

HMCC BACKGROUND NOTES FOR PEDALS MONTHLY MEETING:

7.30 p.m. on Monday 17 January 2011

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

AGENDA (as sent out by Peter Osborne on 10 Jan)

- 1. Welcome, and apologies for absence, and including brief introductions**
- 2. Special discussion with Chris Carter, Transport Strategy Team Leader, Nottingham City Council. (7.39-8.30 p.m. approx)**
- 3. Minutes of the previous Pedals meeting and matters arising / update
.....including Rural Rides new arrangements and update on Pedals funding bid for helping to promote rural rides**
- 4. Report on recent meetings by people who have attended on behalf of Pedals.**
- 5. Finance (Chris Gardner / Susan Young to report)**
- 6. Forthcoming events / meetings**
 - Pedals meetings including arrangements for AGM on Sat. 19 March**
 - Other meetings / events including Nottingham Light Night on Fri 18 Feb.**
- 7. Cycle facility and traffic management matters**
- 8 Miscellaneous items**
- 9. Any other business**

BACKGROUND NOTES

HMCC Background Notes on Pedals matters I have been involved with recently, including extracts from some relevant email messages, to go with the Agenda for the Monday 17 January 2011 Pedals meeting

- 1. Welcome, and apologies for absence, and including brief introductions**
- 2. Minutes of the Pedals meeting held on 15 November 2010 at The Globe PH**

Present: Andrew Martin, Hugh McClintock, Liz Kirk, Arthur Williams, Peter Osborne, David Miller, Andrew Househan, Dave Clark, Susan Young, David Earnshaw, Terry Scott, Pete Elderton, Peter Briggs John Bannister and Gary Smerdon-White (Ridewise)

Apologies for absence: Richard Mallender and Roy Wilson,

Discussion with Gary Smerdon-White (Ridewise):

Gary gave an update on recent Ridewise activities particularly with respect to the Rural Rides programme. Ridewise has an allocation of money to promote Rural Rides in 2011. Promotion will be primarily over the net and using flyers. Rides are covered by insurance.

There was much discussion about what kind of information should be on the website and how to promote the website itself e.g. through social networking.

Gary said he would soon be writing to all Ride leader volunteers about the new arrangements. He suggested that promotion of rides begin in February 2011.

Regarding the Great Notts Bike ride, Nottinghamshire County Council does not have the money to run this, but Perfect Motion (Sports Management Consultancy based in Beeston, who have managed the Ride for the last few years) think they can get big name sponsors. Watch this space!

Finance.

Chris Gardner has not been able to get to our meetings for some time as he has been extremely busy with his work etc. This means that he still needs to take the bank account over as Sue is still receiving stuff related to this. The financial situation is satisfactory, she reported.

Some funding opportunities have been identified for applications for special project funding and Arthur Williams offered to collate and compare these:-

1. Naturesave Trust
2. Lush (-directed towards specific campaign issues)
3. Nottingham Uni Community Fund
4. Veolia
5. Groundwork East Midlands
6. Lillian Hind Trust.

Bike Parking at Nottingham Station.

Peter Briggs reported on the issues he raised with East Midlands Trains at the recent EMT/SWT joint stakeholder meeting in London:-

1. It is very complicated to book a cycling reservation
2. It is often not clear where to put your bike on the train
3. How does EMT expect to deal with a future increase in demand for cycle carriage

Also, we need a high quality "Join Pedals" sign, or something similar in the cycle compound. A smart card system for regular users may well now be installed; Keith Morgan is investigating this with EMT.

A52 Sharphill Woods subway.

Some progress has been made on this important route. Presently it looks like at the very least there will be a pedestrian facility allowing passage under the A52; this will be signed once the anti-motor bike barrier has been installed, as agreed with the landowner of the farming land to the north, and the pile of earth blocking the northern entrance to the subway removed.

Hugh has suggested to Jeremy Dixon of A-One Plus that he get the Highways Agency to agree to a site meeting of all interested parties to discuss this further, following his recent visit with Karina Wells to check the clearance both in this subway and in the one near the Silverdale roundabout under the A453.

Hugh also said that he and Julian Bentley had been trying to get more support from cyclists in Ruddington as well as West Bridgford.

Nottingham Night Light, 18 Feb. 2011

Dave Clark and Pete Elderton reported back on this. A space has been allocated in Trinity Square for bike related activities e.g. Cycle Magic. It takes place on Feb 18th.

Pedals volunteers will be needed to help with these activities and to lead rides with decorated bikes.

Helen Hemstock of The Big Wheel is working on this with Sharon Scaniglia of the City Council, in consultation with Pedals, Ridewise and the Cycling for Health and Ucycle Project Teams. Terry Scott and Cathy Melia are trying to interest local CTC members in supporting the event.

Membership.

Now that the membership database is running, ideas are sought for how this can be used more effectively, e.g. in sending out special emails to members in the same postcode area to help in getting comments to use in putting together a Pedals response to the many consultations we get, particularly from the City Council.

Rushcliffe Borough Council proposed 'Move and Mingle' cycle routes suggestions:

Some progress has been made on the Move and Mingle cycle routes initiative. There will be a meeting next January, to be attended by Hugh, Terry Scott, Pete Elderton and Gary Smerdon-White for Ridewise.

Pedals Facebook Page.

Larry has sorted this. There is not much on it yet, but comments need to be monitored.

Transport Direct Cycle Journey Planner – meeting to discuss local promotion.

This needs more promotion as it is not used much at the moment. However, it needs to be more accurate and making revisions need to be less cumbersome.

Autumn Newsletter.

This will probably go out within a week, after various delays with Portshel Press, whose Director had been away for an operation.

NET Tram Extension lines to Chilwell and Clifton.

This is partly financed by the workplace levy, so might result in an increase in cycling. How will Pedals plan for this? Presentations in affected workplaces were suggested.

Hugh reported on the meeting which he and Matt Easter of Sustrans had with Andy Cooper and colleagues from KENTAG, who are campaigning for a further extension (of NET Line One) from Phoenix Park to Nuthall and Kimberley etc. Steve Barber (Vice-Chair of Broxtowe Borough Planning Committee, BACIT campaigner and Pedals member) also attended and this very much encouraged the group to think carefully about the potential for integrating cycling with their (long-term) tram development plans.

Framework Housing Association Bike Club (bike recycling) is soon moving to an industrial estate in Bulwell. It was not yet known just how much they would be affected by the major public spending cuts affecting FHA in general.

Forthcoming Events:-

1. Christmas social on Dec 20th. No quiz or slide shows this year, it was agreed. Members to bring along some food.
2. January: Meeting with Chris Carter
3. February: Meeting with Jo Ward (Sustrans Ucycle Project)
4. March: No speaker
5. March: AGM to be held on a Saturday (in the hope of attracting new attendees)
6. April: special discussion for second part of meeting (topic to be decided later)
7. Francis Ashton (Discussion on road safety in Nottingham including promoting cycling to and from schools).

HMcC Background Notes on Pedals matters I have been involved with recently, including extracts from some relevant email messages, to go with the Agenda for the Monday 17 January 2011 Pedals meeting**1. Welcome, and apologies for absence, and including brief introductions****2. Special discussion with Chris Carter, Transport Strategy Team Leader, Nottingham City Council.**

We need to give some thought before the meeting to particular items people would like to discuss with Chris, especially people who do not attend meetings of the Greater Nottm Cycling Development Group every 2 months and therefore have more regular chances to raise issues with him.

....message of 12 Nov from Chris Carter re this meeting:

"Am intending to cover:

- LTP3 approach and consultation
- Cycling achievements over the last 12 months or so
- Current budget pressures
- Priorities going forward (including reference to Pedals wish list)
- Opportunities via the Local Sustainable Transport Fund

Happy to be flexible with plenty of time for questions and discussion

PS. Roger Codling, who attends the City's Local Access Forum on behalf of Notts CTC, rang to tell me that one item at their most recent meeting (12 Jan) was the 'Ring Road Major Scheme', for the Ring Road between Derby Road and Daybrook (Mansfield Road), which the City Council have been trying to get Government funding for for many years and which they are now hoping soon to get DfT funding for.

It is very important that we raise this with Chris, and ask for an opportunity to make detailed comments soon.

(break from 8.45-9.45 pm, approx)

3. Minutes of the 15 Nov 2010 Pedals meeting and matters arising / update

Web-based cycle journey planners – message of 19 Nov to Cyclenation Forum from Simon Geller, Secretary, Cyclenation, and my response:

“Simon

Thanks for this. Pedals stance in the last few months has been to encourage our members to try out both the Cyclestreets site and also the Transport Direct Online Journey Planner. This followed a request about 3 months ago from one of our members Jonathan Shewell-Cooper, who works for ATOS Origin in Beeston, and who had been involved in developing the local data for the TD site and was keen to feedback on its accuracy and value. This we have been doing since then, and we were involved in a meeting last week with Nottingham City Council and other interested local partners (such as The Big Wheel and the Sustrans UCycle Project) to discuss this (rather mixed) feedback and ways on which the TD site could be promoted. I took the opportunity to mention the Cyclestreets site and its value as one designed by cycle campaigners and much easier to make amendments to than the TD site.

I have also agreed with Martin Lucas-Smith to pass on to those who came to last week's local TD site promotion meeting the special flyer for local authorities which I gather from him that I gather Cyclestreets are developing.

The invitation to Pedals members to try both sites, and compare them both for journeys they know well and for others they would like to make, is featured on the home page of our website and also in the latest newsletter (Autumn 2010) just out, a copy of which I will send you.

best wishes, Hugh

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

From: [Simon Geller](#)

To: [cyclenation-forum](#)

Sent: Friday, November 19, 2010 4:11 PM

Subject: Cyclenation endorses cyclestreets.net

Cyclenation has adopted <http://www.cyclestreets.net> as its preferred online mapping solution (partly because one of our member groups - Cambridge - developed it with our help and support - also because we think it's the best online cycle mapping solution available in the UK). That means we will not endorse any other online cycle mapping facility.

Pedals website – info on local bike shops and Doctor Bike clinic providers

This info is now on the website, in the 'Looking after your bike' section. Thanks to Susan Young for sending on the Doctor Bike providers list compiled by Sarah Fraser of the Ucycle Project. She has recommended that the version on the website does not include prices as these may be negotiable and can change.

The list is at http://www.pedals.org.uk/looking_after_your_bike

Do have a look and let me know if you have any further corrections / suggestions to add please!

Subway under A52 at Sharp Hill – proposed shared se of subway and site meeting on Fri 7 Jan

Full oral report at our meeting. Clive Wood (Cycling Officer, Notts CC) did not attend but I understand from Jane Baines of their Rights of Way section who came that he was ill.

....my message of 7 Jan to those who attended the Sharp Hill subway site meeting:

Many thanks to you all for coming along in such bad weather this morning for what I feel was a very useful and productive site meeting in the subway under the A52T at Sharp Hill, and which I hope very much should now give us a new start in addressing the somewhat complex site of issues related to the unblocking of the subway and its development as a proper route for cyclists and pedestrians, connecting both to the truncated sections of Landmere Lane and the wider off-road path developments through the new housing, etc.

We were particularly pleased to have confirmation from Jeremy that shared use of the subway should present no physical problem from the Highways Agency point of view, while appreciating that there are still legal issues relating to this access, and approaches, to be sorted out.

We much look forward now to some substantial signs of progress over the next few months.

Hugh

for Pedals

....and subsequent email to Paul Hillier (Notts CC) in response to this:

From: [Paul Hillier](#)

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

Sent: Friday, January 07, 2011 3:49 PM

Subject: Re: Many thanks for coming along to this morning's site meeting re the **A52T Sharp Hill subway**

Hugh,

Can you confirm what is being progressed and by whom? Clearly, if anything is to happen at the subway there will be implications for my budget regarding signing and access to/egress from the highway network.

Timescales would be useful.
Thanks,
Paul Hillier
Local Transport Plan Programme Manager (South Nottinghamshire)
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054"

Paul

My understanding from our site meeting is that the first step agreed is for Jeremy Dixon from A-One Plus and Jane Baines to liaise with regard to coordinating their actions over a) getting Mr. Wells to remove his mound of earth at the north end of the subway (which is preventing the HA from carrying out their obligation to carry out a regular inspection of the condition of the subway) and b) the processing of the rights of way order to establish a public footpath through the subway, in response to the claims of usage which Rod Jones has gathered. This, I understand, would be coordinated with the installation of the barrier, already agreed in principle with Mr. Wells to help keep out motor bikes, although it seems there is still some uncertainty as to whether who will be funding this.

The timescales for processing the order etc. could in theory involve only a matter of months but this does also depend on what (wider) objections there might be to the Order.

Bovis are willing to provide a shared path link up to their site boundary but this will still leave a gap between the boundary and the subway and the adjoining HA etc. land, which will then need to be looked at specifically, along with the legal implications of allowing cyclists through the subway. As Jane pointed out establishing permissive access for cyclists would need the agreement of the landowner of the surface of the subway (as opposed to the structure itself which is the responsibility of the HA) over which there is still some uncertainty.

Paul Boatman from Bovis Homes, while generally supportive of plans to include the subway as part of a longer shared route, pointed out that they are still at a very early stage with implementation of infrastructure in the new development and that in any case it will be a long time between that and the start of work on the first housing.

I am copying this to some of the other key participants who may also wish to comment.
Hugh

Suggestions for more cycle parking in the City Centre: responses to my email of 21 Nov:

"In our hurry to get through the last few items on the agenda at last Monday's Pedals meeting I realise that we gave only very fleeting attention to the item requesting suggestions for locations for further cycle stands in the City Centre, the general need for which various people have commented to me on in the last few weeks, not least of all because the Sustrans UCycle Project bikes are often now adding to the occupancy of cycle stands around the city (and in Beeston!)

Before I take this up with the City Council it would please be very helpful to have your comments on specific areas where more stands are needed, so please let me have these asap.

One particular location I have noticed is the Broad Marsh bus station where the stands installed a year or so ago just in front of the supervisor's office near the Carrington Street entrance often have one bike attached to each (the 80cm spacing is in practice too narrow for two bikes to be comfortably and easily attached to each stand), no doubt because cyclists appreciate their convenient, undercover and relatively secure location. I will definitely be including this area on the list but please let me have more such specific suggestions.

Thanks, Hugh

....response of 22 Nov from Peter Briggs:

There are currently a few cycle stands next to John Lewis entrance which are usefully undercover. There is space for more.....

....and from Mara Ozolins, 22 Nov

"Pushed bike up from M&S (Wheelergate?) to Market Square the other day, and couldn't find any stands until got to Market Square (other than ones round the back of M&S). Perhaps some half-way up Wheelergate? Also, didn't see anymore until the side of the Victoria Centre. A few more stands sprinkled around would be handy. Also, how will people know where the next nearest stands are?

Best wishes, Mara"

....Perhaps a little sign on stands saying where the next nearest stands are – then the cyclist could decide whether to leave their bike there or go to the next. Not everyone (including myself!) thinks of looking up where the stands are before you go – haven't left my bike in town for a while so am out of touch as to where the stands are now.

Mara "

....from Andrew Martin, 26 Nov:

"I was in Nottingham today and soon after 1pm passed the Sheffield stands on Wheeler Gate and near the Brian Clough statue. Both locations had little or no space for additional bikes.

It is worth noting that the Ucycle bikes are being parked locked to trees and street furniture at various locations, and I wonder how soon is the council planning to accommodate the additional bikes which the project has generated?

