclists.

At one of the CDG meetings a few months ago it was also agreed that it would be helpful to have a list of the ten 'hotspots' in the city where pavement cycling was most common, with a view to using this as the basis for a discussion on what particular local factors might explain this occurrence. Steve Brewer agreed to provide such a list but, as far as I know, it has not yet been produced, so we have not discussed this further.

I will pass on to you any further comments on the proposed signs/posters.

best wishes

Hugh

....and comments on these from Roland Backhouse (8 Jan):

"> Hugh,

- > I would agree that education is very important but it is also important
- > to point out that it should not be one-sided. The majority of my daily
- > route to work is on shared pavements/cycle paths (with no dividing white
- > line). Very occasionally a pedestrian has acted aggressively towards me,
- > possibly in the mistaken belief that I was acting illegally (which I was
- > not). So pedestrians need to be educated as well as cyclists, if not
- > more so. If this is done, I see no reason why cyclists and pedestrians
- > cannot coexist amicably as they do in neighbouring countries.
- >
- > I don't seem to have received a copy of the poster referred to in your
- > email but I guess it is oriented to cyclists only. If so, posters need
- > to be designed for the education of pedestrians (and police officers and
- > drivers etc.).
- > Cheers, Roland

....and from Gary S-W (8 Jan)

"Hi

Seems like these signs are opening it up again for police to fine all people cycling even if they are not dangerous

Its better to not have them but do some proper enforcement against the ones who go nuts on the pavement – I do agree the problems are where Parbinder says they are

Gary

Autumn cycle campaigners conference follow-up: presentations on Cyclenation website

Capacity problems meant that it was not in the end possible to put all the presentations from the seminar and conference on the Pedals website, despite a lot of efforts from Larry Neylon and Chris Gardner. However, thanks to John Franklin they are all now to be found on the Cyclenation website at <http://www.cyclenation.org.uk/resources.php>

Autumn cycle campaigners conference follow-up: conference report for Cyclenation newsletter

As requested, I wrote a report for the next Cyclenation news.

Autumn conference follow-up: discussions between Dave Holladay, CTC Public Transport Campaigner and Keith Wright of Trent Barton buses plc including possible experimental carriage of bikes on Red Arrow buses between Nottingham and Derby

"I would like to float a proposal to have an official policy on cycle carriage on the Red Arrow services between Nottingham and Derby, and some means of counting this (ticketing) with the loading points restricted to Nottingham and Derby termini and perhaps a restriction on carriage at the peak times (as with the Zig-Zag tickets).

It may be possible to include the hourly extensions to Chesterfield working on a similar principle of using only key stopping points. For a bus route I'd hope that a permit system could recruit Pedals or DCG members to provide a controlled trial and might eventually require a fare to be charged which provide an insurance buffer to provide alternative transport for the cyclist if they have to leave the bus before their bus journey is completed.

Dave Holladay,
Transportation Management Solutions
Working for Cycling with
CTC - The UK National Cyclists' Organisation on Public Transport Issues
0141 332 4733 Glasgow - (Main number - all voicemail)
01483 238 327 Guildford - (No voicemail)
07 710 535 404 Mobile - (Voicemail diverts to 0141 332 4733)
CTC National Office, Parklands, Railton Road,
Guildford, GU2 9JX
Main Switchboard 0844 736 8450

....comments from Alastair Meikle, Chesterfield Cycling Campaign, 22 Nov:

"Hugh

Are we talking about carriage of full size bikes? A couple of our members have had problems trying to get on with folding bikes! As long as you have the bike folded and covered when the bus arrives it seems to be generally OK. If the driver sees that you have a bike they have been known to refuse. An additional problem is that apparently some buses have no internal luggage rack and the drivers are reluctant to open an outside locker. I am told that suitcases often sit on spare seats because there is nowhere else to put them.

The obvious idea for these 'coach' style buses is an additional box on the back as they have in Europe to carry huge amounts of skis and equipment. I can't see the front mounted racks as they have in America being allowed here. MoT rules are specific about sharp edges.

I think it would be best to suggest that bikes can only be loaded/unloaded at main stops, say Chesterfield, Derby and Nottingham?
Alastair Meikle
Secretary, Chesterfield Cycle Campaign

....and response from Dave Holladay (22 Nov):

"The coaches used on Red Arrow have underfloor capacity for around 4 bikes, and a resting channel/angle across the framing (side to side on floor) would be sufficient to rest the wheels on and secure with a bungee.

Loading as noted - only at main stops Nottingham Bus Station, Derby Bus Stances, others not assessed, but should be main stopping points. The peak period (Zig Zag tickets not valid) also avoided. Service entirely with coaches - rear engine, integral bodies.

Consider bike ticket for 2 reasons 1) count the bikes 2) provides contribution to 'insurance' that in the event of a problem the journey with the bike will be completed by TB providing alternative transport.

No permits for Nottingham-Derby just turn up & travel

For a rural route a controlled group and controlled pilot - that gets a bit more complicated.
Dave Holladay

....comments from Councillor Lucy Care, Derby City Council (23 Nov):

"I've taken my Brompton on the Red Arrow several times between Derby and Nottingham without any problems, though if the bus draws into Nottingham very close to the kerb the luggage door doesn't have room to swing all the way up!

It's a pity I didn't have the question a day earlier as I had a meeting with bus operators on Friday and it would have been an interesting issue to discuss. It might be something we could put on a future agenda.

In principle it would be good to have cycle capacity on all longer distance (say over 10 miles) routes as a start.
Lucy

Lucy Care CEng| Cabinet Member for Planning and Transportation |
Councillor for Littleover Ward | Tel: 01332 258454(council) or 01332
721291(home) | Minicom: 01332 258427 | Derby City Council, PO Box 6292,
Council House, Derby, DE1 2ZL | www.derby.gov.uk

...from Mark Brown, Chair, Derby Cycling Group (23 Nov):

“Hugh.

I have never tried to take my fold up on the Red Arrow because of problems that some Sustrans rangers experienced. I take it on all other Trent Barton buses (and associated companies in the group) without a problem at all. Arriva in Derby has a problem with fold ups because they do not seem to have a policy that has been trained into all their drivers.

Mark

...comments from Gary S-W (25 Nov) and from Andy Gibbons, Nottm City Council (18 Nov):

“Just to add some more to Andy’s response.

Posters are not the answer necessarily but the principles on them are worth discussion. In Nottingham we have two main bus companies to influence so it would be best to discuss the messages on the posters direct with the drivers at one of their regular briefing sessions. Both TB and NCT are very open and reasonable and 2 way feed-back is always best. Something to discuss with TB and NCT?

I agree with Andy’s splitting of commuter journey’s from leisure as the solutions are going to be very different.

I agree with Dave that express services would be a good starter re the transportation of bikes on buses – worth a continuing discussion with Keith Wright
Gary

From: Andy Gibbons [mailto:Andy.Gibbons@nottinghamcity.gov.uk]

Sent: 18 November 2009 09:22

To: 'Hugh McClintock (Dell)'; Susan Young (g); Andrew Martin; Ian Cohen; Dave Thornhill; Chris Carter; John Bannister; Roland & Hilary Backhouse (h); Arthur Williams; Gary Smerdon-White; Keith Morgan; Steve Brewer; Ridewise; Adrian Juffs; Terry Kirby; Clive Wood; Paul Hillier; Leona Scurr; John Cutler; Nicola Jones; Joanna Ward
Subject: RE: (Cyclists) Connecting with the bus industry - some progress [Scanned]

A few comments, based on personal experience than any research or expertise in this area.