Best wishes, Andrew
Facilitator, Nottingham Pedals

.....response of 29 Nov from Keith Morgan:

"Andrew,

As part of the Commuter cycle corridor work which we are implementing, which is also closely linked to the Ucycle project - we are undertaking a review of cycle parking along the route of the Clifton corridor (which includes the City Centre).

I will ensure these locations are looked at as part of this work. I have also highlighted the locations which you flagged up a few weeks ago.

If you have any others you would like to be considered, please email Steve Brewer and myself.
Thanks, Keith"

....message of 30 Nov from Mark Wood to Pedals website:

"In response to your request for cycle stand locations there are no cycle stands in Sneinton that I know of at all....."

Also, the stand behind the Broadmarsh bus station has had a no-wheeled wreck chained to it for months using a space! I'm sure I've seen others out of action in this manner too...just can't remember where!

Keep up the good work.
Mark Woods (Sneinton, NG2 4HX)"

....suggestions from John Bannister and Sue Brown (2 Dec):

"Suggested additional cycle stands:

Front entrance to Victoria Centre

Replace those taken from outside Waterstones or put some at the back of council house by Zara.

....more suggestions from Andrew Martin (3 Dec):

"Hello Keith and Steve

I was last night in Langtry's opposite the Royal Centre and noticed the three cycle stands on the pavement. They are poorly sited right up against a metal box (for traffic signals?) which prevents full use of one end stand. I have to admit that I do not know whether the stands were installed before or after the box?!

I have this year observed that most groups of stands in the city centre are fully used for many hours each day. I would therefore suggest that the provision could be doubled, with groups located elsewhere as well as with current stands where space and 'streetscape' permits.

Best wishes, Andrew"

Nottingham Light Night (Fri 18 Feb) Follow-up – message of 29 Nov from Helen Hemstock, The Big Wheel:

"All,

I'm following on from our earlier conversations about the Light Night activities. I can confirm that the following is now booked or in the process of being booked:

Confirmed:

- a bike try out area with between 10 and 14 different types of bikes for people to use.
- rickshaw rider for free lantern/light lit rides
- photographer for unusual light photographs
- music + movement generated lighting provided by a local artist - should be very engaging and enjoyable
- information has been provided to Sharon for inclusion into the brochure

In progress:

- neon strips/lighting/battery and motion activated lighting for decoration and for riders
- Doctor Bike giving advice on lights - waiting for confirmation that he's willing and available

Waiting to be progressed:

- cycle routes to other Light Night activities; we can't do this until the brochure of activities has been pulled together by Sharon

- use of battery powered lights and a dynamo bike around the area that we use. I intend to progress with this later this week
- stall for engaging with the public and showing how bikes work. To be progressed asap
- investigate potential for cycle store involvement. To be progressed during December.
- competition involving light related prizes. To be progressed during December/January.
- barriers - barriers need to be booked by the GNTP to section off the bike try out area. To be progressed in December.

Ideas that I've researched but the financial implications are high and so I don't think we'd be able to proceed:

- 'follow me' hi visibility vests for riders and volunteers. The costs for vests are around £280 for 50 printed for the event. They'd have little/no use afterwards and I think this is too steep...unless anyone wants to offer to cover the cost!

I know you all offered support during the meeting, so please let me know if there's anything that you'd like to progress with individually. In addition, early next year I'll email out to you - and to your teams - to request volunteers for staffing the event. It's taking place between 6pm and 9pm on February 18th. Remember to keep your diaries free if possible!

If you'd like any more information then please let me know - likewise, if you've got other suggestions then please shout up! We will, of course, be promoting this in advance and so in January I'll circulate some information and will be asking for your help in promoting it to your audiences too.
Thanks, Helen"

.....comments of 29 Nov from Gary Smerdon-White

" Hi

To promote with cycling advocates through CDG, GNTP and RideWise I think we need people volunteering and to get things in diaries now. So it would be good to have half a page of copy explaining light night objectives and what happens plus a summary of what we plan and what we'll need helpers to do e.g.

- a bike try out area with between 10 and 14 different types of bikes for people to use – will cycle magic be supervising that or will you need helpers?
- rickshaw rider for free lantern/light lit rides – will they need help?
- neon strips/lighting/battery and motion activated lighting for decoration and for riders – will we be giving this to volunteers or will they have to do themselves up?
- Doctor Bike giving advice on lights - waiting for confirmation that he's willing and available – RW have a few available if Dennis is not
- cycle routes to other Light Night activities; we'll need experienced ride leaders?
- stall for engaging with the public and showing how bikes work. Will we want RW leaflets, recruiters and advisors about routes etc?

Gary

.....and further update re Light Night from Helen Hemstock on 5 Jan:

"Hello Hugh,

In terms of progress then everything is on track and I will be emailing people over the next fortnight who have volunteered. Just to recap, we'll have:

- a bike try out area with between 10 and 14 different types of bikes for people to use.
- rickshaw rider for free lantern/light lit rides
- photographer for unusual light photographs
- music + movement generated lighting provided by a local artist - should be very engaging and enjoyable
- inclusion into the Light Night programme/brochure
- neon bracelets for riders
- hi vis jackets for volunteers and a few for giveaways
- bike lights as competition prizes
- Doctor Bike
- decorated bike wheels around the area we're using
- marquee/stall for information
- barriers for the bike try out area
- a handful of battery powered lights for decoration
- a dynamo bike

Waiting to be progressed:

- cycle routes to other Light Night activities
- investigate potential for cycle store involvement. At the moment I do not intend to progress with this. Because of our publically funded position we'd have to have at least 2 retailers and then manage them on the evening. Firstly, there's an

issue of space availability - secondly, the time that this takes to organise is disproportionate to the benefits and lastly I think it would weaken our offering and make us look a little like a selling shop, rather than as a celebration of light.

In terms of the communication then the Big Wheel will start to promote this at the very end of January - it'll feature in the February newsletter and we'll do a press release.

Volunteers:

We've had no additional volunteers come through over and above those on this distribution list who have volunteered. Did you send the volunteer information out to the Pedals group? (attached)

Thanks, Helen

Bobbers Mill Road and cyclists; message of 7 Dec from Steph Williams forwarded by Peter Osborne and my response to Peter:

"Peter

Thanks for sending on this email from Stephanie. It is very good to know of her interest and support.

I would suggest that she contacts Andrew and / or Arthur if she wants to meet to discuss this further, given that they are the Pedals activists with the best local knowledge of this junction.
best wishes, Hugh

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

From: peter.osborne

To: steph3williams@hotmail.com

Cc: Andrew.Martin ; Hugh.McClintock

Sent: Tuesday, December 07, 2010 1:27 PM

Subject: RE: Bobbers Mill road proposals

Stephanie - thank you for this information. This is the kind of issue that we discuss at our monthly meetings. At the appropriate time it could be made an agenda item and if possible we could discuss it with you at one of our monthly meetings. If this is not convenient, it may be possible to convene a separate meeting with Pedals activists who also have a particular interest in Bobbers Mill.

Regards, Peter

From: steph3williams@hotmail.com

To: peterozz@hotmail.co.uk

Subject: Bobbers Mill road proposals

Date: Mon, 6 Dec 2010 15:27:40 +0000

Hello Peter

I am standing in the local elections next year for the Labour Party in the Radford and Park ward. As a keen cyclist, I read your magazine when I can. I have recently read the autumn copy and saw the article on the Bobbers Mill road proposals and the concern of the author on the consideration of cyclist's needs at this junction. As it would be partly in Radford and Park ward, I wondered whether I could be of any help.

When I spoke to Jane Urquhart in September about this junction on behalf of a local resident (for a different reason), she said that at the time the work was still due to go ahead (in January) but that because she was in the middle of some very difficult budget choices, it was a case of 'watch this space'. I have now emailed her to ask for an update. When I know the answer, I will let you know. If it is to go ahead, it would be useful for me to meet with someone from your organisation at the junction to discuss the plans and see if we can't get a more cycle friendly junction.

Best wishes, Steph Williams

...and further message from Steph Williams (12 Dec) and my response:

"Steph, Thanks for your helpful reply. I forgot to mention in my previous email that Andrew Martin, who will be away from the middle of next week for much of the time before Christmas, has asked to let you know that he would be happy to discuss these issues by telephone and/or meet with you in January, so I suggest that he then contacts you to arrange a meeting, at your mutual convenience.

best wishes, Hugh

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

From: Stephanie.Williams

To: hugh.mcclintock@ntlworld.com ; Peterpedals.Osborne

Cc: garysmerdon-white@supanet.com ; pedalsnottingham@googlemail.com ; andrew@veggies.org.uk ;

arthur.williams@nottingham.ac.uk

Sent: Friday, December 10, 2010 3:15 PM

Subject: RE: Bobbers Mill road proposals - Pedals perspective on the likely impact on cyclists

Hugh

Thanks for this email. I now have more of an understanding of the problem and possible solutions at this particular junction. Unfortunately, I do not know yet whether the work will go ahead. I will continue to try to find out and will try to put the cyclists point of view for a cycle friendly junction.

I would have thought that the issue isn't how many cyclists apparently use the junction now, it should be about continuing to build up a safer network to encourage more people to take up cycling if increased numbers cycling is important to the city. I would dismount at this junction because I don't have sufficient confidence to cycle through such a busy junction. I'm sure I'm not alone in this view.

I will keep you informed if I make any progress.

Best wishes, Steph Williams

.....comments of 5 Jan from Arthur Williams and further letter on this from the City Council: U turn ban TME 6891 (from Tessa Evans)

" Dear Mrs Evans,

I have been passed on the consultation letter by Hugh McClintock on behalf of Pedals.

The proposed no-U-turn restriction appears to be a good idea to prevent vehicles from making dangerous manoeuvres on this busy piece of road.

However, according to the attached map, the new raised central reservation continues across the proposed pelican crossing. Presumably this is not correct.

Regards, Arthur Williams"

Great Notts Bike Ride 2011 – confirmation of date from Chris Simon of Perfect Motion (7 Dec) and my reply:

"Chris, Many thanks for the confirmation of this great news which we will now mention on the Pedals website and generally start to publicise more widely among Pedals members and more widely.

I am sure that Pedals activists will be very keen to give you further support and encouragement, particularly in view of our role in starting the event in 1982 and with it being the 30th Ride.

Meanwhile, many thanks again for all your efforts (and those of Pennine Events) to ensure that the GNBR does after all continue and best of luck in your discussions with potential sponsors.

best wishes for Christmas

Hugh

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

From: [Chris Simon](#)

To: [mewman@cpsport.org](#) ; [cdolan@cpsport.org](#) ; [sue.rowlett@mariecurie.org.uk](#) ; [andy.holmes@mariecurie.org.uk](#) ; [sarah.madden@whenyouwish.org.uk](#) ; [lisa.brown@whenyouwish.org.uk](#) ; [caroline.rossin@rainbows.co.uk](#) ; [paula.north@rainbows.co.uk](#) ; [george.sycamore@nsdc.info](#) ; [info@nwscnotts.com](#) ; [philip.chapman@bbc.co.uk](#) ; [Claire.catlow@nottinghameveningpost.co.uk](#) ; [lucy.grierson@gnpartnership.org.uk](#) ; Helen Hemstock ; [GeoffGiddings@raleigh.co.uk](#) ; [PamSimmons@raleigh.co.uk](#) ; [alistair.bow@thomasbow.com](#) ; [Keith.Morris@Nottinghamshire.pnn.police.uk](#) ; [keith@nesst.co.uk](#) ; [Hugh McClintock \(Dell\)](#) ; [hugh@mc2marketresearch.co.uk](#) ; [Gary Smerdon-White](#) ; [Paul.Dodsley@nottinghamcity.nhs.uk](#) ; [joanna.ward@sustrans.org.uk](#) ; [Anthony Gill](#) ; [Sarah Williams](#) ; [tracey.graham@nottsc.gov.uk](#) ; [luke.barley@est-eastmidlands.org.uk](#) ; [matthew.price@nottinghamcity.gov.uk](#) ; [Jennie.Maybury@nottinghamcity.gov.uk](#) ; [CTaylor@rushcliffe.gov.uk](#) ; [Nick Robb](#) ; [c.ballard@dayncourt.notts.sch.uk](#) ; [Robert Nieri](#) ; [mark.thomson@freethcartwright.co.uk](#) ; [gary@discovercycling.com](#) ; [Scott Knowles](#) ; [Hugh White](#) ; [Simon Starr](#) ; [kenneth.pollard@ntu.ac.uk](#) ; [Kennerley, Ria](#)

Cc: [Mark Sandamas](#) ; [graham@pennineevents.co.uk](#) ; [Helen Gorman](#) ; [Nik Emmonds](#) ; [Chloe Chaplin](#) ; [Philip Keynes](#) ; [Andrew Barnes](#)

Sent: Tuesday, December 07, 2010 12:30 PM

Subject: Great Notts Bike Ride 2011 - the 30th Year!

Hello all

Just to confirm, next year's 30th Great Nottinghamshire Bike Ride will take place on Sunday 19th June and will start and finish at The National Water Sports Centre as in previous year's. The difference from 2010, is that the ride will be organised, managed and owned in its entirety by ourselves in conjunction with partner Pennine Events. We are currently firming up arrangements with Nottinghamshire County Council for them to become an official partner to the event (instead of the organising body) from 2011 onwards, and are also in conversations with a number of potential sponsors to help secure the future of the event beyond next year.

We hope to be able to announce details of the ride publicly, together with details of funds raised for charity in 2010, and an early bird discounted entry, early in the New Year.

There is a lot still to do, including reviewing the routes and rides, official ride charities, sponsors and marketing plans and I am sure at some stage we'll be back in touch to ask for your help. Thanks in anticipation!

In the meantime, please get the date in the diary, email through any ideas or offers of support, and have a good festive period!

Many thanks
Chris

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Follow us on twitter: www.twitter.com/PerfectMotion
View our on-line brochure at: <http://www.flipp.co.uk/books/perfectmotion/>

Rural rides – Pedals bid for funding with the help of NCVS to get support for someone to work with Ridewise on supporting the new Ridewise-managed arrangements – Very many thanks to Peter Briggs in particular.

Andrew, Gary, Peter Briggs and I, together with Richard Bacon from NCVS, had several useful meetings on this bid before Christmas to discuss details of this and the proposed coordination with Ridewise. Many thanks to Peter Briggs in particular for all his very hard work on the bid. I know that at times the frustrations and other problems in getting all the detailed information right with this have seemed a complete nightmare!

...my message of 13 Jan to Peter Briggs in response to his saying that the bid had now been finalised:

"Peter

Thanks again for all your excellent hard work.

Thanks also to other people who gave a lot of help, especially Gary and Richard.

We might now wish to give some thought to just how we go about finding someone suitable for the job, assuming that the bid is successful, and how we can get someone started on the job as soon as possible after we know the outcome, if it is indeed positive. Perhaps between us we think of possible candidates, both within and outside of Pedals and Ridewise ranks, and, ideally people with strong cycling interests and marketing and promotion skills, and, if possible, available straightaway, i.e. people who are retired or otherwise without (full time) work. As we discussed before it would be great if we can get someone started on this well before Easter, although I realise that such a timetable now looks pretty unrealistic, even if we go get a fairly prompt and favourable decision.

best wishes and very many thanks
Hugh

Rural Rides – message of 24 Dec from Graham Hubbard to Volunteer leaders re the new arrangements and inviting offers to organise rides

"Dear Rural Ride Leader

I hope you are having an enjoyable time this Christmas, getting out on the bike has been a bit more sporadic recently with the colder weather but I hope you can now use this as an excuse to plan and submit some rides for next years program. If you are included in this email and have never led a rural ride before then do please consider it seriously as it benefits not only you but all those that join you on your ride, we do offer free Group Ride Leader training too. There are two attachments V2 is for those who can't open the latest 2010 docx format.