1. Posters – not sure these will have much impact. There is a massive range of attitudes across cyclists and bus drivers, it’s inevitable and not helped by the narrowness of roads, the similar speed of travel and need for buses to pull into stops. Where there is the occasional conflict, this isn’t going to be solved by a poster I’m afraid. Having cycled to work for 30 years in various cities, buses have rarely been a problem compared to car drivers and taxis.
2. Bus and cycling. I think it’s useful to draw the distinction between commuting and leisure cycling here.

For commuting the cycling ends of the trip will tend to be much shorter and can be done in a number of different ways – similar to commuter rail heading – which you’ve no doubt had lots of discussion about already. However, I think there is less potential for bike carrying on buses than rail, due the better penetration and increased nos of bus stops, leading to the bike often not required at both ends. With shorter distances for commuting, you’re less fussed about the bike and therefore more likely to contemplate having old bikes at either end as long as there are covered racks or lockers at either end.

What I do think there is some potential for is a joint season ticket that includes bus and the hire of a Brompton. I use a Brompton fairly regularly on buses and trains, they are very reliable and easy/quick to use. However they are expensive and I would have thought many might want to hire one before or instead of outright purchase. There might be a role for the LA to assist bus operators here.

I’ve had a long 3 day look at the JCDecaux bike hire scheme in Seville, which is used extensively for rail heading, but not much for both ends of a rail (or bus) trip, due to the low urban densities further out making hiring point further out non viable. Although excellent and easy/cheap to use the costs are currently prohibitive, with a net cost (after income and advertising) of around £750k for a viable scheme across the City.

For leisure, you are far more concerned about your bike due to the distances travelled and I’ve often thought it would be great to be able to take my bike on the Transpeak or Sherwood Arrow, rather than hiring one or mucking around with car racks etc. However, I guess the issues are more logistical and financial – how do you safely secure and store bike on without significant adaptation costs and time penalties. Some buses are configured to have a row of flip up seats side-on and large standing area beyond wheelchair space (e.g. Citylink 1). It would be relatively easy to hold your bike in front of these seats, but I’m not sure it would pass H&S and of course would block off 3-4 seats, so not sure what the operator view would be.

3. ASLs. These are great but the problem in Nottingham is getting into them, since at the approach to most junctions an additional lane is squeezed in. A dropped kerb about 10-15 cars back and by the ASL, with a

narrow painted splitter line on the footpath might perhaps help, though I guess this has already been looked at.

Andy
Andy Gibbons
Public Transport Manager
Nottingham City Council
0115 9155143
(and Pedals member!)

Any other comments on this idea please, before we decide whether or not to follow it up?*

Bus lanes and taxis: exchange of messages involving Richard Holt, myself and Jim Mortell, Nottm City Council:

"Hi Hugh,
I had a bit of an altercation with a taxi driver last week while cycling up the bus lane on Mansfield Road to the Forest Road junction. He was driving without any passengers close on my tail in the bus lane. In attempting to pass me he knocked me off my bike as I was protesting to his presence in the bus lane. This was a low speed collision so thankfully there was no damage apart from the shock of it.

In the conversation afterwards, I protested at his presence in the bus lane and he pointed out the bus lane sign that stated that it was available to use for buses and taxis with **wheel chair access**, something that I had not noticed before. I asked him if his standard London style taxi was a wheel chair access taxi to which he said it was. I apologised to him and we shook hands and both went on our ways.

It then struck me that these taxis would be very cramped for wheel chairs and there was a reason why some hackney cab drivers drive the larger style of black car which have the wheel chair access markings on them. I cannot recall seeing these logos on the standard style of taxi.

So is it right that all Hackney Cabs can freely use this bus lane?
Many thanks, Richard"

....response from Jim Mortell, City Council

Hi Hugh
Sorry to hear about the experience of your member. I hope that there are no after effects.

Wheelchair accessible hackney carriages are allowed to use the bus lanes which are appropriately marked. (Which I think is all of the City area bus lanes.) All of the City Council licensed hackney carriages are wheelchair accessible. However, in some models the driver will have to lift the rear seat for the wheelchair to be turned and installed in the vehicle before the seat is returned to normal.

I hope this helps, but if you need any further information please feel free to get back in touch.
Cheers

Jim Mortell
Team Leader - Taxi Licensing
Contact details:
Taxi Licensing Section
Nottingham City Council
Lawrence House
Talbot Street
NOTTINGHAM
NG1 5NT
Tel: 0115 9156543
E-mail: jim.mortell@nottinghamcity.gov.uk

Autumn conference follow-up: proposed local Workplace Cycle Challenge scheme: report of meetings of 9 Dec and 5 January organised by Simon Starr of Sport Nottinghamshire

Thomas Stokiel of Challenge for Change, came along to a special meeting on 9 December, organised by Simon Starr, to discuss running a Nottingham version of this project, strongly endorsed by the CTC (as publicised at the conference) and aiming to get people who are not cyclists to give it a go, at least for 10 minutes, in relation to trips to work, with various incentives and also backed by a very sophisticated online system to track their progress and offer further support of different kinds, as needed.

At the 9 Dec meeting we had representatives from Notts County PCT, as well Gary S-W from GNTP and Ridewise (also representing the Cycling for Health Project), Matt Price from the City Council and Phil Keynes from the County Council and there was quite a lot of interest.

However, disappointingly neither City nor County PCT was represented at the next meeting on 5 Jan. The rest of the group had been hoping that they might play a major role in funding this but we still need confirmation of their involvement.

There was discussion of various issues including the extent to which the campaign should focus on cycling in particular, as opposed to promoting physical activity more generally, how it should relate to the existing 'Shape Up

Notts' campaign in which both Sports Notts and the NEP and others are much involved, and how best to ensure follow-up.

Before our next meeting, on 16 February, these need to be given much more thought before other organisations, including District Councils and major employers (throughout the county) are approached, as well as clarifying the possible involvement of the two PCTs who apparently are under pressure to give relatively more priority to the health of their own workforces before strengthening wider campaigning on this issue.

Discussion on transport at City Council Regeneration and Sustainability Scrutiny Panel meeting of 12 January: report of discussion on cycling and my responses

The overall plan for the meeting is for Cllr Urquhart to give a presentation to the Committee updating them on progress since the Committee last looked at transport in December 2008. Chris Carter will then present a brief report covering the following issues

- Major scheme progress (including turning point, the ring road major scheme, NET Phase Two and the Station Hub)
- Road safety (including child casualty reduction and speed management)
- Traffic and parking management (particularly the 'Parksmart' signage) and
- Cycling

Extract from the report circulated before the meeting the **cycling issues** to be discussed include:

"Over the past twelve months there has been significant progress on a large number of initiatives that support cycling that were identified in the Nottingham Cycling Action Plan 2008 to 2011.

These include:

- Nottingham Cycling for Health national demonstration project launched
- U Cycle Nottingham national demonstration project launched to promote more cycling to Nottingham's Further Education institutions
- Shortlisted for Sustainable Travel City funding (up to £15 million over three years including a significant number of new cycling initiatives)
- Big Track (Castle Marina Bridge and Victoria Embankment Link) traffic free 10 mile orbital cycle route enhancements
- Welbeck Suspension Bridge refurbishment
- Commuter corridor improvements on Hucknall Road and Strelley routes
- Completion of two new cross-city centre cycle routes
- Cycling to Leisure package (emda funded)
- Delivery of cycle training to adults and in schools
- Big Wheel Cycle information packs launched (being issued by bike retailers)
- Movers and Shakers initiative launched
- Events held including Big Day Out, Cyclists Breakfast and Cycle for Health community events
- Visited by Sustrans Board in December 2009

I will give an oral report at the Pedals meeting on my responses and the discussions on these aspects.

Nigel Lee from Nottingham FOE was also invited, as were two representatives of the Nottingham Disability Forum and they mentioned that they would welcome a dialogue with Pedals about matter of mutual interest. I said we would definitely be interested in a chance to follow this up.

The Committee also seem keen to arrange a further meeting to spend more time on discussing cycling, to which I will be invited, and we are now trying to agree dates sometime in the next month or two (probably 9 Feb)

Report of Cycling for Health Project Steering Committee meeting of 14 January, including proposed communal bike stores in Sneinton and The Meadows and possible ancillary CfH scheme in Rushcliffe as well as those now started in Gedling (Julian Bentley) and Broxtowe Boroughs.

Report on the meeting from Peter Briggs.

In the last few months Julian Bentley has been working on a minor extension of the project in Gedling Borough, working with GPs to promote cycling, I understand, and a similar initiative I starting in Broxtowe Borough, as well as now being explored in Rushcliffe.

Reinstatement of 'cyclists tram tracks bypass facility' on Middle Hill below Weekday Cross following the completion of the Nottingham Contemporary and the removal of the scaffolding on this shared path

The shared path on the east side of Middle Hill was partially obstructed by the scaffolding work for the construction of the Nottingham Contemporary but with the opening of the NC last November this has all been removed and the path widened and resurfaced. The 'Cyclists Dismount' signs at the Weekday Cross end of the path have been removed and the blue and white 'Cyclist bypass map sign' has been reerected, which is good news.

Proposed Secure Bike Compound in the old Milk Dock area off Station Street at Nottingham Station: update from Keith Morgan, City Council (11 Jan)

"Hugh,

As far as I am aware a few final issues are being sorted with regards to consent for the work to be carried out on Network Rail's land. Once this is resolved work will start. The work is planned for completion this financial year. I may have the start date before the end of the week, if I do I will let you know prior to the Pedals meeting.
Regards, Keith

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]
Sent: 08 January 2010 16:20
To: Keith Morgan
Cc: Gary Smerdon-White
Subject: Fw: National Cycle Rail Awards 2010 [Scanned]

Keith

This reminds me to ask you about the latest state of things with the Nottingham Station Secure Bike Compound Plans. When is work likely to start and how long should it take?

It would be helpful please to have an update before the next Pedals meeting on Monday week (18th)
Thanks, Hugh

Wilford Suspension Bridge repair work progress: BBC radio and TV publicity on 21 Dec and 4 Jan

No further recent news on repair progress and whether or not the date we were given last September by Severn Trent Water plc for reopening is still in course, i.e. end of January / early February. I imagine that the long spell of bad weather cannot have helped but will soon check again with Fraser Pithie of STW.

Despite this lack of further news both BBC Radio Nottingham and East Midlands Today were keen just before Christmas to record interviews with me about the bridge closure. The EMT one was finally used on 4 January.
Update on efforts to get improved lighting on south bank riverside path between the Wilford Suspension Bridge and Wilford past Rivermead Flats, West Bridgford

It is now about 6 months since John Bannister, Richard Mallender and I had a site meeting about this with County Councillors Barrie Cooper and Gordon Wheeler. I have chased the matter several times since but there is still no further news.

Update on efforts to get improvements to south bank riverside path between Trentside, West Bridgford and the NWSC, Holme Pierrepont

It is now also about 6 months since John Bannister, Richard Mallender and I had a site meeting about this with County Councillors Barrie Cooper and Gordon Wheeler. I have chased the matter several times since but there is still no further news on the follow-up including the suggestion from Inspector Norman England of WB Police to make use of the Community Payback scheme to help in getting the path repaired.

Since then there has been a further complication because of the decision of the Nottingham Sailing Club to object to allow cyclists to continue riding on the riverside path in front of their premises just west of the NWSC (see next item)

alignment shown on latest City Cycle Map (south) for riverside path by the Nottm Sailing Club: my message of 22 Nov to Richard Mallender (Rushcliffe Borough Councillor for Ladybay) and subsequent correspondence with Karina Wells and also Jane Baines of Notts CC.

"Richard

As I think you will know from the email to Keith Morgan of the City Council which I copied to you several weeks ago concerning the complaint I had from Lawrence Geary about the latest reprint of their City (South) cycle map not showing the most obvious direct alignment of the riverside path past the Nottm Sailing Club just west of the NWSC, I eventually got a response to this from Keith last Monday when he (and Steve Brewer) came along to last Monday's Pedals meeting to discuss the proposed major revamp of their cycle maps.

He said that they had made this change at the express request of the Sailing Club and therefore showed an alternative alignment for this route along the western and southern boundary of the club This did seem to be to be rather surprising since, although I knew that the Club had objected to having a surfaced path across the front of their area when the riverside path was first upgraded in the 1990s, they had, I understood, accepted that it was all right for cyclists and others to take that direct route, across the grassed area.

I have now passed on this response to Lawrence (not on email by the way) and he has replied to say that he thinks that Peals should make an official complaint to the City Council about this change. Before I do that I would be glad please of your advice, and of other interested people such as John Bannister to whom I am copying this message, Clive Wood and Steve Jones at the County Council and also Nicola Jones of Sustrans, in view of their interest in incorporating the riverside path in further development of National Cycle Network Route 15.

As Lawrence points out, and as we know all too well from our site visit back in July with County Councillors Barrie Cooper and Gordon Wheeler, the path along the west side of the Sailing Club between the riverbank and Adbolton Lane is at the best of times substandard, tortuous and awkward, and usually muddy and slippery.

He also points out that the access from Adbolton Lane around the back of the Sailing Club is not useable due to a locked gate at the lane entrance. This is only open in the evenings and weekends if there is anybody at the Club! There is a gap at its sided but not wide enough for bikes to pass through.

It therefore seems pretty clear that nobody can have checked this out before putting it on the map and also that they must have accepted the Sailing Club's case without fully understanding the background and what I am sure was their tacit acceptance of people coming through on the direct route in return for the idea of surface improvement being dropped. Lawrence thinks both that Pedals should make an official complaint and that this change should be deleted from any reprint.

I wonder what you think?

Hugh

....comments from Steve Jones, Notts CC (27 Nov):

"Hi Hugh

I am sure you have already had some thoughts/views from others already, but just in case.....

There is a public footpath from Trent Bridge to the car park at the Water sports Centre.

The area around the "Hook" meadows is owned by Rushcliffe. The path then runs alongside some grazing fields.

This land is in private ownership. The final stages cross in front of the sailing club and a sports field, both privately owned. It appears that about 12 years ago Rushcliffe entered into an agreement with the owners of the grazing land, the sailing club, and the sports field to allow the path to be used by both walkers and cyclists.

The surface was improved on the whole route, apart from that in front of the sailing club. They were happy to allow cyclists as long as they accepted the surface as it was. The legal status of the route still remained as a public footpath, it was landowner agreement that allowed cyclists. This was a time limited agreement.

My understanding is that the agreement has recently been renewed by Rushcliffe BC but only with the owner of the grazing field. The Sailing Club did not agree hence the new maps issues by the City Council omit the excluded sections.