Any problems or if you want some more details please feel free to email me.
Graham Hubbard
Ridewise Ltd Coordinator
Bikeability in Nottingham
07854 853 339

...Rural rides new arrangements – further email from Graham Hubbard on 5 January following an exchange of emails querying the need for Ride leader volunteers to have compulsory CRB checks:

"Dear Ride Leader

Some Leaders have expressed concern over the need to have a CRB check. Below is a statement issued by the Chair of the RideWise Board regarding the need for CRB checks to be carried out. May I take this opportunity to say that RideWise will do all the admin for you all that you would need to do is to simply fill in the form for free.

"RideWise has appropriate safeguarding policies and procedures in place and Ride Leaders must abide by those policies and procedures – we will provide a copy of them to all leaders.

CRB helps organisations in the public, private and voluntary sectors identify those who may be unsuitable to work with the vulnerable - children and vulnerable adults. Some of RideWise client's such as the PCT and Schools demand such checks every 3 years for our instructors who do one to one instruction. Although with group led rides there is less chance of any vulnerability being exploited we will have to ask leaders who have not been cleared through CRB to cancel a ride if only one other person turns up at the starting point.

On rural rides the rule is that there are no unaccompanied people under 16 years of age so there would be no children unless their parents or guardians are on the ride. We will have to extend this rule to cover other individuals who might be considered more vulnerable e.g. adults with Downs Syndrome.

RideWise provide ride leader training and support CRB checking for volunteers – we would encourage ride leaders to voluntarily take our training and get clearance through CRB.' - Chair of RideWise

Graham Hubbard
Ridewise Ltd Coordinator
Bikeability in Nottingham
07854 853 339

4. Report on recent meetings by people who have attended on behalf of Pedals.

23 Nov: Rushcliffe Environmental Partnership and funding bid for the proposed Ridewise Cycling for Health Project for Rushcliffe

Much support for the proposed Ridewise Cycling for Health Project for Rushcliffe, but provided that it is really Rushcliffe-wide rather than just focusing on West Bridgford. No news yet as to when there will be a final decision on this. The next meeting is on 18 Jan.

13 Dec: Greater Nottm Cycling Development Group – brief report

Andrew Martin, Arthur Williams and I represented Pedals at this meeting.

Much discussion about the improvements on the **Wilford to City Centre commuter route improvements**, most of which are due to start being implemented in January. These included changes at the bottom of Maid Marian Way (ASLs and conversion of pelican crossing to toucans), between Carrington Street and the Vat and Fiddle, at the access to the Bee Bank riverside path in Wilford, at the Main Road / Wilford Lane traffic lights and between there and the subway under the A453 near the Silverdale roundabout and Clifton Bridge.

Much discussion also about the importance of further improvements to **gritting of cycle facilities in icy weather**, especially well used links such as Wilford Toll Bridge and Wilford Suspension Bridge and all their main approaches.

There was also lots of discussion about **cycle mapping**, including the two online sites, Transport Direct and Cycle Streets, and paper maps, and whether the latter should be just in paper form (perhaps with 4 sheets not 2 to cover the city, and including more street names if possible) or in the form of a book, as with the 3 editions of the Pedal Pushers Guide, a format that some might prefer, and which could be profitable if helped by advertising, and if someone from Pedals would be willing to take this, in close cooperation with the City Council. A detailed business case would be needed to justify this, Gary emphasised.

Keith Morgan has been having further discussions with East Midlands Trains about **security improvements in the Station Bike Compound at Nottingham Station**. The proposal now is to designate half of it for use by smartcard holders only and they are not getting quotes for this from a smartcard operator. However, financial support for this possible enhancement is by no means assured, either from EMT or the City Council.

For a full report see Gary's minutes, posted on the Pedals website.

14 Dec: Broxtowe Partnership Transport Sub-Group

Postponed to Tuesday 18 Jan at 2pm Peter Briggs and Robin Phillips will be representing Pedals.

15 Dec and 21 Dec: meetings with NCVS to discuss Pedals bid for funding for someone to help Ridewise promote new Rural Rides programme

According to my most recent information, Peter Briggs was awaiting some information from Chris Gardner before finalising this. Many thanks to Peter for all his hard work on this.

7 Jan meeting with Rose Melvin, Rushcliffe Borough Council, to discuss proposed cycling version of their 'Move and Mingle' walking routes leaflets.

Julian Bentley, Pete Elderton and Brian Shaw and I attended this meeting with Rose Melvin who is in charge of Physical Activity Promotion at RBC and to who I subsequently sent this message:

"Rose

Many thanks to you and indeed many thanks to all of you who, despite the very bad weather, were able to make this morning's very useful meeting.

It is very encouraging to know that there is evidently so much support in Rushcliffe for an initiative of this kind, including from some local GPs, and I am sure that both Pedals and Ridewise will be very keen to work closely with you as the project develops. We look forward to further news once you have had a chance to discuss with your Borough Council and Principia health service colleagues what come out of our meeting, and to the proposed next meeting of the group in March.

best wishes, Hugh

.....and comments on the meeting from Julian Bentley (7 Jan):

Hello Rose

Thank you for organising today's meeting about Cycling promotion in Rushcliffe. As Hugh has said, it is encouraging that Rushcliffe BC is working to help increase uptake/improve facilities.

I'm fairly inexperienced at meetings of this sort, and so perhaps did not speak out as much as some of the others present.

To summarise my thoughts:

Rushcliffe Cycle Map

I quite strongly favour an updated/improved map as in my experience in today's busy urban areas these are very effective 'enablers' of Cycle use. Perhaps worth mentioning though (with a view to any possible funding from the Sport England Women and Girls Project) is that I have personally found (through my Cycle Instructor work, Rural and Community Rides leading and Bike Maintenance classes/Framework Bike Club activities) females to be less *interested* in using cycle maps than males, and more interested in the sociable aspects of Cycling (e.g. more likely to ride with a friend/join a group ride or participate in group Cycle Training).

{You may be interested to know that there is a much higher proportion of females than males who access Ridewise's Cycle Training}

I think that where possible local Cyclists should be consulted for suggestions to improve/amend the existing Rushcliffe Cycle map template(s) - perhaps the best forum for this would be via Pedals.

Led Bicycle Rides

Again I'm strongly in favour of this approach to encourage Cycling uptake, my 6 years experience of leading Rural Rides/the recent Cycling for Health Community Bike Rides, informs me that these produce much 'feelgood factor'/confidence boosting amongst less experienced Cyclists and lots of "I never knew this (route) was here" -type comments. I believe that the more sociable aspect of this type of informal Cycling holds a greater appeal for a much broader cross-section of people than would be interested in (say) Cycle commuting or Cycle Sport.

CfH Community Rides

The Arkwright Meadows Community Garden's Bike Rides are every Thursday morning 11:15 (ride duration 30-45 minutes) and are aimed at beginners/returning Cyclists, using routes that are as Traffic-free as possible. As we discussed at the meeting, I believe that you would be most welcome to attend one of these (or indeed any of the other Community Rides at different sites throughout the City) - I will copy in Murat Basaran of the Cycling for Health Project who co-ordinates these rides (in bad weather please call him to check if the ride is going ahead)

Regards.

Julian Bentley
Ridewise Instructor
Pedals Member
Bike Maintenance Tutor

5. Finance (Chris Gardner to report)

6. Forthcoming events / meetings

- Pedals meetings

21 Feb: Joanna Ward, Sustrans Ucycle Project

March and April meetings and AGM

Andrew has proposed that we try having the AGM on a Saturday to encourage more support. Bearing in mind that Sat 12 March is already fixed for the next East Midlands Cyclists' Forum meeting, in Leicester the Committee suggest that we go for Sat 19 March for the AGM.

....message of 5 Jan from Andrew Martin re the AGM

I will emphasise the point I made at the November meeting regarding my proposal to change the day, time and format of the AGM. I would like to involve more people in Pedals and suggest this could be achieved by having a morning meeting followed by an afternoon ride. This idea is more likely to succeed if

1. There is consensus amongst the Committee and Pedals members who attend meetings, to give time and effort before and during the AGM
2. We can perhaps invite members from another group (e.g. Nottingham Campaign for Better Transport) to share time and knowledge during/after the AGM and/or the ride.

Peace and pedals, Andrew

....and my response of 6 Jan:

Andrew

Thanks for your response. OK, let's put this suggestion to the next monthly meeting on Monday week.

It would be useful before then to think between ourselves a bit more about the details, e.g. of timing and content and who will do what, e.g. organise and lead the bike ride, and the proposed route.

What time do we want to start, e.g. 10.00, 10.30, 11.00?

To give plenty of time for more AGM type business I would suggest that we leave normal monthly business until the third Monday, i.e. two days later, as normal, and that would also mean that we can get out on the ride that much sooner, perhaps with a view to stopping for a bit to eat somewhere en route, e.g. The Ferry Inn at Wilford or the cafe at Beeston Lock. We might want to make some booking for this, particularly if we think we could substantial numbers.

It would also be useful sooner rather than later to give more thought to who else, other than Notts CBT, we would like specifically to invite, as you suggest.

To make sure that there is no problem with The Ferry in having this extra booking, on Sat. 19th, I suggest that we check this with them just before we start our next meeting, on Monday week, just in case they already have a booking for this date and we need to find another one. Perhaps Peter could please do that when he arrives?

Hugh

.....comments of 6 Jan from Susan Young:

"Hi

I will not be able to attend the AGM as I am committed to work from 12.15 on Sat March 19th. May be able to pop in earlier however.

May I suggest that it is not held in a pub as some people feel less comfortable there. I am sure that Pedals could cover a modest cost of a venue, ideally close to the city to make it easier for those travelling by public transport. Places that come to mind are though I am sure others may know of other places (Church Halls?):

Friends Meeting Hall, Clarendon Street:

http://www.nottinghamquakers.org.uk/sites/default/files/NFMH_HireleafletWeb.pdf

Nottingham Mechanics, North Sherwood Street: <http://www.nottinghammechanics.com/room-hire.htm>

NCVS, Mansfield Road: <http://www.nottinghamcvs.co.uk/meeting-rooms-and-offices>

ICC, Mansfield Road: <http://www.nottsymca.com/icc/index.html>

These are generally not south of the city where our bias tends to be so may encourage a wider range of people to attend.
Susan"

.....and further message from Susan Young (9 Jan):

"Hi

I've had a look at prices and depending on what we go for should cost £50-100 depending on numbers and including tea and biscuits.

Susan"

- Other meetings / events

East Midlands Regional Road Users and Environmental Committee meeting, 14 Jan

Yearly meeting organised by GOEM on behalf of the Highways Agency to discuss general trunk road environment issues in the region, including the needs of vulnerable road users.

Bike Week 2011: message of 9 Jan from Terry Blackwood

" **BIKE WEEK 2011: 18th to 26th JUNE 2011**

Have you thought about bike week yet?

We're already well ahead with our planning and will have 6 of our exciting bike try out units available for the critical two weekends of June 18th /19th and 25th/26th.

We have several bookings already and are talking to clients about their events every day, if you need a Bike Week event talk to us now.

New Activities for 2011 are:

Try Out Extreme: Timber North Shore style mountain bike track with coaching from a National Champion

Raleigh Electric Bike Track: An opportunity to try out some of the world's leading electric bikes with instruction from Raleigh E Bike expert. This is free when booked with our roadshows but dates are limited.

Bear in mind that all our Bike Week 'weekend' units are available Monday to Friday in Bike Week. Clearly we'd much rather keep the crews busy than stand them down between the weekends: so the cost is modest. Many clients book a few days of schools work prior to a weekend public try-out road show. All Bike week units go out fully equipped for schools work.

If you are unsure of your budgets we can take provisional bookings now for confirmation in April.

I look forward to hearing from you

Terry Blackwood

Sales and Marketing Manager

Get Cycling - A Community Interest Company

Mob: 07788 555 080 Tel: 01904 636 812 Fax: 01904 541 564 Web: www.getcycling.org.uk

Get Cycling CiC, 22 Hospitals Fields Road, Fulford, York, YO10 4DZ

7. Cycle facility and traffic management matters

[Pedals Website Enquiries] Recent Police activity - Fixed Penalty Notice fines for illegal cycling (in the City Centre) – my reply to emails sent on 18 Dec by Stephen Flaherty (Pedals member) and need for clarification of legality of cycle access

"Stephen

Thanks for your message via the Pedals website and for forwarding the various other emails on this topic. I agree that the situation is still very confusing, despite many attempts by Pedals over the years to clarify with the City Council just where in the city centre and where not cyclists could legally cycle and to make sure that all the public, not just cyclists, are clear about this.

We know that for some years now the City Council have been very keen to reduce the number and size of signs in the city centre and, whatever the general merits of this policy, it has certainly not help to get the situation with regard to cycle access and signing made clearer.

First of all, about Exchange Walk, I had always understood that cycling here was illegal, and so was surprised to see that, even in this case, the position is not in fact certain, despite the inclusion of 'no cycling signs' at both ends (although I agree that these can easily be missed).

In the case of the area in front of the Council House I had also understood for many years that cycling here was illegal and indeed can remember being quoted evidence of this (by someone from the County Council, then the Local Highway Authority for Nottingham) at a public inquiry 20-25 years ago when I was representing Pedals to put forward our views on one of the many pedestrianisation / traffic reduction etc. schemes in the city centre that we have dealt with over the years.

This therefore we had long accepted up until only about 1-2 years ago, not longer after the extension of the refurbishment of the Old Market Square to include the bottom part of King Street, near the Brian Clough statue, which included not just a dropped kerb to facilitate entry for cyclists from the King St/Queen Street loop but also a round blue 'shared path' sign, implying that it was legal for cyclists to ride past it and not followed by any sign telling cyclists to dismount as they arrived at the section in front of the Council House. About this time I was asked by a cyclist who had been stopped and challenged why he should have been stopped in view of the signing apparently indicating that it was legal. I explained the background and commented that the sign did seem inconsistent but also checked with Steve Brewer who surprised me by saying that further checks that he had done showed that it was in fact legal to cycle past the Council House! Hence the item in the Pedals newsletter to which you refer!