Just before the sailing club there is a public footpath that leads down to Regatta Way. I think this is on land that we own. If this is indeed the case we may be able to look at a scheme to improve this path which would allow use by a greater variety of users by permission"

....and my reply (29 Nov)

"Steve

Thanks for this message. It is all rather a sorry saga, I must say! After trying in recent months to highlight the need to improve the width and surface of all the riverside path from Trentside to the NWSC we now find, in respect of this stretch, that the situation has got even worse!

Have you any idea why the Sailing Club should recently have changed their mind and now not wanted cyclists coming through at all, even on the present surface?

The route that cyclists are now expected to use is much more indirect and awkward than keeping near the river and not signed at all (from either end, or at any other point and the route) and therefore very hard to follow, especially as the bit by the gate into the Sailing Club from Regatta Way is often locked with only a very small gap for cyclists to squeeze through!

The condition of the path between Regatta Way and the riverside, along the western boundary of the Club, which you mention, is particularly bad, even in summer and very slippery when wet. The need to improve it is all the more drastic so any scheme you can now look at to do this, as a matter of urgency, would indeed please be very welcome! Hugh."

....comments from Richard Mallender (29 Nov):

"Hi Hugh,

I'm very disappointed at this response from the County Council.

From our discussions earlier this year I was hoping to see improvements to this stretch, and was encouraged by Rushcliffe Borough's swift actions to restore agreements with the other landowners.

The path away from the river side down to Regatta Way is not obvious when overgrown, is nowhere near up to the standard of the remainder of the riverside and for many cyclists unfamiliar with the route presents an effective dead end resulting in them turning round and heading back the way they came.

We definitely need to keep pushing the County Council to provide a usable, straightforward continuation of the riverside path, safe and open to cyclists.

regards,

Councillor G. Richard Mallender

Green Party, Lady Bay ward, Rushcliffe Borough Council

Chair, Nottingham Green Party

...exchange of messages on 6 Jan with Jane Baines (Notts CC Rights of Way section) and Karina Wells, etc.:

"Jane

I gather that you have been in touch recently with the Nottingham Sailing Club about their objection to cyclists riding in front of their premises west of the NWSC.

Can you let me know please what is being done to resolve this thoroughly unsatisfactory situation?
best wishes, Hugh

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

From: [Hugh McClintock \(Dell\)](#)

To: [Karina.Wells](#)

Sent: Wednesday, January 06, 2010 8:03 PM

Subject: Re: contact at the Nottm sailing club re diversion of riverside cycle route west of the NWSC

Karina

I have now spoken to Mr. Nettleship, as you suggested. He said that the main reason that the Sailing Club had objected to cyclists continuing to ride along the front of their premises, near the riverside, was that they were spreading themselves out and eroding a wide area, rather than sticking to a narrower route, thereby causing a general nuisance...

He also said not only that the Club had never accepted the idea of a "metalled" (i.e. surfaced) path but that they were amazed that the riverside path was ever shown on any cycle map as a cycle route since they objected to any cycle use.

He had not actually seen the revised City cycle map (south) with the new suggested alignment round the other 3 sides of the site but agreed, when I told him about it, that that was utterly impracticable and was very surprised that it should now have been shown on their latest map, without anybody checking that there was any right of way all the way round their site or indeed any usable path on the ground.

He mentioned that Jane Baines from the County Council had been in touch with him recently about the matter so I will now follow it up with her.

The present situation does certainly seem totally ridiculous and very unsatisfactory, and a definite big step backwards when we have been trying for some time now to get a general improvement of the whole riverside path between Trentside and the NWSC!

Hugh

....reply from Jane Baines, Notts CC, 7 Jan

From: [Jane Baines](#)

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

Cc: [Stephen Jones](#) ; [Clive Wood](#)

Sent: Thursday, January 07, 2010 8:26 AM

Subject: Re: Fw: contact at the Nottm sailing club re diversion of riverside cycle route west of the NWSC

Hugh

I am actually in the process of writing a letter to Cllr Barrie Cooper about this in which I am going to copy yourself, John Bannister and Cllr Richard Mallender into it. I will explain the history, as far as I am aware, and the implications of what is being suggested. It is a very complex matter as we are not the landowners for the most part and the other landowners are not all in agreement about cycling. Please get back to me if necessary, after you have received the letter.

Regards, Jane
Jane Baines
Area Rights of Way Officer
Countryside Access
Planning Sustainability
Communities
Nottinghamshire County Council
Tel 0115 977 4802
Fax 0115 977 2414"

...comments from Lawrence Geary (who first raised this with me back in the early autumn!)

"I think I mentioned that the Ladybay Community Association is in contact with Geoff Blakey, a Solicitor and Sailing Club member, who says that he is interested in sorting out all the conflicting interests.

At the AGM of the Sailing Club next week (14th) he is to ask them to be involved in a meeting of us all. Geoff has met RBC footpath people etc. Probably him who found out that the 10-year path access agreement for cyclists had lapsed in 2009. They all need watching."

strategic and local cycle route direction sign improvements in Rushcliffe Borough including the new routes in the Gresham Park area between West Bridgford and Wilford: follow-up to discussions last Spring with Clive Wood, Notts CC

Still no further news on these matters, despite many reminders to Clive since we met last Spring to discuss the proposals and several subsequent related emails, e.g. about the importance of proper cycle route signing for the new routes in the Gresham Park area.

Rural rides 2010: finalisation of offers by 18 January and agreement on starting places for Wednesday

Pedals rides

A reminder that 18 January is the deadline for rural ride offers to be submitted to Pete Jarman.

Susan Young has pointed out that we need to agree on having the same starting place (top of Queen's Bridge Road, opposite Nottingham Station?) for all the Wednesday Pedals-themed rides. Is that OK with all the leaders please?*

Future of Rural rides from 2011 in view of probable County Council funding cuts

At the Rural Rides 2009 debrief cum 2010 rides planning meeting at County Hall before Christmas Pete Jarman not only said that it was very likely that he would soon be declared redundant as part of the County Council cutbacks (and probably leaving in July) but also that it was unlikely that the County Council would want to fund this programme (first started by Pedals in 1983) after this year, which is very disappointing.

Following this I did float with Gary S-W the idea of the Rural Rides programme continuing in future with funding from a variety of different organisations, and this will be one of the items on the agenda for the next Cycling Development Group meeting on 15 January. Any comments, please?*

Report of Broxtowe Partnership Transport Group meeting on 14 January

For various reasons but Robin Phillips and I could not make this meeting and I could not find anyone else able, at short notice, to represent Pedals.

One of the things that we have raised over the last year at these meetings is the lack of provision for cyclists in the Highways Agency's proposals for the A52 between Gregory Island and the Priory Island and QMC but I have had no recent information on what they have now done in response to these complaints, which were shared by others as well.

A presentation from Joanna Ward on the UCycle Project is also on the agenda for the 14 Jan meeting.

Larry Neylon's proposed template for future Pedals e-newsletter, to replace current printed copies for members and complimentary copy recipients (as already circulated on 8 Jan, along with this message:

"I would be interested, before or at the next Pedals meeting, on Monday week (18 January) please in getting some feel of what people think about Larry's suggestions for a possible new format for the Pedals newsletter (somewhat similar to the monthly Big Wheel e-newsletter)?

We have agreed that, on financial grounds alone, we cannot afford to continue with a printed version, at least for the vast majority of our members and complimentary copy recipients, even on the present basis of an issue appearing twice and not three times a year, so must soon (not later than the AGM in March) decide what format to go for in future, and then also who will be responsible for compiling and distributing it.

I thought I would send this out now to give people more time to comment before the next meeting, when there may be only limited time to discuss it then. Much of our next meeting will be devoted to a presentation from and discussion with Joanna Ward, Project Director of the Sustrans / Cycling England / Nottingham City Council focusing over two years on an intensive promotion of cycling at our two local Universities and the Nottingham Universities Hospitals Trust (QMC).

Comments welcome please!

Hugh

PS. Many thanks to Larry for developing this new format.

I thought I would ask for comments now, while suggesting that we leave a definite decision on this, and who will now take responsibility for it, to the AGM in March.

4. Finance

(Chris Gardner / Susan Young to report)

5. Forthcoming meetings / events

Pedals meetings

Special meeting (late Jan or Feb) to discuss new structure for Pedals from the AGM on 15 March (c.f. message circulated on 8 Jan)

"Susan Young and I agreed in the autumn that it would be very helpful, after our campaigners conference and the Christmas period was out of the way, to arrange a special Pedals meeting or subgroup meeting to discuss further some of the suggested ideas mooted at our monthly meeting last July for a new structure and distribution of responsibilities, to come into effect at this year's AGM on 15 March, when I step down as Chairman.

I am therefore emailing now to try to get agreement on a date for this, in advance of the next Pedals monthly meeting on Monday 18th January, with a view if possible to holding it fairly soon after that. The meeting is open to anyone

interested in contributing further to this debate, to help us reach some agreement in advance of the AGM, and could be held either at The Globe PH, as with our normal meetings, or, depending on likely numbers and what people prefer, at my house in West Bridgford.

The two alternative dates I suggest are Monday 25 January or Monday 1 February (7.30 p.m.) Please let me know

- a) who is interested in coming
- b) which date you prefer
- c) which venue you prefer

In the discussions at our meeting last July it was agreed:-

a) that it was important to Pedals to continue (and not just disappear, as recently with two other local cycle campaign groups, in Lincoln and Loughborough, it seems)

b) that we should continue as a cycle *campaign* group, and not just as a cycling group to organise rides (as with Leicester Spokes in the last 2-3 years)

c) that we needed to have some sort of committee, with specific committee members. The Pedals Constitution, last revised in 1997, does not make any reference to a committee but merely says that "there shall be A Chairman, Secretary, Publicity Officer, Membership Secretary, Treasurer and general members", as far as I recall (you can check the exact wording by downloading a copy from the Pedals website at http://www.pedals.org.uk/what_is_pedals (towards the bottom of the page)

It is, Susan and I both feel, very important that we make time soon to give more time to discussing these issues rather than just leaving them to the AGM when there will be much else to discuss, to help ensure a smooth transition. There was little time to do this in the autumn because we were so preoccupied with organising the campaigners' conference but we must now get to grips with it including the following questions:

- Do we indeed still want to start having a committee as such?
- If so, how many members should that committee have, other than elected post-holders?
- What would its functions be?
- How often would the committee meet?
- What would be the relationship of committee meetings to current monthly meetings? Do we want both to take place monthly or only less frequently? Would the monthly meetings now be cut back?
- We normally get anywhere between 12-20 people at monthly meetings. Would those who now attend these tend to be left out by the introduction of the committee?
- What is the best way to ensure that we have a good range of people to fill all the posts, including ones like Secretary and Publicity Officer where we have had nobody in place for several years now?
- What is the best way to ensure a wider distribution of task and responsibilities, with particular reference to those we agreed last July as being priority rather than optional tasks?
- Last but not least, I am keen if possible to get some consensus from Pedals activists as to what, if any, my personal role should be in the group after the AGM. I am quite willing to continuing having some (non postholder) role, if people wish, e.g. in assisting liaison with local authorities, but can well understand that the majority view might well be that it best for me to keep right away, to give my successors more of a fair chance, without being encumbered, and to help give Pedals a proper fresh start! I am very ready for people to let me know their frank views on this, whether at a meeting or individually on some other occasion.

Indeed comments and suggestions in response to any of these questions would be very welcome over the next couple of months, from people who won't be able to make the special meeting as well as those who can.
best wishes for 2010
Hugh

PS. From the replies I have had so far neither 25 Jan nor 2 Feb seems to suit everyone so we are considering some **alternative dates** such as 27th Jan, or Mon 22 Feb or Weds 17 or 24 Feb which Susan and I, at least can make. The Globe seems the preferred venue.

We will finalise a decision on the date next Monday.*

Monthly meeting on 15 Feb including discussion on Raising Pedals Profile including possible cycling and shops campaign, as suggested by Peter Briggs

Last year the need to raise Pedals profile was often mentioned at meetings but it seems that since then we have made only patchy progress in doing this, other than in holding the national cycle campaigners' conference in November, so I think that it is a good idea to have a special discussion to review progress with this and what we need

to do to take it further including having a dedicated Publicity Officer again and having a wider range of people involved both in strengthening existing activities and in developing new ones.

Peter Briggs suggested a campaign on improving cycle parking at shops as one way of doing this and since November both he and I have had several emails from people expressing interest in the idea and offering help. These offers include Dave Holladay from CTC, suggesting a cyclists' supermarket trolley dash, and Caroline Lowbridge from the Evening Post who seems keen to follow-up any ideas we may come up with.

I therefore proposed that we devote the second half of the February meeting to break-out group sessions to discuss these ideas further.*

Possible themes / speakers for Pedals meetings from April

We usually give some thought several months ahead to possible speakers or themes for special discussions at Pedals meetings.

Do we want to do this now for the spring and summer or leave it until our new committee is in place after the AGM in March?

If we do want to ahead now with possible speakers, could I suggest inviting representatives of the Nottingham Disability Forum, as they mentioned that they would welcome a dialogue with Pedals about matter of mutual interest when we met at the 12 Jan City Council Regeneration and Sustainability meeting to discuss Transport.*

Other meetings

Tues 19 Jan: Regeneration East Midlands Climate Change and the Urban Agenda Event 19 Jan

I have been offered a place at this event.

Wed 20 Jan meeting organised by Nigel Lee (FOE Nottingham) to coordinate response to new Local Transport Plans consultation (LTP3)

Nigel Lee has arranged a meeting with me, on behalf of Pedals, Dave Thornhill from Notts Campaign for Better Transport, and Bettina Lange from CPRE, to coordinate our responses to the new Local Transport Plan consultation going ahead this year.

Meeting on Thurs 21 Jan to discuss transport content of Transition Nottingham proposed Energy Descent Plan

Nigel Lee is also involved, with me, in helping (Pedals member) Brian Davey of Transition Nottingham develop the transport section of the proposed TN Energy Descent Plan for Nottingham,

City Council Engagement Event for Stakeholders on LTP3, Dining Room, The Council House, Thurs 28 Jan (9.30-12.00)

I will be attending this meeting to discuss the proposed consultation on the new Local Transport Plan for Nottingham.

Low Carbon Event, County Hall, Thurs 4 Feb. (10.00-15.00): possible Pedals stall

Do we want to have a Pedals display at this? If so, who will organise it please?*

Request from Sharon Scaniglia for Pedals involvement in Nottm Light Festival, Friday 12 February

Do we want to respond to this invitation from Sharon Scaniglia of the City Council, which I sent round on 23 November? Sharon used to work for Rushcliffe BC and was involved in the annual Ride and Swim which we used to run with them. She is a keen cyclist!