Since that time I am not aware of any further representations which Pedals has had on the matter, until your message, but I agree that your experience suggests that this does not address again and so am referring these to Chris Carter, as Transport Strategy Team Leader at the City Council, as well as Steve Brewer and Neil Harby, (and other interested parties) for their further comments please. I will also get this put on the agenda for the next Pedals monthly business meeting, on 17 January.

best wishes for Christmas and the New Year
Hugh
for Pedals

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

From: <steve3742@talktalk.net>

To: <ineylon@ntlworld.com>; <Hugh.McClintock@ntlworld.com>; <andrew@veggies.org.uk>; <chris.gardner@nsn.com>; <Arthur.Williams@nottingham.ac.uk>; <Susan.Young@nottingham.ac.uk>; <peterozz@hotmail.co.uk>

Sent: Saturday, December 18, 2010 3:13 PM

Subject: [Website Enquiries] Recent Police activity

- > Stephen Flaherty sent a message using the contact form at
> <http://www.pedals.org.uk/contact>.
- >
- > Hi, I met Andrew Martin recently and he asked me to e-mail you this.
- >
- > Firstly, I was recently stopped by a PCSO after having cycled up Exchange
> Walk. He informed me that it was illegal and gave me a Fixed Penalty
> Notice. I gave my real name and address and decided to appeal it. As part
> of this, I e-mailed the City council and asked them for the legal status of
> cycling on various paths in the city centre, including Exchange Walk. I
> received some interesting info:
- >
- > Firstly, it is not legal to cycle in front of the Council House, which
> directly contradicts something I read in Pedals magazine a while ago. Most
> of the other pedestrian streets are legal for cyclists, but it is not legal
> to cycle from Clumber Street to Parliament Street (though, bizarrely, it
> is legal to cycle from Parliament Street to Clumber Street.)
- >
- > Exchange Walk itself is a bit of a mystery. The council don't seem to have
> any records of orders they have made concerning its use and so they
> couldn't tell me. I was pretty sure that this, combined with the really
> hard to see No Cycling sign would make the cycling prohibition invalid. I'm
> think that it's a footpath. And the Fixed Penalty Notice from the PCSO can
> only be issued with regard to cycling on a pavement, a footpath running
> alongside a road.
- >
- > So I appealed it. And a month or so later, I got a note from Notts
> Constabulary indicating that they weren't going to proceed. So it seems
> that it may be legal to cycle up Exchange Walk after all.
- >
- > On a related note, I was cycling up Albert Street today (18th December)
> when I was stopped by a real police officer. He asked me to get off my
> bike, saying it was a pedestrian zone. I corrected him, informing him that
> Albert Street is a shared use path and can be used by both pedestrians and

> cyclists. I mentioned that I had asked the city council for confirmation of
> this. He persisted in asking me to get off my bike, however, saying that it
> was too busy. I countered this by saying that I was riding slowly and
> carefully, but he ignored me. He left little doubt that he would arrest me
> if I continued cycling (though for what I'm not sure - cycling on a cycle
> path?) So I dismounted, reluctantly.

>

> Has anybody else encountered this? Do Police Officers have the power to
> arbitrarily reclassify a shared use path as a pedestrian only path? And
> what would he have arrested me for? It is an offence to ride on a footpath
> dangerously, but his argument was that there were too many pedestrians - in
> short that Albert Street automatically becomes a pedestrian only street if
> there are a lot of pedestrians on it.

>

> I complained to Notts Constabulary about this. perhaps you should too.

>

> Anyway, here's the e-mail I received from the council about cycling
> rights:

>

>

> Dear Stephen,

>

> I refer to your email to my colleague Steve Brewer dated 25 June 2010
> regarding cycling access around the around various areas of the City
> Centre. This has been passed to me to investigate and I now have the
> following comments to make:

>

> The frontage of the Council House has been granted a right of way for
> pedestrians by way of a Stopping Up Order made December 1980. Therefore
> under its current status cycling is prohibited so please use the routes as
> stated in the following paragraphs that are 'roads suggested for cycling'
> on our current cycle maps. However, it is to be noted that the status of
> permissions in this area, such as cycling are currently being investigated
> by the Authorities Legal team. When their investigations into this matter
> are complete I will inform you of their findings.

>

> (1) Clumber Street is a permissible route for cycling in both directions.
> However the following must be noted:

>

> The sign you mention is a 'motor vehicles prohibited' sign (diagram 619 of
> The Traffic Signs Regulations and General Directions 2002 (TSRGD)). Access
> from Lower Parliament Street to Clumber Street is permitted for cyclists.

>

> Access from Clumber Street to Lower Parliament Street is not allowed under
> a prohibition of entry (signed) for all vehicles. Therefore, as a cyclist
> you MUST dismount to proceed onto Lower Parliament Street.

>

>

> (2) Access is permitted along Long Row, Smithy Row, Pelham Street to
> Carlton Street and onto Hockley.

>

> There is no cycling allowed within the confines of the Old Market Square,
> nor through the Tram Gate in front of the Square from Market Street to
> Beastmarket Hill. However, all other routes around the Council House have
> cycle permissible routes (High Street, Cheapside, South Parade and
> Beastmarket Hill.

>

> (3) Lister Gate is a permissive route. To access through Broadmarsh,
> cyclists MUST dismount proceed to Colin Street

>

> The routes you mention in items (1), (2) and (3) are indeed mapped on the
> City Councils City Centre Cycle Map as a 'road suggested for cycling'
> access to this map online is provided by the following link:

>

> <http://www.nottinghamcity.gov.uk/index.aspx?articleid=928>

>

> (4) Exchange Walk is not promoted as a route for cyclists and is deemed so
> by appropriate pedal cycling prohibited signage (diagram 951 of The Traffic
> Signs Regulations and General Directions 2002 (TSRGD)).

>

> Cycling on footways (a pavement at the side of a carriageway) is
> prohibited by Section 72 of the Highway Act 1835, amended by Section 85(1)
> of the Local Government Act 1888. A fixed penalty notice under Section 51
> and Schedule 3 of the Road Traffic Offenders Act 1988 can be issued in this
> instance.
>
> As the route is primarily for pedestrian access, if you wish to access
> either from St Peters gate or from Cheapside/Poultry, then you MUST
> dismount.
>
> I trust that this information clarifies the points you have raised.
> Regards, Neil
> Neil Harby - Senior Officer
> Nottingham City Council
> Development
> Traffic & Safety
> Lawrence House
> Talbot Street
> Nottingham
> NG1 5NT
>
> Tel: 0115 9156452 Mob: 07949047668 Fax: 0115 9156150
> -----Original Message-----
> From: Steve Brewer
> Sent: 29 June 2010 17:07
> To: Neil Harby
> Cc: Steve Freek
> Subject: FW: Cycling in the city centre [Scanned]
>
> Neil
> Please would you provide a response to the enclosed? Many thanks.
>
> Steve Brewer
> Major Projects
> Development
> Nottingham City Council
> 0115 91 56596
>
> -----Original Message-----
> From: Stephen Flaherty [mailto:steve3742@talktalk.net]
> Sent: 25 June 2010 20:36
> To: Steve Brewer
> Subject: Cycling in the city centre [Scanned]
>
> Dear Sir
>
> I note from the Autumn 2009 newsletter of Pedals that you had confirmed
> that it is legal to cycle in front of the council house. Can you please
> confirm this to me as I recently had a dispute with a PCSO about this
> matter?
>
> On the subject of cycling within the city centre, could you please clarify
> the following points:
>
> 1) The entrance to Clumber Street, opposite the Victoria Centre, has a
> "flying motorcycle", can you confirm that this means it is legal to cycle
> on Clumber Street, in both directions?
>
> 2) Upon crossing Smithy Row, Clumber Street becomes High Street. Can you
> confirm or deny that cycling is still permitted on High Street (there are
> no signs to the contrary)? And Smithy Row? And Pelham Street?
>
> 3) Can you confirm or deny whether or not cycling is permitted up Lister
> Gate from the Broad Marsh centre (again, there are no signs to the
> contrary)? And when Lister Gate becomes Albert Street (after crossing Low
> Pavement), is cycling still permitted?
>
> 4) What, exactly, is the status of Exchange Walk? I understand that it
> used to be part of a cross city cycle route, now there is a no cycling sign
> on it. Is Exchange Walk a footpath or a walkway? Is there a local bye-law

- > covering it or a Traffic Regulation Order? If so, could you direct me to
- > it? I'm trying to establish the legal basis for the no cycling sign.
- >
- > Thank you for your time
- > Stephen Flaherty

....comments on this from Chris Gardner (20 Dec):

" Steve,

On this point:

'..So I appealed it. And a month or so later, I got a note from Notts Constabulary indicating that they weren't going to proceed. So it seems that it may be legal to cycle up Exchange Walk after all...'

You may find that dropping the fine does not mean anything other than the possibility that Notts police do not want to incur any further admin costs in its pursuit.

All very interesting anyway, thanks.
Chris"

Meadows Redevelopment - New Roads! Message of 19 Nov from Cathy Melia

" Hi Hugh,

I have just been to a presentation of the Meadows Redevelopment Plans, which SEEM to still be going ahead, despite Gov cutbacks, although the Nottm City Council folk did say that the funding is not certain...

There are some changes to the original drafts: however, they are still going ahead with putting back lots of through roads right across the area, with the usual promises "they will be local traffic only" and some idea that they can be "shared" routes with cars, pedestrians and cyclists all sharing a route, "like in the Netherlands", quote, which will "slow down the traffic" they say.

Ken Lyons, one of the Nottm City employees at the event said that there had been someone from PEDALS involved at some point, but that they hadn't seen them for a while, so it look like they aren't now consulting with anyone who can sensibly advise them about provision for cyclists in their new road schemes.

If you want to look at the latest plans, then the website link is at:

<http://www.nottinghamcity.gov.uk/index.aspx?articleid=4852>

We are hoping that the new roads don't go ahead, as it will turn our current "car free" routes across the area into having to negotiate roads with motor traffic, obviously not an improvement for cyclists. It will also pose safety issues (a lot of children cycle around the Meadows, as well as elderly/mobility scooters etc) along with the inevitable pollution. I am amazed that the City Council is putting IN new facilities for motorists, whereas I'd have thought the whole idea was to get folk away from cars, and onto more sustainable means of transport.

If you/PEDALS are able to have any input into this scheme, that would be great! (for future generations living in the area).
Cathy

PS. As part of their cutbacks the City Council announced on 23 November that they will not now be proceeding with these proposals.

City Council Consultation TMP6877: Nile Street: Pedals response (from Arthur Williams to Neil Harby, 26 November):

"Dear Neil,

Hugh McClintock has passed on to me the consultation document regarding Nile Street conversion to one-way only.

Although this is not a key through route, we understood that the general policy within the city was for the incorporation of two-way cycling into any new one-way streets. This street is well used by cyclists as part of the quiet network through Brook Street heading from the City towards St Ann's and Sneinton. As a former resident of St Ann's, I have used it many times in order to access, for example, the Post office collection point just around the corner.

It appears from the site drawing that there would be enough carriageway space to incorporate a contra-flow cycle lane from the edge of the raised plateau through to Brook Street. For less confident cyclists this can also provide a through route from the east side of the city (dismounting at the pedestrian crossing) away from buses and other traffic.

Incorporation of such a facility for cyclists would have other benefits. Firstly it would discourage cyclists from cycling on the pavement; secondly it would continue to indicate the City Council's commitment to cycling as a key option for shorter journeys in its drive to promote sustainable transport.

Regards, Arthur
Arthur Williams

...further email from Arthur Williams (2 Dec): Carlton Road consultation

"Hugh, Andrew,
FYI...I followed up the Carlton Rd consultation and got this reply.
Safe cyyyycling!
Arthur
Arthur Williams

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

From: Paul Williams [mailto:Paul.Williams@nottinghamcity.gov.uk]
Sent: 02 December 2010 16:18
To: 'Arthur Williams'
Subject: RE: Carlton Rd - Safety improvement proposals [Scanned]

Dear Mr Williams
Thank you for your e-mail regarding the above.

I'm glad Pedals are in support of the proposals. With regard to your suggestion of a short section of cycle lane between St Luke's Street and Handel Street I will look into this further and see whether we can incorporate it into the scheme.

I'll let you know the outcome of our findings with regard to your suggestion.
Yours sincerely,
Paul Williams | Senior Officer | Traffic & Safety | Nottingham City Council | Tel: (0115) 9156547

Nile Street: Message of 9 Dec from Arthur Williams in response to message from Neil Harby of 9 Dec

"Dear Neil,
Thanks for this detailed explanation. I think this is a useful change that meets the needs of cyclists as well as pedestrians.
Regards, Arthur
Arthur Williams
Electrical MSc Course Director
Department of Electrical and Electronic Engineering
University of Nottingham
Tel +44 (0)115 846 8684
Fax +44 (0)115 951 5616

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

From: Neil Harby [mailto:Neil.Harby@nottinghamcity.gov.uk]
Sent: 09 December 2010 14:39
To: 'Arthur Williams'
Subject: RE: TMP6877: Nile Street: Pedals response [Scanned]

Dear Arthur,
Thank you for your comments of 26 November 2010 regarding the Nile Street Connecting Eastside scheme. I now have the following comments to make regarding the proposed alterations:

Nile Street is being modified as a result of concerns raised by the disability groups for the provision of a safer pedestrian route north-south via Huntingdon Street (HS) to Lower Parliament Street (LPS). As such restricting this entry into Nile Street from HS/LPS provides a safer option for all foot users.

It has now been decided that this road will be subject to a 'No Entry' point restriction only and that the One-Way would not apply to this scheme. This in effect would still give road users the access required on Nile Street beyond HS/LPS with access from Brook Street to HS/LPS.

Cyclist's provision has been dedicated to giving access between east and west of the city via provision upgrade through Hockley onto Gedling Street. There is also now a more dedicated east to west route via Beck Street and west to east via King Edward Street.

Nile Street has not been considered as a preferred route for access as other routes have been generated as result of the Eastside project. However, if a cyclist does wish to use this route as a quieter route from HS/LPS then the dismount passage across the crossing and footway to enter Nile Street can be achieved. Access from Brook Street has not changed.

I trust that this answers your queries provides the reasons for this provision.
Best regards, Neil
Neil Harby - Senior Officer
Nottingham City Council
Development

Traffic & Safety
Lawrence House
Talbot Street
Nottingham
NG1 5NT
Tel: 0115 9156452 Mob: 07949047668 Fax: 0115 9156150

City Council Consultation: Wollaton Park Parking Places Off-Street Surface Car Parks Order 2010 (OSP 8007) - issues for cyclists – copy of my message of 29 Nov to Simon Blacknell, City Council:

"Dear Mr. Blacknell

Thank for your letter of 19 November (ref. TM/SB/OSP8007) asking for Pedals comments on these proposals.

I am forwarding below detailed comments from local member Angela Gilbert which you make take as the official response from Pedals.

In doing this I might mention that one of her points, about the problems for cyclists with the cattle grid inside the park at the Wollaton Road entrance, is one that she first raised with us about 3-4 years and which we did then pass on to the City Council but it seems that this did not result in any improvement in the situation. I hope that you can now at last address this issue. Please do contact Mrs. Gilbert directly if you need further information on the problems, based on her very detailed local knowledge both as a local resident and as a regular cycle commuter across Wollaton Park.

This is an important leisure and commuting route for cyclists, including several who, like Mrs. Gilbert, regularly commute by bike to and from Nottingham University and where, as you may know, concentrated efforts are now being made to encourage cycling through the UCycle Project, being implemented by Sustrans in partnership with the City Council, and with the support of Pedals and various other local partners. I am therefore copying my response to Joanna Ward, the Sustrans UCycle Project Director.

best wishes
Hugh McClintock
for Pedals

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

From: [Angela Gilbert](#)

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

Sent: Monday, November 29, 2010 1:23 PM

Subject: Wollaton Park Parking

Hello Hugh

Many thanks for sending me the letter from the Traffic & Safety department regarding parking in Wollaton Park. Here are my comments:-

From a cyclist's point of view:

- Since the Council started charging for parking in Wollaton Park the surrounding roads outside the Park have been used as a free car park. This is particularly noticeable around the Parkside pedestrian entrance where parking of cars results in the useable road being narrowed to the extent where there is insufficient space for an oncoming vehicle and a cyclist to pass.
- The proposed 100% increase in car parking charges from £2 all day to £4 all day will surely mean that more cars will park outside on surrounding roads, making them less safe for cyclists. And since some vehicles park half way on the footpath, this is also dangerous for pedestrians and restricts the width of the pavement.
- As I cycle through Wollaton Park I notice in the summer that there are occasionally cars parked on what I believe is the car park extension and assume this is because the car park itself was full and someone had officially opened the barrier to allow parking on the grass. (Hopefully that someone was not the car driver!).
- Parking on the grass does not cause any problem for cyclists and the signage is clear that car parking charges apply and I would expect to pay for parking whether I parked on the grass overflow or in the hard-surface car parks.
- I am not aware that cars often park on the roads within the grounds nor that doing so would avoid paying a parking fee. The signage is clear that there is a charge for parking and one assumes this applies to anywhere within the park. Nevertheless, my cycling safety in Wollaton Park has never been jeopardised by parked vehicles. (Dogs, yes!)
- What will the extra revenue be spent on? It would be a great improvement if covered cycle parking could be provided rather than have to find a post or bit of fencing to which to padlock a bicycle.
- What will the extra revenue be spent on? I still have an issue with the cattle grid inside the park at the Wollaton Road entrance. A gate in the fencing would greatly improve the safety of cyclists entering the park, similar to that in the fencing at the exit which enables the safe passage of cyclists avoiding the cattle grid. At the moment as I cycle into the park from the road when I am amongst traffic I have no alternative than to cycle over the cattle grid. The alternative is to dismount in the road itself before the entrance gate (bearing in mind it is illegal to cycle on footpaths!) then I can use the pedestrian entrance gate but since one cannot see who or what is on the other side this has to be done with caution.

From a personal point of view:

- I was surprised to read the proposal to allow a CEO to carry out enforcement because I would have expected this to have been happening anyway since the car parking charges came into force many years ago.
- £4 for a whole day to park and enjoy the facilities and scenery and opportunities for a lovely walk in Wollaton Park is reasonable, especially considering that a pint of beer costs £3 nowadays!
- Because Wollaton Park is essentially a deer park, there should, of course, be a restriction on where cars can and cannot park.
- As long as a CEO is carrying out the enforcement and as long as signage is clear and unambiguous, then the proposed plan is a fair one.
- However it must never be let out to a Private Parking Company. They are rogues who operate barely within the law, using intimidation and threats and not one penny of their extortionate yet unenforceable charges ever go to the landowner.

Hope these comments help, Hugh. It is very refreshing that the Council actually seek the opinion of Pedals ahead of enforcing a change which may affect cyclists.

I will pop the original letter back to you in the post but in the meantime attach a scanned copy in case you don't have a photocopy. Best wishes, Angie."

City Council consultation - Mapperley road waiting prohibitions – message of 1 Dec from Phil Keynes:

"Thanks for passing on proposed changes to lining for Mapperley Road ref TM/VS/TMP6886

As a regular cyclist along that route and parent of children at St Augustine's on Park Avenue, I welcome any improvement by way of reducing on road parking along Mapperley Road. At school pick up/drop off times, parking near to Park Avenue on Mapperley Road is a problem and parents often park half on road and half on pavement on s side of Mapperley Road, so I would be keen to see no waiting at these times/any time between Vickers St and Park Avenue - join up the grey lines, not just line around the junctions themselves. There is ample parking on Vickers Street and adjacent roads - parents are just too lazy! They cause an impediment to traffic and pedestrians and increase risk of accident.

At junction with Mansfield Road proposals are an improvement, but I question whether lining goes far enough east along Mapperley Road - should at least be monitored.

Thanks, Phil"

City Council Consultation - your letter of 9 Dec re Hadden Park, Wigman Rd - Highway Works, Traffic-Calming Scheme (TCS0011) and TRO (TMP6876) 20mph zone – my message of 15 Dec to Sue Thorpe, City Council:

"Dear Ms Thorpe

Thank you for your letter of 9 December about these proposals.

We note that the proposed works include build-outs and would like to emphasise the importance in the detailed design of these of avoiding a situation where cyclists feel squeezed and therefore possibly intimidated by passing motor vehicles.

Yours sincerely,
Hugh McClintock,
for Pedals

....and response of 15 Dec from Sue Thorpe, City Council:

"Good Afternoon Hugh

Thank you for your comments. I can confirm that Steve Brewer has been involved in the original consultation and design of the scheme to ensure that cyclists were given adequate room for manoeuvre. Also, the original design of a staggered Toucan was changed to a Puffin so that cyclists did not have to negotiate the staggering of angles when motor vehicles were passing.

I hope this alleviates your concerns Hugh

Kind regards, Sue Thorpe

Exchange of messages of 10 Dec with Steve Edwards, City Council re TRO 2010 TMP 6870 - Abbey St area Lenton Parking etc. changes and Gregory St (Clayton's Bridge):

"Steve

Thanks for your prompt and helpful letter. I am glad that you are aware of the issues of car parking obstructing cyclists in the Clayton's Bridge area on Gregory Street / Lenton Lane and that you hope to do something about it in the near future. This is of course a very important cycling route, including for many cyclists riding to and from the QMC and University Park so effective early action to tackle this would be very welcome please, and without waiting for the major changes in the next year or two when construction work start on the NET extension line to Beeston and Chilwell, etc. best wishes, Hugh

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

From: [Steven Edwards](#)
To: [Hugh McClintock \(Dell\)](#)
Sent: Friday, December 17, 2010 3:44 PM
Subject: RE: your letter of 10 Dec re TRO 2010 TMP 6870 - Abbey St area Lenton Parking etc. changes [Scanned]

Hugh,
Thank you for your support regarding TMP 6870.

With regard to the issues you mention on Clayton's Bridge, not only am I aware of these but my wife suffers this exact issue when she cycles to and from work.

A colleague of mine is working on an order in that area and I have requested funding to allow him to incorporate a solution to this into his scheme which I hope will be something he will be able to do in the near future.

Regards,
Steve Edwards
Nottingham City Council
Technical Officer - Traffic Management
Development
Tel 0115 9156132
Fax 0115 9156591
E-mail steven.edwards@nottinghamcity.gov.uk

From: Hugh McClintock (Dell) [<mailto:Hugh.McClintock@ntlworld.com>]
Sent: 17 December 2010 15:35
To: Steven Edwards
Subject: your letter of 10 Dec re TRO 2010 TMP 6870 - Abbey St area Lenton Parking etc. changes [Scanned]

Dear Steve
Thanks for your letter of 10 December about these proposed changes which Pedals supports as well as any other measures to discourage the obstruction by parked cars which still occurs at the west end of the cycle cut-through between Priory Street and Old Church Street.

I might take the opportunity to mention that we would strongly welcome measures nearby, on Gregory Street, to reduce the common prevalence of cars parking on the footway between Old Church Road and the bridge over the canal. which often also results in the obstruction of the 'cycle bypass' intended to help protect cyclists from being squeezed by passing motor vehicles in the vicinity of the central refuge, making this facility at least very awkward to use, if not impossible to use safely.
Hugh McClintock
for Pedals

Bath Street (Sneinton) Architectural Design Competition Public Consultation Event, 2 Dec – my message of 2 Dec to Nottingham Regeneration Ltd:

"Andrew
Thanks for inviting me to this Public Consultation Event this afternoon.

As a cycling organisation we have no particular comments on the most features of the 3 possible schemes but would like to emphasise the general importance of the selected scheme including good cycle storage, with easy, convenient and safe access, and not just a small area tucked away at the back of a garage for cars or in an area for bins etc.

We also are keen to see that any new housing developments have good cycle access, meaning not only good dedicated cycling facilities (where appropriate and where there is space for good standard ones can be achieved) but also ensuring that safe cycle access benefits from wider traffic management measures such as shared surface streets, from which (general) motor traffic is excluded, as we understand in this case is being considered by the City Council on the west (Bedford Row etc) side of the site.
Hugh McClintock for Pedals

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

From: [Andrew Turner](#)
To: 'Hugh.McClintock@ntlworld.com'
Sent: Tuesday, November 23, 2010 4:14 PM
Subject: Bath Street Architectural Design Competition Public Consultation Event [Scanned]

Dear Hugh,
Nottingham Regeneration Limited would like to invite you to a public exhibition designed to introduce and discuss the proposed residential opportunity on Bath Street, Nottingham. The site comprises of surplus land from the redevelopment of Victoria Leisure Centre which lies between the new leisure centre and Park View Flats.

An architectural design competition is currently underway involving three Nottingham based practices. The planned exhibition is an informal consultation event which allows an opportunity to see proposals whilst these are still at concept design stage. At the exhibition design concepts and evolution of the proposed schemes will be displayed and representatives of the three competing architectural practices will be available to answer any questions. This provides an opportunity to comment on the designs proposed and it allows for the architects to take account of community and other stakeholder views before they finalise their competition entries. Representatives from NRL

This event is the first stage of a consultation process on the proposal for this site. In December we will appoint one architectural practice to take their concept to the next design stage. There will be further opportunities for consultation of this proposal before it reaches planning stage.

The public consultation event will take place on **Thursday 2nd December 2010** between **2pm – 6pm** at The Nottinghamshire Wildlife Trust offices, at the Old Ragged School on Brook Street.

We hope that you will be able to attend the events. Should you have any further questions in the meantime, please do not hesitate to contact me on 0115 8764511 or aturner@nrl.uk.net

Yours faithfully,
Andrew Turner
Nottingham Regeneration Limited

A52T Sharp Hill subway - Fri 7 Jan site meeting (9.30) - confirmation of arrangements and items for discussion – my message of 4 Jan to Jeremy Dixon of AMScott:

“Jeremy

Just a short note to confirm the arrangements for our site meeting this Friday morning (7 Jan) at 9.30, meeting by the south (Landmere Lane, Ruddington) entrance to the subway. We can take refuge in the subway if the weather is wet and continue our discussions there.

Those I am expecting to attend, in addition to you and myself, are:-

- Karina Wells and Julian Bentley (local Pedals members, from West Bridgford and Ruddington)
- Rushcliffe Borough Councillor Rod Jones
- County Councillor Mike Cox
- Jane Baines, Rights of Way Section, Notts CC.
- Phil Rech, on behalf of the developers (substituted in fact by Paul Boatman of Bovis Homes)

I have also invited Clive Wood from the County Council but have not yet heard if he is able to come.

To recap, the main items for discussion, from the Pedals point of view are:-

- the suitability of the subway for shared cycle and pedestrian use, particularly with regard to clearance (I attach again the photos comparing this subway with the one under the A453T between Clifton Bridge and the Silverdale roundabout, where shared use has been allowed for many years, which Karina Wells and I took back in November, when I first raised this with you)
- the legal position regarding cycling in the subway, in relation to the recent claims for rights of way use on various footpaths in the Sharp Hill area, and the possibility of designating this section (through the subway) as public footpath with permissive access for cyclists
- the relationship of the subway, and possible shared use through it, to other existing and potential cycle routes in the area, between Ruddington and the east (Edwalton and Melton Road, etc. area) of West Bridgford both in the shorter and longer term, and, in particular in relation to implementation of the detailed plans for cycling and green infrastructure in the major new housing between Sharp Hill and Edwalton (with safe links to local schools and the Rushcliffe Leisure Centre etc), and including potential access improvements in the immediate vicinity of the subway, to make the approaches more suitable for cycling, with safe and coherent connections along the north side of the A52T to and from the section of Landmere Lane near the Garden Centre and Business Park. We envisage that the route between the subway and Ruddington would use existing quieter routes such as Landmere Lane (with speed restrictions), Old Loughborough Road, Ashworth Avenue and Rufford Road, perhaps with some measures to enhance the safety of cyclists crossing the A60 (Loughborough Road, just within the existing 40mph limit area). By fortunate coincidence I understand that the County Council are currently carrying out consultations on proposed Traffic Regulation Orders for 30mph and 40mph speed limit orders on Landmere Lane (Ruddington) and Old Loughborough Road (Job no. 8162; consultation letter of 17 December 2010 from Steph Walford, Project Engineer Improvements, Highway Design) which we will soon be writing to support in principle.
- the design and positioning of the barriers already agreed in principle to be installed in the subway to deter motor cyclists from accessing the farming land to the north of the subway, and the possible relevance of the design of barriers such as those installed in the subway under the A453T at Silverdale which deter motor bikes but which allow pedal cyclists to pass through relatively easily.

If it helps at all, particularly with regard to the latter points, we could go on from Sharp Hill to Silverdale to help our detailed assessment of these comparisons. I should also mention that a couple of us, Julian Bentley and myself, are involved in a further meeting later on that morning at the Rushcliffe Civic Centre, so it would be helpful if we could finish our meeting by about 10.30 at the latest.

I look forward to seeing you on Friday at 9.30
with best wishes for 2011
Hugh, for Pedals

....and my related message of 4 Jan to Steph Walford, Notts CC:
“your letter of 17 Dec 2010 re Proposed TRO 30mph and 40mph speed limit order Landmere Lane and Loughborough Rd (Ruddington) - Job 8162
“Dear Ms Walford

Thank you for your letter of 17 December 2010 (ref H/SLW/JH08016/TRO8162) asking for Pedals comments on the proposed Traffic Regulation Order 30mph and 40mph Speed Limit Order, Landmere Lane and Loughborough Road, Ruddington.

In principle we very much support these proposals, which are particularly welcome in the context, mentioned in the letter to Jeremy Dixon of A-One Plus which I copied to you earlier, of our strong interest in getting the subway under the A52T at Sharp Hill, north of Landmere Lane (Ruddington). formally designated for shared cycle and pedestrian use, as part of a longer cycle route between Ruddington and the Edwalton / Melton Road side of West Bridgford, with suitable connections on the north side of the A52T to the West Bridgford / Edwalton section of Landmere Lane (between the A606 and the Garden Centre and Business Park) and through the major new housing areas soon to be developed at Sharp Hill. As you will have gathered, this is due to be discussed at a special site meeting this Friday, 7 January, at 9.30.

On the Ruddington site we see both Landmere Lane and (Old) Loughborough Road being integral parts of this longer route, with minimum physical changes other than those associated with the new speed limits, and to help cyclists cross the A60 safely to and from Ruddington village. From this point of view we would prefer all of the new limits, both on Landmere Lane and Old Loughborough Road, to be 30mph and not a mixture of 30mph and 40mph, as now proposed.

On this basis we would fully support your proposals.
Yours sincerely,
Hugh McClintock
for Pedals

Wilford Toll Bridge gritting – my email of 10 Dec to Chris Keane, City Council:

“Chris

It is very good to see that Wilford Toll bridge has been gritted in the recent icy weather but I have also heard comments about the lack of gritting on the southern approach (Main Road) between The Ferry Inn and the bridge. Is it possible to ensure that this too is covered in future icy spells please?

Thanks and best wishes
Hugh”

Re: Ice on cycle paths: my reply of 12 Dec to email from Roland Backhouse:

“Roland

Thanks for this message.

We did mount have a campaign last year on this, the only result of which seems to have been that Wilford Bridge is now gritted (though not the approach from the south, i.e. Main Road between the bridge and The Ferry), as I have now pointed out (earlier this morning) to Chris Keane at the City Council, who you might also like to contact:

chris.keane@nottinghamcity.gov.uk

I also know very well about the Suspension Bridge which my wife and I used yesterday. My wife in fact had a (minor) slip when walking with her bike near the bottom of the ramp at the Welbeck Road end.

I will ask Peter Osborne to put this on the agenda for our next business meeting (in January) so that we can discuss it again. I might also mention that I have had an email with similar concerns from Julian Bentley.

best wishes
Hugh

..further message on this from Roland Backhouse (10 Dec) – copy of message to Chris Keane, City Council:

“Dear Mr Keane,

I have been informed that you are the person to contact regarding ice on major routes used by vulnerable traffic (pedestrians and/or cyclists) - which for brevity I will refer to as VTRs (vulnerable-traffic-routes).