"Dear Hugh

I was pleased to see you are still working with PEDALS and wondered if your organisation would like to take part in our next Light Night Event on Friday 12 Feb.

The event aims to attract a different visitor to the city on a Friday night to participate in the cultural offer. I thought PEDALS may like to decorate their bikes with LED lights and have a presence in the city, bringing attention to cycling in the city in a very innovative way.

Last year we saw over 50,000 people come to the city and it was a lovely atmosphere.

I have attached a copy of last year's brochure and hope you feel it's an event worth participation in.

I look forward to hearing from you
Kind regards

Sharon Scaniglia
Principal Arts Officer
Arts and Events Team
Culture and Community Services

Nottingham City Council
2 Floor
Isabella Street
Nottingham
NG1 6AT
Email sharon.scaniglia@nottinghamcity.gov.uk
Telephone 0115 9158604

Possible meeting in April (?Sat 24th) to discuss the future of the East Midlands Cyclists' Forum

The EMCF started in May 2006, an initiative from John Stubbs, who was then Chair of the Derby Cycling Group, with a view to encouraging wider regional support from cyclists for the Derby Cycling Demonstration Town Project and also to exchange ideas and experience.

Up until autumn 2008 it had twice-yearly meetings, hosted by different local campaign groups on a Saturday, and these included a few talks, informal discussion a 1-2 hour ride. Pedals hosted the second EMCF meeting in November 2007 and there were subsequent ones in Leicester, Chesterfield and Lincoln.

With no active campaign groups elsewhere in the region (and even Lincoln's is now defunct, it seems) it is now the turn of the Derby Cycling Group or Pedals to host the next one. We did however say that we were unwilling to do this in 2009 because of our preoccupation with organising the autumn national conference but would consider it in 2010.

Since that time John Stubbs has stepped down both as convenor of the EMCF and also as Chair of the DCG so I think it is now up to us to make the next move. I had been helping John to organise meetings and would be willing to help organise one more, possibly in April, if there is support from Pedals and others. What do people think?*

I might add that I do know, from informal soundings with the DCG and the Chesterfield Cycling Campaign, that they would like to keep the EMCF going in some form so we need a special meeting to discuss it and just who will coordinate it in future.

West Bridgford Summer Gathering on Sat 15th May 2010

One of our best supported stalls has been at this event held over the last 3 years, and organised by Karina Wells in Bridgford Park. This year she is organising it with Claudia Cole and we have now been sent a booking form for the 2010 event.

6. Cycle facility and traffic management matters

Monday 30th Nov Sneinton Square Stakeholder Meeting - Pedals comments on needs and concerns for the Future of Sneinton Square – Pedals response of 2 Dec:

"Tamzin, Kat

Thanks for inviting me to attend the meeting on Monday evening which I found very interesting. Below please find Pedals response to the questions on which you asked for responses.

We would be very happy to discuss these further, at your convenience and that of any of the various City Council officers involved.
best wishes, Hugh

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

From: [Tamzin Lewis](mailto:Tamzin.Lewis)

To: [Tamzin Lewis](mailto:Tamzin.Lewis)

Sent: Friday, November 27, 2009 3:44 PM

Subject: Agenda for Monday 30th - Sneinton Square Stakeholder Meeting

Thank you for confirming that you can attend the stakeholder meeting on Monday 30th November, 5-7pm at Victoria Leisure Centre. Please find attached an agenda for the meeting, we look forward to seeing you there.

We are asking all attendees to consider and answer the questions below prior to the meeting - please could you come prepared with this.

Many Thanks,

Tamzin Lewis, Admin Assistant

Fluid

148 Curtain Road

London EC2A 3AT

t 020 7729 0770

f 020 7729 0778

e tamzin@fluidoffice.com

w www.fluidoffice.com

YOUR NEEDS AND CONCERNS FOR THE FUTURE OF SNEINTON SQUARE

Please take the time to answer the following, as you will be asked to tell us this at the meeting:

- Your name and organisation

Hugh McClintock, Pedals (Nottingham Cycling Campaign)

- Your vision for the square

A place which acts as a focal point for the area, which helps to enhance local quality of life and where movements of motor traffic are secondary to movements on foot and by bike

- Any issues or concerns you have for the project

ensuring good quality, convenient and secure bike parking on different sides of the Square

ensuring good connectivity with routes for cyclists in the area, including safer, well-signed and more coherent connections across the Inner Ring Road to and from the Lace Market and City Centre, to and from Nottingham Station, to and from The Big Track route and its possible extensions (e.g. towards Colwick Park and Stoke Bardolph) and the rest of the east side of Nottingham, including St. Anne's, Carlton, the Manvers Street-Daleside Road area and Netherfield. These routes should involve wider use of 20mph limits as well as special cycle facilities where these can be provided to a high standard, be well respected and maintained and therefore of real substantial value to cyclists.

PS. Work started on 11 Jan on the first phase of the ,Turning Point East (or Connecting Eastside project, as it is now known) in the Beck Street / Huntingdon Street area including better cycle links. We were consulted on these proposals last year.

Fw: [Pedals Website Enquiries] accident on tram tracks and need for improvement to the cycle route across The Forest: my message of 13 Dec to Chris Carter, City Council, following my exchange of emails with Lorraine Varney about her recent accident on the tram tracks:

"Chris

You will remember that I asked you several weeks ago about the implications of the regeneration plans for The Forest for the cycle routes in this area including in particular the one introduced in 2004 to enable cyclists to avoid having to cycle on narrow roads with tram tracks in the Arboretum / Forest / Radford etc. area. I think this email from Lorraine makes it pretty clear that this is now in a poor state and needs attention to make it more attractive again. Please could you therefore look into this?

Thanks, Hugh

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

From: [Lorraine Varney](mailto:Lorraine.Varney)

To: hugh.mcclintock@ntlworld.com ; susan.young@nottingham.ac.uk ; arthur.williams@nottingham.ac.uk ; chris.gardner@nsn.com ; andrew@veggies.org.uk ; lneylon@ntlworld.com

Cc: garysmerdon-white@supanet.com ; andrew.holdstock@nottinghamcity.gov.uk ; chris.carter@nottinghamcity.gov.uk

Sent: Saturday, December 12, 2009 5:05 PM

Subject: RE: [Website Enquiries] accident on tram tracks

Hello Hugh

Thanks for the e-mail. I've reported it to the police now although they struggled as the form just seems to cover injuries to others but not the "driver"! Yes I had already read the information for cyclists some time ago and had taken the advice on board but unfortunately I still had the accident. I used to cycle a different way the other side of the High School but there are other hazards like school buses nearly squashing you. I had to jump onto the kerb once! Also the track through the Forest that leads to that side is very rough and bumpy which doesn't encourage you to go that way.

Regards, Lorraine

> From: Hugh.McClintock@ntlworld.com

> To: varneyandrichards@hotmail.com; Susan.Young@nottingham.ac.uk; Arthur.Williams@nottingham.ac.uk; chris.gardner@nsn.com; andrew@veggies.org.uk; lneylon@ntlworld.com

> CC: garysmerdon-white@supanet.com; andrew.holdstock@nottinghamcity.gov.uk; chris.carter@nottinghamcity.gov.uk

> Subject: Re: [Website Enquiries] accident on tram tracks

> Date: Wed, 9 Dec 2009 23:12:38 +0000

>

> Lorraine

> Thanks for this message and very sorry to hear about your accident with the tram tracks.