I am an employee of the University of Nottingham and travel to the

University daily from West Bridgford by bicycle. My route takes me across the Suspension Bridge, along Birdcage Walk and Hill Street, all of which are major VTRs. However, none of these VTRs is ever gritted. I also travel between the Jubilee Campus and the Main Campus, again along VTRs. In addition, my son cycles daily to Experian (near B&Q), again along a VTR.

For the last two weeks, it has been quite treacherous along all of these VTRs and on some occasions I have judged it to be less dangerous to cycle along major roads (e.g. around the Dunkirk roundabout to get to the University). This morning was particularly bad, the icy conditions making it impossible even to walk except by holding on to railings.

The University has 30000 students and several thousand staff, many of whom have no option but to use VTRs. I am writing therefore to request that Nottingham City Council accord the same level of care to vulnerable traffic as it currently does to non-vulnerable traffic by ensuring that the major VTRs are gritted -- at the same priority level as the non-VTRs.

In addition (and vital if the council decides not to prioritise VTRs), I would request that the Council mount a major campaign to educate motorists on the dangers they pose to vulnerable traffic, particularly in weather conditions that force cyclists like myself to use major roads (like Derby Road or the Dunkirk roundabout). For example, the risk of pot-holes and ice at the side of the road make it essential that motorists give cyclists a wide berth when overtaking.

I look forward to the Council's cooperation on this issue.
Yours sincerely,
Roland Backhouse

...And my response with comments in forwarding this to Gary Smerdon-White and Chris Carter asking for this issue to be added to the agenda for the Cycling Development Group meeting on 13 Dec:

"Roland

Thanks for copying this to me. In view of the various comments I have now had again about this issue, I think it would be useful for me to take the opportunity of next Monday's Greater Nottm Cycling Development Group to raise this as an extra item, under AOB. We need further to raise the profile of this with both the City and County Councils.
best wishes, Hugh

...and my response with comments in forwarding this to County Councillor. Barrie Cooper:
" Barrie

Although this message is addressed to Chris Keane of the City Council it raises issues that Pedals would very much like to see addressed also by the County Council, regarding the gritting of well-used cycle facilities such as the Suspension Bridge (and approaches) and the shared path between Landmere Lane and Ruddington. Although most of the Suspension Bridge has remained relatively clear of ice and snow, a large patch of ice has for many days now plagued both much of the ramp on the Welbeck Road side as well as most of Welbeck Road itself. While I am well aware that constrained resources do not in general allow for the gritting of minor roads, we do think it very important to have regular gritting as ones that are key links in cycle routes, such as Welbeck Road, as well as for key links in the cycle network such as the Suspension Bridge itself and its ramps, and all the more given that this is a vital link for pedestrians as well as cyclists.

We will also be taking this up further with the City Council, including the importance of gritting on the Victoria Embankment approach to the bridge, but meanwhile am writing to ask please for your support in getting these maintenance issues addressed explicitly by the County Council in future icy weather in the way that, I am glad to say, the City Council are now doing in the case of Wilford Toll Bridge, in response to similar concerns we expressed last winter.

best wishes, Hugh"

...and my response with comments in forwarding this to Carl Cassidy, City Council, who deals with the Victoria Embankment:

Carl

One of the locations mentioned in this email to Chris Keane about the need for improved gritting of cycle routes is the Suspension Bridge.

Although the Suspension Bridge itself has remained relatively ice free in the last few days, though would certainly benefit from proper gritting there is a particular issue on the ramps at both ends, including the lower part of the ramp down to Victoria Embankment where ice seems to linger longer. It would therefore be very helpful please, from the point of view of pedestrians as well as cyclists, if you could please ensure that the whole bridge, and both its approaches ramps are kept clear.

We have also written to the County Council about this, mentioning the ice that tends to linger on the Welbeck Road end of the bridge.
Hugh, for Pedals

need for gritting of Wilford Suspension Bridge and its approaches – my message of 12 December to Fraser Pithie, Director of Operations, Severn Trent Water plc.:

" Dear Mr. Pithie

See you interviewed on BBC TV news today about burst water mains reminded me to raise with you the concerns that several people have expressed to me during or since the recent icy weather about the lack of gritting on the Wilford Suspension Bridge and its approaches which made it very treacherous to use for all users, whether cyclists, pedestrians or runners, etc.

My experience has that the main deck of the bridge has not been too bad but that the main problem has been on the approaches including the ramps, particularly on the Welbeck Road (West Bridgford) side where there was a particularly large patch of ice lasting a long time covering the bottom half of the ramp, and also most of Welbeck Road itself.

Pedals is taking up this matter with the City and County Council since we of course appreciate that the approaches to the bridge itself, although vital for bridge users, are their responsibility rather than that of Severn Trent but it would be very welcome please if you could encourage them to give this more attention in future icy spells as well as making sure that the ramps on both sides of your bridge are properly gritted.

best wishes

Hugh McClintock

for Pedals (Nottingham Cycling Campaign)

....message of 13 Dec from Spencer Sibson re gritting of cycle paths:

"Please find attached responses from Nottingham City and County Councils, I thought they might be of interest.;

Cheers

Spencer Sibson

E Support Worker, Adults,
Framework Development Team,
Adult Social Care and Health,
County Hall.

Nottinghamshire.

Tel: 0115 9773315

Mobile 07966483847

ss9@nottscc.co.uk

"Hello Spencer,

Thank you for taking the time to submit your suggestion on gritting cycle paths to the Bright Ideas website.

The Authority has done much work over the years both to promote cycling and to provide facilities for cyclists such as cycle paths and shared use footways as well as on-road cycle tracks.. In the County we now have approximately 300km of dedicated off carriageway cycle paths.

As you will be aware from the media coverage during this spell of adverse weather the issue of gritting/salting the highways in the County is one which causes much discussion and comment. Whatever your views are on the issues there is an aspect of gritting/salting that needs to be recognised and that is that for the rock salt that is used by highway authorities needs to be crushed into the ice and snow by traffic before it becomes effective. That requirement happens on roads where there are sufficient volumes of motor vehicles to crush and disperse the rock salt and as a result of this adjacent footways, shared use footways and on carriageway cycle tracks benefit from the overspray that is created meaning that they are usually free from ice and snow as well as the carriageway itself. However on dedicated cycle tracks away from roads it is very unlikely that passing cycles would be in sufficient volumes or have the mass to achieve the same effect. If gritting/salting with rock salt did take place on a cycle track then the result would be a surface that was little better than before and in all probability more dangerous to users because of the inconsistency in ice/snow melt.

You maybe aware that for such cities as York, Cambridge and Bristol where there are very high cycle usage rates there has been a great deal of debate in recent years about treating cycle tracks. They are all still looking at effective and affordable ways in which to achieve ice and snow free cycle routes. In Cambridge the County Council have this year started to trial the use of a quad bike to tow a trailer that sprays a liquid de-icer to treat some of their cycle tracks (a mountain bike and trailer as you suggest would not be safe for the operative or practicable from the point of towing a heavy trailer). This is obviously a financial commitment that they have decided to make but there are some limitations to the machine including the fact that it will take 250 litres of de-icer to treat 5km of cycletrack and this will take an hour to complete. The bike then has to return to a refilling point before it can resume any further treatment which will limit the amount of path that one machine can treat in a day. The product costs in the region of 80 to 90p per litre and the machine is about £10,000 to £13,000 to purchase. Given the size of the County's cycle network you can appreciate both the amount of resource that would be needed even to treat a proportion of the network and the potential costs - £200 approximately in just de-icer to treat only 5km. To treat the entire 300km of cycle routes would cost about £12,000 in de-icer alone each time the network was treated. In comparison it only costs approximately £16,000 for each treatment on the 1800km of roads within the County that form the treated network.

Given the limited resources that the County Council has available to deal with winter maintenance there is a need to make some decisions as to where to concentrate the resources on. In Nottinghamshire, as with most other highway authorities, the treated highways are A and B classification roads and major bus routes and these roads make up about one third of the total highway network. This ensures that vehicles including those operated by the emergency services, bus operators and commercial organisations can travel within and through the County and enables most travellers to reach their intended destinations once they have gained access onto these routes or allows many to use the major bus services.

Whilst I am fully aware that there are a wide variety of views on what aspects of the network should be prioritised the current network treated by the County Council provides the most widespread benefit to those having to travel in the County.

With regard to cyclists you will appreciate that many of the County's cycling facilities are located on or next to the carriageway of roads that are gritted/salted and these facilities will therefore benefit from the application of rock salt to the carriageway although as you will have noticed in times of exceptional snow fall this may not always be so. For those routes that are not treated then there is a need to consider the practicality of using the route or possible alternatives routes or means of transport - something that all road users have to do.

I trust that the above information clarifies the issues related to gritting/salting cycle paths and some of the reasons why the County Council is unable to include them in its network of treated routes at the moment.

Regards,
Clive Wood
Service Manager (Policies and Development)
Highways Division
Nottinghamshire County Council
Tel 0115 977 4585

Hello,

I apologise for the length of time it has taken to answer this email.

This is due to me having to be actively involved with the provision of the winter service, in organising the drivers and vehicles, supervision, loading of the vehicles, and driving the vehicles on occasions when drivers were in short supply, and dealing with emergencies!

While the council does have many communications methods in place, these all feed into me, and I was a bit overwhelmed at times!

I have had to react to emergencies and those items I consider to be the most demanding or in need.
I hope you can understand this, and can forgive me for the delay caused.

With ref to your question,

Good morning

Why can't they be gritted? I am forced to cycle on the road in cold weather, increasing traffic and endangering myself.

How about a mountain bike with a rear salt dispatching trailer

I assume you are referring to cycle lanes. These are treated by hand, but only reactively.

The Highway Winter Service is set up to keep the main roads, and main bus routes open, and we use "gritter vehicles" in order to treat the large areas involved, which have to be done around four hours before the 0°C is crossed.

In order to treat cycle ways in the same manner, we would need a lot of new equipment, and a much larger material store as well as additional labour to do the work required.

Hand treatment is used, and this is time & labour intensive, and in the event of further snow fall or ice formation, the work will be lost overnight, which is why it tends to be done when a break in the poor weather event occurs.

As to your suggestion about the use of cycles to tow a salt spreader, this would be of very limited use as the amount of salt required to treat a cycle lane is measured in tonnes, so such a cycle would need a seven tonne lorry to follow it around with the salt on board to supply it.

Regards, Martin Surridge,
Assistant Engineer,
Neighbourhood Services - Communities Department,
Highway Construction & Maintenance Section.
Maintenance Team.
Telephone 0115 915 2057 and Fax 0115 915 2100.

...and message on gritting from Julian Bentley to Chris Keane, City Council (13 Dec):

"Dear Mr Keane

I believe you are the person to contact re the distribution of gritting services in the City.

Firstly, I commend the hard work done *towards the end* of the recent icy spell in gritting heavily used cycle/shared footpaths in areas like Lenton, Dunkirk and on the Wilford Toll Bridge. (I have not ventured further afield recently)

However, I must draw your attention to the (southern) approach road to Wilford Toll Bridge, ('Main Road', Wilford) which has not been gritted at all, despite being:

(a) heavily used, including hundreds of pedestrians after/before school opening/closure (Emmanuel and St Patrick's schools)

(b) the Road being both significantly inclined and cambered - a risk factor in icy conditions

(c) the snow/ice being heavily compacted there due to vehicular usage, even though it is a dead-end

(d) Used by many cyclists on route to the city/other areas

I hope that, with more icy conditions forecast, this time you will be able to treat the southern approach to Wilford Toll Bridge as well as the other heavy use areas gritted recently - and that this would be best done as early as possible into the cold spell.

Yours Sincerely
Julian Bentley
Ridewise Instructor
Pedals Member"

...comments from Roland Backhouse about gritting of cycle paths in Nottingham and the Netherlands in sending on copies of references to Dutch experience of cycle path gritting (Roland worked in the Netherlands for many years so knows about this at first hand, I should point out!):

"Hi Hugh,

I've found a lot about the cycle-route policy in the Netherlands. As I thought, cycle paths are given the same priority as roads - which means that major routes are kept clear but minor routes are not. For example, I found on the website for Vught a list of all the roads and all the cycle paths that are kept clear.

This is the most interesting article I found:

[http://www.fietsersbondutrecht.nl/uploads/Thema/Strooien%20en%20vegen/Gladheidsbestrijdingsnota%20\(FB%20Utrecht\).pdf](http://www.fietsersbondutrecht.nl/uploads/Thema/Strooien%20en%20vegen/Gladheidsbestrijdingsnota%20(FB%20Utrecht).pdf)

("fietsersbond" cyclist's union, "strooien" means "spreading (of salt)", "vegen" means "sweeping" - in this context mechanical removal of snow.) The article seems to have been written as a result of events last winter when Utrecht's council failed to honour agreements about the treatment of cycle paths.

The article partially confirms what is said in the email below. It states that salt doesn't work (on cycle routes) where there is more than 2cm of snow. CROW (~ "traffic knowledge centre") recommends always sweeping cycle paths after snowfall, irrespective of the amount of snow and whether or not salt is used. (See section 3.5.)

The fietsersbond argues that salt **does** work (on cycle paths) when there is less than 2cm of snow. (See section 3.6.) It argues for the use of salt even when cost precludes sweeping when the snowfall is less than 2cm. It also argues that salt is vital in icy conditions where there has been no snowfall.

The article places special emphasis on the increased dangers where cyclists and cars share the same roads (section 1, section 3.5 and

section 4): made worse by cars compacting the snow to ice. It calls for sweeping such routes as a matter of urgency. (These are the two places in the article where bold letters are used.) It also calls for the width of the treated area to be increased in order to allow room for cyclists (section 3.4).

I think the Netherlands has lots of experience of what to do on cycle paths in winter weather and their expertise can be relied on.

I think we too should emphasise the dangers caused by the sharing of roads by cyclists and motorised vehicles. The sharing will only increase if the council refuses to treat Vulnerable Traffic Routes ("VTRs") since often there is only a narrow lane, the width of a car, that is truly safe - as was my experience on the Melton Road. And the dangers are much worse here in the UK!

If the local authorities do not agree to take specific measures to safeguard vulnerable traffic, I would propose campaigning for an immediate reduction of the speed limit to 20mph whenever there is a risk of ice (as announced by the met office) on all roads that might be shared by cars and cycles (i.e. where there is no separate, treated provision for cyclists). This is particularly important on roads like the Melton Road where the current speed limit is 40mph.

As I mentioned in a previous email, I have written to the Pro-Vice-Chancellor for the Environment at the University to request that the University put pressure on Nottingham City Council to treat VTRs in the vicinity of the University (like Hill Street). I will let you know if and when I get a response.

Perhaps the best way to start on any campaign is to make a list of high-priority VTRs. In my list would be Wilford Suspension Bridge, Birdcage Walk, Hill Street, University Boulevard and Abbey Street. (It's more than 10 years since I regularly cycled along University Boulevard and Abbey Street so I don't know what the current situation is. When I did cycle along them, neither was treated and at times they were very icy; they are also shared by pedestrians and cyclists making it doubly important that they are treated.)
Cheers, Roland

....and also this of 13 Dec from Roland.....

"Hi Hugh,

I've now read the full report:

http://www.vng.nl/Documenten/Extranet/Mobiliteit/Fietsersbond_Gladheidsbestrijding_Fietspaden.pdf

(The report I quoted from contained a summary of this report.) Note that this report is almost exclusively about how to deal with snow: it says that, on average, there are just 13 days with a snow covering each year in the Netherlands but there were 42 last year. I think the average snow covering in Nottingham per year will typically be less than 13 days but the effects of icy conditions (whether or not caused by compacted snow) could last for far more days.

It's worth looking at the photos (fig 8, page 17): of cycle paths in Poland that are swept. The CROW report recommends the use of roller brushes for sweeping cycle paths.

(There must be an economic argument for ensuring that cyclists and pedestrians can continue their healthy lifestyle during the winter months!)
Cheers, Roland"

.....further message from Spencer Gibson (22 Dec) forwarding comments from the Dept for Transport on gritting of cycle paths:

"Hi Hugh

More interesting stuff from Department For Transport.

Best Wishes, Spencer

From: Elina.Kamellard@dft.gsi.gov.uk

To: sibo_sibo@hotmail.com

Date: Wed, 22 Dec 2010 15:47:04 +0000
Subject: RE: Gritting cycle paths

Dear Mr Sibson

Thank you for your email dated 22 December, to Cycling England. It has been passed to the Department as sponsor of Cycling England.

Gritting of cycle routes and paths is a matter for local authorities to decide in terms of local priorities. However, it is important that a local authority should consider the impact on sustainable transport user access and safety during times of ice and snow.

Research by NHS Bristol, Cycling City and the West of England Road Safety Partnership found that non-collision cycling incidents (NCIs) were much more common than vehicle-cycle collisions as recorded by STATS 19 Police reports. The research found that in 2008/9 there were 9,882 non-collision cycle injuries compared to 1871 collision cycle injuries. The research found that slipping on ice was the main cause of NCIs with 26% of all reported NCIs and 35% of all NCIs on the commute to work. There were 1,662 ice related cyclist admissions to hospital in England with 75% of incidents occurring on the main highway or road.

Survey results are available at

<http://www.avon.nhs.uk/phnet/Avonsafe/Cycling%20Injuries/interim%20analysis%20summer%202010.pdf>

The report points out that gritting lorries and salting of highways is not guaranteed to remove all ice and that small patches of ice (which are insignificant to four wheeled vehicles) may remain and be sufficient to unseat a cyclist. However, a number of local authorities have taken measures to keep the most important cycle routes open to cyclists by gritting, including Bristol and Cambridge. In European cities like Copenhagen they have specific machinery for clearing cycle paths of snow.

Regards,
Elina Kamellard
Mrs E S Kamellard
Department for Transport
Sustainable Travel
Zone 3/24
Great Minster House
76 Marsham Street
LONDON
SW1P 4DR
020 7944 2983

From: Cycling England [mailto:Cycling.England@arup.com]
Sent: 22 December 2010 09:48
To: Elina Kamellard
Subject: FW: Gritting cycle paths

From: Spencer Sibson [mailto:sibo_sibo@hotmail.com]
Sent: 21 December 2010 15:56
To: info@cyclengland.co.uk
Subject: Gritting cycle paths

Hello,

I have been in contact with both Nottingham City Council and Nottinghamshire County Council regarding the gritting of cycle paths during the winter freeze. Both responses have stated that it is too expensive to do so.

I believe that this is a very narrow minded view as gritting cycle paths would allow cyclists to remain on them during the freezing conditions and not 'clog' up the roads risking life and limb.

Please see attached information from York City Council, Nottinghamshire County Council, Nottingham City Council and Pedals.

Any help you could give would be much appreciated.

Many Thanks
Spencer Sibson
77 Main Road
Wilford
Nottingham
NG11 7AP

Victoria Embankment pothole plague - urgent action needed please! my email of 10 Dec to Chris Keane and Carl Cassidy, City Council:

"Chris

No doubt you are or soon will be inundated with complaints about new potholes after the recent icy weather, from which of course cyclists suffer more than drivers.

However, I wonder if I could please put in a special plea for urgent action on the new plague of potholes on the Victoria Embankment. As well as being part of a key cycle route, linking to and from the Wilford Suspension Bridge etc, most of it of course is not lit (between the Suspension B ridge and the former Tollhouse pub) making it very hard to see potholes in the dark and therefore, in its current condition, extra dangerous for cyclists.

Thanks, Hugh

.....response of 13 Dec from Carl Cassidy

"Hugh,

Due to a recent restructure I am no longer the responsible officer for any improvement works at Victoria Embankment. I have passed this enquiry and any recent enquiries received from you on to Mr Luke Wilson.

Please contact Luke on luke.wilson@nottinghamcity.gov.uk for any future requests/suggestions that you may have.

Thanks, Carl Cassidy

Contracts & Performance Officer

Eastcroft Depot

London Road

Nottingham

NG2 3AH

01159152068

07949060783"

....further comments (15 Dec) from Spencer Sibson, enclosing a message on this topic from Andy Vose, York City Council:

"Hi Hugh

Another interesting reply from York, the Powerflex's ability to work in all seasons negates the argument that it is expensive and can only be used for a few days a year!!

Cheers, Spencer Sibson

"Good Morning Spencer,

Following last year's big freeze, we (the City of York Council) have rewritten our Winter Maintenance manual. There is now a specific mention of cycle routes in the document and they have been prioritised into high, medium and low priority to enable us to identify which should be cleared and gritted and in which order. We have also purchased a dedicated machine which is solely to be used on cycle routes to free up more time for other machines to tackle some of the city centre footpaths. This machine is narrow enough to get onto cycle paths (we have had to amend a few of our barriers so it can squeeze through) and has brushes at the front to clear the snow and a gritting unit on the back (see link: <http://www.powerflex2100.co.uk/pf2100/snow.html>). Although this wasn't a cheap piece of kit it can also be used during the other seasons to sweep paths and edge out verges so it should pay for itself.

Although the new policies were in place for the most recent batch of snow the system hasn't really worked as well as we had hoped as some of the equipment used to grit and clear cycle routes was deployed clearing footways and we had a few mechanical breakdowns to deal with. We were also not helped by the fact that the snow didn't really stop for long enough to get out and clear it before starting again and once it did stop it had become fairly compacted and the snow clearer struggled to get it broken down and swept off. Gritting compacted snow doesn't really have the desired effect as it doesn't get crushed and spread about like it does on carriageways by much heavier vehicles so tends to burn holes where it lands and you end up with a potholed effect which can be more dangerous to ride on than the compacted snow.

I had a meeting with my counterparts in our Highway Infrastructure team yesterday to come up with a revised plan of action ready for the forecast snow and freezing conditions which we are supposed to be getting tomorrow and the plan will be to clear the high priority network of snow and grit it as the unit goes along then target the medium priority routes. If we just get freezing weather and no snow then the whole of the network will be gritted (this takes two whole days). The network to be gritted has been developed over the past couple of decades and is now up to approximately 40km. Initially we only used to grit inclines and sharp bends but now do whole routes. Some of the inclines and bends have had anti-skid surfacing applied to them using capital funding to save us having to grit them which uses up scarce revenue funds. I hope this helps. As you can see it is a tricky one as it all depends on what the ongoing forecasts are because we won't send a gritter or snow clearer out if there is more snow forecast in the short term and then it can be too late to clear it as it becomes too compacted.

Some of the documents I have referred to can be found at the following link in the section on the right hand side

<http://www.york.gov.uk/transport/roads/gritting/grit/>

Regards, Andy Vose,

Transport Planner, City of York Council

☎ (01904) 551608

☎ (01904) 551340

✉ andy.vose@york.gov.uk

Cycle racks at the Manor Surgery, Beeston – message of 8 Dec from Robin Phillips:

"Dear Hugh,
You will be pleased to hear that the Manor Surgery have installed 4
good strong Sheffield-type cycle stands round to the left of the front
of their building.
Best wishes, Robin.
NG9 1BT"

Cycle parking outside Beeston Post Office: exchange of emails of 8 Dec involving Robin Phillips, Carolyn Ormerod of the Wetherspoon's Estate Department and Andy Pooley and John Delaney of Broxtowe Borough Council, etc.:

" Paul
Is there any LTP funding you can offer? I concur with the lack of cycle
parking at this end of Beeston.
Thanks
John

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

From: Pooley, Andrew
Sent: 09 December 2010 16:17
To: Delaney, John
Subject: RE: need for cycle parking outside Beeston Post Office

John
My comment from casual observations is that in the square at present on
a normal day (not a cold snow everywhere day) bikes are being locked
against the trees and street furniture because there are not enough
stands so one or two hoops outside the post office wouldn't be a bad
thing. Not sure if we can or cannot support such a request.

Andy
Andrew Pooley
Energy and Sustainability Manager
Estates Section, Directorate of Environment
Broxtowe Borough Council
Council Offices
Foster Avenue
Beeston
Nottingham NG9 1AB
Tel: 0115 9177777 Extension Number 3742
Fax: 0115 9173508

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

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]
Sent: 09 December 2010 16:03
To: Delaney, John
Cc: Clive Wood; Wendy Bell; Terry Scott; Steve Barber; Sharon Edgar;
Robin Phillips; Peter Briggs; Martin Quarton; Mara Ozolins; Kirstie
Reavell; Keith Morgan; Katie Holland; Jon Parker; Joanna Ward; Jayne
Freeman; Ian Cohen; George Reynolds; Gary Smerdon-White; Coral Simpson;
Andy Wickham; Pooley, Andrew; Brian Goss
Subject: need for cycle parking outside Beeston Post Office

John
Please find attached a letter to Wetherspoon's plc Estate Office, written
at the request of Robin Phillips, about the need for improved cycle
parking outside Beeston Post Office.

It would be very useful if Broxtowe Borough Council could support this
request please.
best wishes, Hugh"

" Dear Ms. Ormerod,

Need for improved cycle parking outside Beeston Post Office, Nottinghamshire

One of our local members in Beeston, Robin Phillips, has reminded me recently of the continuing need please to improve
cycle parking outside the Post Office in Beeston, a building which we understand is now in the ownership of
Wetherspoon's.

As well as being of direct value to users of the Post Office such provision would take some of the cycles off the square where there are not enough cycle parking spaces for bikes.

It would also be useful please if the cycle parking provision could be covered and well-signposted.

Yours sincerely
Hugh McClintock
For Pedals (Nottingham Cycling Campaign)"

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

From: "Robin Phillips" <robin-phillips@talktalk.net>
To: <Hugh.McClintock@ntlworld.com>
Sent: Wednesday, December 08, 2010 5:50 PM
Subject: Beeston P.O.

> Dear Hugh,
> A friend who works in Beeston P.O. tells me the building now actually belongs to Wetherspoon's.. You recall that some years ago we got a dusty reply when we suggested to the P.O. that bike parking would be a good thing to provide.
>
> I happen to have the details of their Estate Office. My friend suggests we might approach them first, and also try Broxtowe Council.
>
> Carolyn Ormerod (Estates Office), J D Wetherspoon plc, PO BOX 616
> Watford, Herts., WD24 4QU,
> Phone: 01923 477 843,
> Best wishes, Robin.
> Robin Phillips,
> NG9 1BT

Re: need for cycle parking in the Beeston Square area, etc. – my response of 10 Dec to emails from Steve Barber and other local cyclists in the Beeston area.

"Steve
Thanks for your support and interest in being involved in a site meeting to discuss this further. It is clear from the response that a lot of people would like to see this need properly addressed.

I am happy to leave Robin Phillips and Peter Briggs (and any other interested local parties) to liaise with you and John Delaney to fix this.
best wishes
Hugh

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

From: "Steve Barber" <steve_barber@ntlworld.com>
To: "'Hugh McClintock (Dell)'" <Hugh.McClintock@ntlworld.com>; "'John Delaney'" <John.Delaney@broxtowe.gov.uk>
Subject: RE: need for cycle parking outside Beeston Post Office

>I would be interested in a site meeting as to where would be the place for
> this. I fully agree that additional cycle parking is needed.
> Cllr Steve Barber
> Broxtowe Borough Council
> Town Hall
> Foster Ave
> Beeston
> Nottingham
> NG9 1AE
> 0115 922 5806

...my follow-up email of 12 Dec to local Pedals members in the Beeston area re site meeting on 17 Dec to discuss this:

"Dear Beeston area Pedals members

Thanks for the many emails that several of you have sent over the last 24 hours in response to the original email from Robin Phillips about the need for more cycle parking outside the Post Office. It is clear that there is a much wider concern about the need for more cycle parking in that area of the town centre, particularly around Beeston Square as well as at other locations such as near to Hallams.

I have also had some comments on the poor quality of the cycle parking at the new Tesco store and we would welcome further feedback on this too please.

As you can see from the message below from John Delaney of Broxtowe Borough Council there is a chance of finding some money to meet at least some of your suggestions and these will now be discussed further at a meeting on 17th December involving John and Cllr. Steve Barber from the Borough Council as well as Peter Briggs and Robin Phillips representing Pedals.

Please let Peter or Robin have any further suggestions before then, either directly or indirectly via me.

Thanks again for your response and interest. I do hope that we can now get something sorted!
best wishes
Hugh, for Pedals

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

From: [Delaney, John](#)
To: [Joanna Ward](#) ; [Steve Barber](#) ; [Robin Phillips](#) ; [Hugh McClintock \(Dell\)](#)
Cc: [Peter Briggs](#) ; [Gary Smerdon-White](#) ; [Pooley, Andrew](#) ; [Paul Hillier](#)
Sent: Friday, December 10, 2010 3:47 PM
Subject: RE: need for cycle parking outside Beeston Post Office

Dear all

Hi all lets aim for 10.00 at Beeston Post office

Friday 17th December

It looks like Broxtowe-held s.106 monies are a clear possibility (subject to Broxtowe Cabinet approval)

Thanks, John"

....message from Coral Simpson (11 Dec) re Beeston (town centre) etc. cycle parking:

"Hi

I wonder whether or not I am too late to comment?

1. I agree that cycle parking in the post office area of Beeston need review and is awkward.
2. As well as the Beeston situation, some Tesco stores, even large ones, have no proper cycle provision at all. So if there is a new Tesco built, for example, on the border of Sandiacre and Stapleford by the canal, it would need lobbying for proper cycle provision. Particularly because that particular Tesco on the Sandiacre and Stapleford border lies exactly by the cycle route and Nutbrook Trail.
3. The whole road area around the Post Office in Beeston is overcrowded with parking and cars that are making temporary stops etc, and the whole traffic situation in that area tends to be risky for both cyclists and pedestrians.

Thanks for your time and efforts.

With warm regards

Coral Simpson

....my response to Robin Phillips on his report on the outcome of our meeting on 17 Dec with Cllr. Steve Barber to discuss sites for further stands in Beeston town centre:

"Robin

Thanks for this useful summary of our meeting today.

It would perhaps be worth emphasising our agreement, as endorsed by Steve Barber, that, in view of the urgent need to provide more bike stands in Beeston Square that the plans for the start of work on the NET extension in early 2012 should not be used as a pretext for not installing any more stands until after that work was complete but rather that provision should be made now and that it would then be relatively easy to take out / move the stands later when work gets underway on the tram and other redevelopment nearby, with new permanent locations then being incorporated as an integral part of those plans.