>

> I don't in fact know of any other accidents on that particular area but, as we agreed with the City Council and the NET Project Team at the time that > NET Line One opened, it is very important that anyone having any such > accidents, even minor slips, does report them, so that we have a full and > accurate picture of the impact of the NET on cyclists. You should therefore > report it, both to the Police, and to Andy Holdstock of the City Council NET > team, to whom I am copying this response.

>
> You might also like to take a look at the background material about Cyclists
> and the NET on the special Pedals website pages at:
> http://www.pedals.org.uk/cyclists_and_the_net This includes information
> about the advice leaflet for cyclists when riding on streets with tram
> tracks that Pedals and the NET Team produced jointly when Line One opened in
> March 2004.
> Hugh McClintock
> Chairman, Pedals

>
> ----- Original Message -----

> > Lorraine Varney sent a message using the contact form at
> > <http://www.pedals.org.uk/contact>.
> >

Hello, I had an accident when crossing over the tram lines just past the Forest stop on Waverley Street on 11 November. Do you know of any other accidents in the area? Unfortunately I didn't report it at the time as too upset and had also arranged a holiday taking me out of country.

I'm still recovering from the injuries. Do you think there is any point reporting it now? Who do I report it to? Any advice you can give would be much appreciated.
Thanks, Lorraine

PS. I recommended Lorraine to report full details to Andy Holdstock of the NET Project Team at the City Council.

Gritting of cycle path on Wilford Toll Bridge: my exchange of messages with Cllr. Jane Urquhart, City Council (5-6 Jan):

"Jane

At the time of the patch of bad weather early last year I had complaints about the very treacherous state of the major cycle route link over Wilford Bridge, particularly unfortunate at a time when people were having to use it as an alternative route because of the closure of the Wilford Suspension Bridge. However, it was only much more recently, with the onset of the latest spell of bad weather, that I gathered that it used to be regularly gritted but that the City Council had now dropped it from the regular gritting programme.

We do of course realise that the City Council must have tremendous pressure on gritting resources when there is a prolonged period of bad weather now, and that not all the cycle paths can be gritted, but it does seem very disappointing, in view of the general renewed interest in encouraging cycling (and walking) that such a key link should now be less usable because of it being recategorised as a lower priority for gritting. Can this please now be reconsidered, as a priority?
best wishes, Hugh

...and her reply of 5 Jan:

"Hi Hugh, good TV appearance yesterday by the way. I will see what we can do about the bridge, although you are right that pressure on grit /salt resources is high at the moment. All the best for 2010. Jane Urquhart

.....and my response to her reply of 6 Jan:

Jane

Thanks for getting me again about this.

What makes the need for gritting on the Wilford Toll Bridge so important is not just that it is a key link in the cycle network but also because ice and snow tend to linger on it for some time after they have begun to melt on the nearby paths and other approach routes. I hope that you can bear this in mind in keeping the matter under review, if not in the immediate short term then at least when the current spell of very cold weather is over.

Hugh

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

From: [Jane Urquhart](#)

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

Sent: Wednesday, January 06, 2010 5:10 PM

Subject: RE: gritting of cycle path on Wilford Bridge [Scanned]

Hi Hugh,

The pressure on our salt and grit stocks has increased further, and we are trying to be of assistance to places that have more snow and less grit than ourselves. Therefore at the present time it is not, I'm afraid, possible to treat the bridge. We will of course keep reviewing what we can do in the light of both the weather, and the grit/salt supply both locally and nationally. I know this is not the answer you would have wanted, but I thought it best to let you know, and I know that you will appreciate the extremity of the present situation.

Jane Urquhart

Cllr Sherwood Ward and Portfolio Holder for Transport and Area Working

....and comments from Jonathan Shewell-Cooper (6 Jan):

"Hugh,

As I walked back over the bridge this morning into Wilford, I saw two

cyclists fall off in the less than 5 mins it took me to walk the stretch. The snow was already very icy. The camber on the approach road to the bridge does make cycling on this key cycle route very difficult in icy conditions.
Jonathan”

Twenty's Plenty national campaign annual review for 2009: message from Rod King, National Coordinator:

“Dear campaigner

What a year it has been.

2008 was our first complete year since being founded in November 2007. And during 2008 we made great progress in building up our contacts, support and influence. By Jan 2009 we had started to get our name known and had 10 local campaigns set up around the country promoting authority-wide 20 mph speed limits in their towns or villages.

By the end of 2009 we have over 37 groups and have seen more and more establishment organisations persuaded that 20's plenty where people live. And just last week the Dept for Transport announced changes to the guidance for local authorities which endorsed 20 mph speed limits on an authority-wide basis without physical calming. Today they confirmed to me that this new guidance should **immediately be used by all authorities as the basis for their speed limit decisions**. We will be taking part in a consultation seminar on the new guidance on 7th Jan in London so please urge your local authority to attend. (see attached leaflet)

So whilst 2008 was one of really setting up our campaign, 2009 was one of consolidation and influence. In 2010 the challenge will be to assist as many local campaigns and local authorities to effectively implement 20 mph speed limits on residential roads. And with that challenge we will be looking to advise on how to do so in order to achieve maximum compliance and therefore maximum effectiveness.

20's Plenty is not a “traffic engineering” exercise which seeks simply to control the maximum speed at which people drive on specific road, but one that strikes at the heart of public consciousness regarding the way we share our road space with vulnerable road users. The key to this is “social engagement” as communities work to find ways of transforming individual responsibility into collective decisions on speed limits, which then transforms again into individual action and behaviour change.

In order to do this we know that as an organisation we will benefit from further resources and are pleased that we have attracted some funding towards employing a full time person to support local campaigns. But we do need more and therefore any contributions made by individual campaigners or campaign groups will help us make the progress that we are looking for. If you do wish to make a donation then please use the donate button on our website. We plan to recruit someone in the first quarter of next year so any support that can be provided will bring this nearer.

We believe that the core strengths of 20's Plenty for Us and also, most importantly, the 20's Plenty campaigners around the country, is our commitment to real change in the way our roads are shared. And that change is not accompanied by some unaffordable price tag or huge infrastructure change, but merely the investment in our time to consider what is the right way to share our roads and then to put the results of that consideration into collective change.

As 2009 ends, I reflect upon a year of hard work, huge progress and one in which I have personally been inspired by all the campaigners out there who all are aware of and working towards a society where 20's Plenty Where People Live.

To follow is a list of some of the events in the 2009. And behind these have been the many efforts by local campaigners which have been making the real difference in making ours a universal campaign.

My thanks to you all for your support and your efforts in 2009. Best wishes for Christmas and let's look forward to an even more successful year to come and trust that **20 will be Plenty in 2010**.

Best regards, Rod

07973 639781

rod@20splentyforum.org.uk

Development of a Pedals wish list for Nottingham, with suggestions categorised by ward boundary.

We now need to bring from the 'back burner' the draft comprehensive wish list of Pedals suggestions for cycling improvements for Nottingham which I began to develop last summer after completion of the 3 wish lists for Broxtowe, Gedling and Rushcliffe for the County Council.

So far this consists of about 34 pages of extracts from emails, and other comments and suggestions, from several people but these now need sorting, editing and categorising by ward boundary, as Chris Carter of the City Council has requested.

I would appreciate comments on how best now to take this further. I propose to do a first draft before our next meeting on 15 February. Who else would like to be involved?*

I also thought that I might email all Pedals members about this, both to let them know that we are now giving this more attention and to ask for more suggestions to include, as we take it further over the next few months.