Also, don't forget suggestions made by other people for more bike stands elsewhere in the town centre, e.g. Wendy Bell's comment (in her email of 9 Dec):

"I've also tried to get a couple of cycle stands near to Hallams greengrocers as it is always really busy at that end of town - I mentioned it in the shop and have also written to Broxtowe Borough council who told me that they didn't think there was a shortage of stands in Beeston....
good luck. Wendy Bell"

After you left us Steve and I went to inspect the two lots of cycle stands in the new Tesco store. It was good to see that one of these locations, on the east side of the store, is undercover, and not too far from the main

store entrance, if not ideally convenient. The attractiveness of the other batch of stands, on the Station Road side near the toucan crossing (where no bikes were parked at the time of our visit, unlike at the undercover ones) may be greater in future when the whole area opposite has been comprehensively redeveloped, as Steve pointed out, although even then, the blank wall adjoining this group may well lead some cyclists to feel that they are less secure than the others.. The stands at Tesco look nice (similar design of course to the ones installed a year or two ago on Beeston High Road) but, I think that most cyclists would agree, they are not as good to use as the basic 'Sheffield' type inverted U-Shape, with a straight horizontal top, rather than a sloping top. Although it is too late to get this provision changed it would still be useful to get more feedback on what people think of them.

No doubt John Delaney from Broxtowe BC will get back to us if he needs clarification of any of our suggestions.

best wishes for Christmas and the new year
Hugh

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

From: "Robin Phillips" <robin-phillips@talktalk.net>

To: "Delaney John" <John.Delaney@broxtowe.gov.uk>; Subject: RE: need for more cycle parking in Beeston Town Centre - site meeting on 17 Dec

> Dear John,
> Steve Barber, Hugh McClintock and Robin Phillips met at 10:00 a.m.
> outside the Beeston P.O. Joanna Ward sent her apologies.
>
> May I summarise the suggestions from the brief meeting as follows:
>
> 1) At the W end of the P.O. frontage stands a double pillar box. To
> its W is an indented corner, then a single shop/office unit currently
> for sale by CP Walker. We suggest a row of 3 stands here, which need
> not obstruct the light to the large front window of the building.
> Spaced apart linear 1 metre a group of 3 stainless tubular stands
> would only need 2 metres in length. You may prefer to set them
> diagonally as has been done in the High Road, to reduce rear
> projection of the bikes. They would not obstruct the approach to the
> ramp leading up to the P.O. main entrance.
>
> 2) In the central paved area of the Square there is a metal
> electricity utility box, with prominent numbering 30163. It should
> be possible to place a row of stands similarly here, possibly 4 in
> number, aligned suitably to the kerbing and utility box.
>
> We deliberately omitted at this stage consideration of the effects of
> the tram, and the redevelopment of The Square.
>
> I hope this summary is accurate and useful. Yours sincerely, Robin.
> Robin Phillips,
> NG9 1BT

.....response of 31 Dec from John Delaney, Broxtowe BC:

"Hello all

We'll be taking a report to Broxtowe's Cabinet on 25th January with some proposed locations, funded via s.106.
John"

Report of site meeting of 21 December with Keith Morgan, city Council, to discuss improvements to Clifton Boulevard cycle paths (west side) by University Park between Derby Road and the Dunkirk Island:

Arthur Williams and I met Keith Morgan to discuss the need for improvements on the cycle paths by University Park, particularly the narrower sections at the bottom of the hill between the footbridge over Clifton Boulevard (from the QMC etc) and the Dunkirk flyover, but also including a few problem areas at the top of the hill on the south-west side of the Derby Road underpass and including the case for the much-needed contraflow link into the campus alongside the general campus exit by the west side slip road, just south of the Derby Road junction.

Some of the stretches by the bottom of the hill will in any case need to be changed as part of the plans for the new tram bridge across Clifton Boulevard between the south side of the QMC and Science Road on the east side of University Park.

Proposed improvement for cyclists on the west entrance to University Park and the west entrance roundabout (Beeston side);

Keith Morgan tells me he has had objections to these (especially the proposed raised surface cycle path by the west entrance on the east side of the roundabout) from bus companies who are threatening to withdraw all bus services from the campus if these plans go ahead! For some reason they do not seem to have taken a similar line to the new plateaus introduced on the campus! This may need high level negotiation to sort out!

David Lane Tram Stop (Basford) and River Leen Biodiversity and Access Strategy proposals for improvements to riverside path by the River Leen

This was briefly mentioned at a meeting I went to in early December of the Greater Nottm Light Rapid Transit Advisory Committee because of a demand from some local residents for the City Council to close off a short cut now used on the north side of the tram stop. The situation will be changed, it was reported, by the proposed new alignment of the riverside path, on which public consultation is to take place soon.

I sent a copy of the Committee report to Andrew Martin to comment on.

New Contact for Victoria Embankment matters:

Carl Cassidy from the City Council has told me that Luke Wilson has now taken over from him as the person to contact with any matters (maintenance, signs, etc) relating to the Victoria Embankment (which being strictly a public park comes under the City Recreation Department). His email address is: luke.wilson@nottinghamcity.gov.uk

Beeston Station improvements and cycle access (Sustrans NCN Route 6 etc.) – my message of 4 Jan to (Broxtowe Councillor and Pedals member) Steve Barber:

"Steve

Very glad to hear about the confirmation of the plans for Beeston Station improvements. I wonder what account is being taken in these of the needs of cyclists, not just in terms of improved / expanded cycle parking but also in terms of taking the opportunity for achieving some of the longstanding aspirations for cycle access improvements which Pedals has had, going back to when the cycle route between the Station and Queen's Road East etc was first developed in the 1990s (or even 1980s, in the case of some bits!), sometime before it became part of Sustrans National Cycle Network route 6 in about 2000. We regretted then that no opportunity was taken to improve the alignment of the route near the railway east of the station and there seems to have been no further attempts to get action on this in recent years.

best wishes for 2011

Hugh

.....response of 5 Jan from Steve Barber:

"Details attached, not very much actually. I'm going to contact the Beeston Express I'm slightly disappointed but pleased that at least something is being done to tidy up the area which is a bit run down at the moment. I'll suggest they contact you Hugh.

Steve"

improving the surface of the link to the Grantham Canal towpath from Buckfast Way (West Bridgford) – my message of 12 Dec to Paul Hillier, Notts County Council:

"Paul

A couple of months ago you may recall that I raised with you the very poor condition (especially in wet weather) of the relatively short path that links the now much improved Grantham Canal path in the Gamston area with Buckfast Way, West Bridgford, and whether there was any chance of finding some funding to improve this, especially bearing in mind the increased disparity between the condition of its surface and the much better surface on the nearby canal path.

I recall that in your reply you said that you were familiar with the need for such improvement and would investigate the possibilities of finding some funding from County or Borough Council sources. I therefore wondered if you have yet been able to make any progress with this please?

best wishes, Hugh

...his response of 13 Dec:

"Hi Hugh,

The issue remains on my list but it isn't a high priority at the moment and I haven't done anything about it.

Regards, Paul Hillier

Local Transport Plan Programme Manager (South Nottinghamshire)

Nottinghamshire County Council

Tel: 0115 977 4866 Fax: 0115 977 4054"

Notts CC: Third Local Transport Plan consultation - Comments from Pedals (submitted on 11 Jan)
"Third Local Transport Plan - Comments from Pedals (Nottingham Cycling Campaign)

Building on Past Performance

It is very important that the reductions in cycling levels in some parts of the County referred to are addressed through a series of mutually reinforcing measures, in terms both of 'hard measures' such as infrastructural improvements and in terms of 'soft measures' such as increased access to cyclist training and featuring cycling prominently in the formulation and implementation of travel plans, including workplace-, school- and residential travel plans.

Transport Vision for Nottinghamshire

We welcome the proposed long-term vision at three spatial levels and specifically:-

- a) within local neighbourhoods, the commitment to provide safe and sustainable access to local facilities and services,.....and including priority for pedestrians, cyclists and those with mobility difficulties
- b) to provide everyone with safe and sustainable transport options for movement within and between our towns and district centres. This must however include options for integrating cycling with public transport and plentiful, secure and convenient cycle parking as well as parking for private cars.

Strategic goals

We welcome the inclusion among these strategic goals of the need to encourage sustainable and healthy travel, and also minimising the impacts of transport on peoples' lives, the environment and helping to tackle carbon emissions. Promotion of cycling is vital to all of these, as well as in promoting access to key services.

Transport objectives

We are pleased to see that encouraging people to cycle is included in the transport objectives, based on the feedback on the 12 local transport challenges included in the earlier public consultation, as well as the need to reduce transport's impact on the environment, adapting to climate change, the development of a low-carbon transport system, improving levels of health and activity by encouraging active travel instead of short car journeys, and addressing and improving personal safety (and perceptions of safety) when walking, cycling or using public transport. We also welcome the inclusion of the objective to maintain and improve existing infrastructure, which must include cycle facilities as well as roads and footways, etc.

Wider issues and challenges

The expected peaking of oil production in the next few years, with much higher oil prices, and the consequent urgent need to investigate alternative fuel sources and promote alternative forms of transport other than the private car makes the need for comprehensive increased promotion of cycling all the more vital, as do also the increasing challenges of addressing climate change and reducing carbon emissions.

Delivering the transport objectives and making better use of existing infrastructure

In the current much more constrained financial climate the need to concentrate transport spending on cost-effective and smaller-scale projects, such as the promotion of cycling is all the more vital, as is also the need to make the best possible use of existing infrastructure, referred to in the consultation document, we are glad to see. This should include upgrading this where appropriate, as an alternative to large-scale new infrastructure.

High standards of maintenance are also all the more vital in this context, as well as demand management to encourage more selective use of private motor vehicles and greater use of bikes, especially for shorter trips. Lower and better enforced speed limits, including much wider use of area-wide 20mph zones in urban areas, are also another very cost-effective way to promote cycling (and walking) and, if well implemented and enforced, can often reduce the need for cycling-specific infrastructure.

Pedals welcomes all of the suggested ways of making better use of existing infrastructure, especially reducing the demand to travel (by motorised means) on the existing transport networks, promotion of marketing of existing networks, improved asset management and the undertaking of small-scale improvements to the transport networks, including localised improvements.

As well as making the most effective use of limited County Council and other local authority resources to promote cycling, it is also, we consider vital, that delivery of measures to increase cycling are closely integrated with funding from other sources such as developer contributions and Highways Agency funding in the case of trunk roads. This has not always been the case locally and the need for this integration should be given greater prominence in future.

In conclusion we would like to emphasise the importance of detailed implementation of these proposed measures, if cycling promotion is to be effective, and for this to be undertaken in close consultation with local cyclists. To help this we would welcome the reestablishment of the cycle working parties which the County Council ran for many years and which provide a very useful opportunity for input by cyclists, for review and monitoring of progress.

We would also like to take this opportunity of drawing your attention to the Pedals comprehensive wish lists for Broxtowe, Gedling and Rushcliffe Boroughs, prepared about 3-4 years ago at the request of Paul Hillier, and revised in 2009, which still form the basis of the improvements we would like to see.

Hugh McClintock
for Pedals

PS. The deadline for response to the City Council's LTP3 consultation is 24 Jan, i.e. after our meeting and after the discussion s with Chris Carter, so I will send it in later.

8. Miscellaneous items

Next Pedals newsletter and possible lessons from the Derby Cycling Group letter which I circulated recently:

I propose to get the next newsletter to press soon after our AGM on 19 March, and with a big feature on the new Rural Rides arrangements.

Recently I circulated a pdf copy of the Derby Cycling Group newsletter and asked for comments on how people thought it compared with the Pedals newsletter. In response I had these comments from Gary S-W, and from Helen Hemstock of The Big Wheel.

I wonder what other people think of these comments and what we might learn from the DCG newsletter for our future issues? Has anyone any good appropriate jokes or other more light-hearted material, for example?

....comments from Gary, 13 Jan

"Hi

I like the jokes – there must be a special cycling set of Christmas crackers!

Seems to me the newsletter has a light touch, is less of a lobbying instrument and goes less into the detail of issues than Pedals would. Maybe there is a case for a Pedals E-Newsletter lite every so often
Gary"

....and from Helen Hemstock, 13 Jan

"I really like this - although, as per Gary's comment I appreciate that it's setting out to be less of a lobbying tool. This is a good way to get new people involved and engaged though - it's like a bite sized introduction to becoming active in cycling developments. I particularly liked the ABC approach of explaining the importance of the LTP as it's these types of issues that confused the non-initiated.

Helen

Future Pedals stalls / display arrangements from the 2011 AGM

In discussing future arrangements, and in view of the problems we have in getting people to help with stalls, I suggest that we review the whole question of how we handle such requests in future, and that we make an extra effort to coordinate with Ridewise as to which events Pedals and Ridewise are invited to and whether we really both need to appear, given that we display many of the same leaflets, etc. It may be that in future we only have separate Pedals stalls at a few major events such as The Wheelie Big Cyclists Breakfast and The Big Day Out (which takes place every other year).

I also suggest that, following the next AGM, as part of the new arrangements, we try to get a few volunteers for a subgroup to refresh our display contents, as it is now looking rather tired and battered, especially after all the use it has had in the summer months.

Incidentally, we have already had advance notice of one event to which we are bound soon to get an invitation and where, experience suggests, we tend to have more interest. If we can get enough helpers this might be one where we still want to have a separate presence. This is the West Bridgford Summer Gathering on Saturday 14th May 2011.

Possible Workplace Challenge Project in 2011: message of 1 December from Chloe Chaplin of Perfect Motion to all partners in the 2010 Project.

"Hi all,

It's been great working with you all on the Workplace Challenge over the past four months.

Thinking ahead for next year, I just wanted to touch base to see if we may be able to work together again on a similar project early next year, in the lead up to the Great Nottinghamshire Bike Ride. Next year will be the rides 30th anniversary year, so it would be ideal if we could do something in the run up to the event to really push it to Nottinghamshire residents and beyond.

Do you have any budget available for this? Even if it's a smaller amount than this year, we still think it's something that could work, particularly now we have the interest of the public.

Please could you let me know if you are able to offer any funding towards this and/or b any in-kind support and we'll take it from there. Also, any general thoughts on this would be much appreciated.

Many thanks, Chloe

Chloe Chaplin

Perfect Motion Sports Marketing
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...and my response of 1 Dec:

Chloe

Thanks for this message. Pedals is very glad to have been part of such a successful project and, I am sure, would be keen to be involved again with other partners in any similar project next year, on the same basis as this year, i.e. offering support in kind with publicity and promotion rather than any direct financial support.

Very good idea to tie this in with the 30th anniversary of the Great Notts Bike Ride next year, especially if this helps to remind people that it was in fact Pedals that started the GNBR in the first place!
best wishes, Hugh

Ilkeston Cycle Map – message of 22 Dec from Sheridan et al, Choose Cycling:

“Choose Cycling are working with CycleCity Guides, Derbyshire County Council, Sustrans and Erewash Borough Council to produce the first ever everyday cycling map of the Ilkeston area. We aim to have the map ready for distribution by Spring 2011.

A sincere thank you to Erewash LSP for providing funding for the map.

Have your say!

You can find the first draft of the map at <http://www.choosecycling.co.uk/node/139>. Let us know what you think. Have we missed out any important cycle routes? Do you think any other locations need to be included? You can have your say by contacting info@choosecycling.co.uk by 14th January 2011.

Sheridan, Stef and the team

Choose Cycling

Cycling and Green Travel Social Enterprise

www.choosecycling.co.uk

info@choosecycling.co.uk

01773 827450

07900 977990

Choose Cycling is a not-for-profit social enterprise and community group, based in Derbyshire. We create sustainable opportunities for people of all ages and abilities to enjoy travelling in healthy and environmentally friendly ways, whether cycling, walking, public transport or car-sharing.

Message of 4 Jan from Chris Gardner: The bike snob's guide to cycling tribes (Environment Guardian of 24 October 2010:

“Which one are you ?

<http://www.guardian.co.uk/lifeandstyle/2010/oct/24/bike-snob-guide-cycling-tribes>

chris

9. Any other business