I also need to be clear about what, if any changes, have now been made in response to comments some time ago, e.g. concerning the Shakespeare Street / North Sherwood St junction by the Orange Tree PH and on the A610 Nuthall Road / Bar Lane junction, Nuthall near Sainsbury's (part of Sustrans Route 6).*

Our wish list also needs to be consistent with the Pedals 'Strategic Vision' which we revised last year and which is available on our website at : http://www.pedals.org.uk/pedals_plan and also with the existing 3 wish lists for the County Council.

PS. Out of the blue I had a phone call on 11 January from Ian Pickering of the Forest Fields and Hyson Green Residents' Association, and a cyclist, saying that he wants to do an audit of cycling provision in the area. I talked about our proposed wish list and said that what he now proposed could be very useful detailed local input to this wider exercise so encouraged him to keep in touch as we develop this. I know that he knows Andrew Martin well!

Request from Steve Brewer, City Council, for feedback on the new ASLs at the junction of Top Valley Way and Hucknall Road (part of the Hucknall Road commuter corridor improvements)

Steve Brewer has asked me for feedback on these recent changes, which I have not yet had a chance to see for myself.

Any comments please from those who do have experience of them?*

Pothole repairs: Fill that hole website (CTC)

Don't forget to make use of the very good CTC Fill That Hole website in reporting the rash of new potholes after the icy weather: <http://www.fillthathole.org.uk/>

Apparently minor matters, e.g. City Council Traffic Regulation Order (TRO) consultations

- Letter of 2 Dec: Willoughby Street, Lenton: change the use of parking bay (comments needed by 7 Jan)
- Kennington Road, Old Radford: Proposed Limited Waiting Parking Bays, Proposed TRO TMP 6824 (by 3 Feb)
- Nuthall Road, Nottingham: Prohibitions and Restrictions of Waiting TRO TMP 6821 (by 8 Feb)

7. Miscellaneous items:

Bike Club update from Julian Bentley, 26 Nov:

"FYI (taken from a recent report):

'The Bike Club is a free service run by Framework which enables vulnerable service users and members of the public to get involved with bikes and bike maintenance.

The level of involvement is down to the individual and can range from simply taking a general interest in cycling to getting an introduction to the basics of bicycle repair. For the more adventurous this can progress to fault diagnosis, complex repairs and even completely rebuilding bikes from bare frames.

Workshop sessions run all day on Wednesdays whilst Thursdays have been put aside for specific skills sessions to increase the knowledge of volunteers.'

I would add that Bike Club also offers opportunities for:

Working with adults
Getting expert bike advice
Networking with the wider cycling community
Enhancing your CV
Free secondhand bike parts for volunteers
Learning about practical recycling

Bike Club currently operates mainly as a 'drop-in' workshop with the proviso that people let them know that you want to attend (due to health and safety etc).

As you might know already, I'm quite keen on the Bike Club!

.....comments from Roland Backhouse (29 Nov):

"Dear Graham,

I think your safety page falls severely short in a number of ways:

1. The rear light is shown as mounted under the saddle. This is a bad place for a light because it is easily obscured (for example by clothing). Nothing is said about a front reflector.
2. Nothing is said about reflective pedals.
3. The bike you show has no mudguards or pannier. It is a recreational bike for use off-road. You make no mention of this.
4. You appear to recommend wearing a helmet. There is more danger to a cyclist from carrying heavy and/or hard objects on their back (such as sandwich boxes and laptops).

5. You say nothing about wearing reflective clothing.

Since your page appears to be oriented to young children and a simple message is desirable, I think you should make the following point:

Warning to parents. The bike shown is for recreational purposes only. Do not allow your child to use it when lighting is necessary. Do not allow your child to carry items on their back, particularly if these are hard (like a sandwich box) or heavy.
Cheers, Roland

DfT Cycle to Work Salary Sacrifice Scheme take-up

I gather that Nottingham City NHS is signing up to this new DfT scheme announced in the autumn.

FOI request re cycling fines: email of 29 Dec from Alexander Britton, and email from Jamie Lewis, NTU

"Mr McClintock,

I hope that you are well and that you had a good Christmas. When we spoke last, I said that I was in the process of finding out information relating to the number of fines handed out to cyclists for cycling on pavements. I have had a response from the police regarding this, and the results are staggering.

I was wondering if you would mind giving me a comment on these for a piece that I am writing for my university portfolio.

In 2006, 52 fines were handed out to cyclists for riding on the pavement, and in the year up to October 2009, 720 cyclists received the same punishment (which averages state that 864 such fines will be handed out by the end of the year). This represents an increase of 1561% over the three years, which, I'm sure you'll agree, is startling.

Do you believe that this increase suggests the police are being over-zealous in their handing out of fines to cyclists? Do you think that the inadequacies of facilities for cyclists lead many to cycle on the pavement? The increase in the number of fines is not proportional to the increase in the number of cyclists in the same time frame, why do you think there has been such a clampdown on what could be described as a 'light' crime?

I would be highly interested in any comment you had to make regarding this.

Many thanks, and I hope you have a happy new year.
Alexander Britton

....and my response (29 Dec)

"Alexander

Thank you for passing on these interesting figures, which I will mention at the next Pedals meeting, on Monday 18 January. Meanwhile, could you please tell me a bit more about them, e.g. to which area they relate and just who issued them.

It is not so long ago that these powers to levy fines on cyclists were first introduced so it may well be that this was only late in 2006 which is one reason why the figure you have for that year is so low. (I forgot the exact date but am sure that it cannot be more than about 3 years since these FPN powers came in).

As I may have mentioned to you before we have discussed this issue on several occasions with the Police and at meetings of the Greater Nottm Cycling Development Group, as a result of which there is supposed to be a local agreement that fines are only used with discretion, after education and information about the illegality of pavement cycling has been clearly provided, and encouraging offenders to take up Ridewise training before they are fined. In our Pedals position statement on pavement cycling, revised earlier this year (and attached), we stressed the importance of a comprehensive approach with a range of actions to address this issue, including doing much more to reduce speed limits and enforce them better, to help make cycling on roads less intimidating, and also making road layouts more cycle-friendly etc.

best wishes for the new year to you too,
Hugh

....and his further message of 11 June:

"Hugh, Sorry for taking so long to reply - I was stuck in France for the New Year period and unable to check my emails. In response to your questions, the statistics refer to the Nottinghamshire area - the four divisions being Bassetlaw, Newark and Sherwood, Mansfield and Ashfield, Nottingham City and South Notts. Unfortunately, they didn't give me any statistics as to who gave the fines.

Many thanks for your statement regarding Pedals position on this issue.
Kind regards,
Alexander Britton"

Email from Jamie Lewis on a related subject, which I have also replied to

From: [Jamie Lewis](#) **To:** hugh.mcclintock@ntlworld.com

Sent: Monday, January 04, 2010 12:45 PM

To McClintock,

I am an eighteen year old student currently studying a Print Journalism degree at Nottingham Trent University.

A story I am currently covering is the issue of cycling in Lenton, and the divide between cyclists and pedestrians.

I am interested to know your opinion, on why cyclists are often criticised by the Lenton residents as they allegedly cycle on the pavements, and what you think about this?

Also do you think the cycling route is far too dangerous in Lenton for those who choose to ride?

Your opinion would be greatly appreciated,

Yours Sincerely, James Lewis

HMcC, 13.1.2010