

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 20 July 2009

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

AGENDA

(first half of meeting to be chaired by Andrew Martin, from 7.30-8.45 p.m, approx)

1. Welcome, and apologies for absence

2. Minutes of the Pedals Meeting of Monday 15 June 2009 and matters arising / update

- County Council Manifesto, attitude to cyclists and election results and implications for cyclists
- Wheelie Big Cyclists' Breakfast & Greater Nottm Transport Partnership Cycle Forum, Wed 17 June,
- Pedals wish lists for Broxtowe, Gedling and Rushcliffe and follow-up
- Great Notts Bike Ride: request to Cllr. John Cottee for plug for Pedals role in founding the ride in the 2010 ride brochure
- Pedals business cards / membership cards
- Capital One Bank Environmental Day on 24 June 2009 (to back up presentation on Pedals)
- Pedals Roadshow in Beeston, Commercial Inn, Wollaton Road, Monday 28 March and future Roadshow plans.
- Turning Point East proposals (east side of City Centre): message from Kirstie Turner, City Council, and report of 2 July meeting
- City cycle maps: proposed new format for 2010 revamp and possible relevance of new Northampton cycle map
- Report of 1 July meeting of Greater Nottm Cycling Development Group including
- Drawing up of a comprehensive Nottingham City Pedals wish list
- Promotion driver respect for ASLs, including posters and Bus Company support
- Proposed new Pedals poster designs
- Hucknall Road strategic cycling corridor improvements: request for feedback from Steve Brewer, City Council
- DSA User Group invitation for presentation on Pedals
- Proposed lighting scheme on Riverside Path between Suspension Bridge and Wilford
- Possible repair of the 2004 Pedals 25th birthday marquee

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

- Pedals business cards / membership cards
- Possible repair of the 2004 Pedals 25th birthday marquee
- Proposed contribution to costs of Karina Wells' West Bridgford Summer Gathering (6 June) expenses

4. Forthcoming meetings / events etc.

(Speakers at and other arrangements for) Pedals monthly meetings

- 17 Aug, 21 Sept, 19 October, 16 November, 21 December etc.

Other events:

- CANN (Climate Action Network Notts) special meeting on 25 July
- Big Day Out (The Big Wheel), Sun. 27 September
- Coordination with Ridewise over invitations to, and appearances at, events.

5. Pedals 30th birthday events in 2009

- **Cyclenation/ CTC national campaigners' conference** to be hosted by Pedals and Notts CTC on 14 November 2009 -
- report of first planning meeting on Tuesday 2 June
- Priority tasks and Pedals
- Friday and Saturday evening social events, Sunday rides
- emergency and back-up arrangements, etc.
- ideas for raising further sponsorship, including sponsorship in kind
- **Date for proposed late autumn meal at Crocus Café, Lenton** (e.g. late November, post campaigners conference)

6. Future Pedals newsletter arrangements (from 2010)

7. Cycle facility and traffic management matters:

- **Major matters:-**
- Greater Nottingham Growth Points Issues and Options consultation
- Bike parking at bus stops project (with Emda funding)
- Cycling on pavements update, including analysis of hotspots and locations with unclear signing
- Big Track cycle route direction signs and maintenance: my message of 5 July to John Lee, City Council:

- The Park Estate Ltd proposals to restrict public access along Lenton Road / Park Road between 23.00 and 05.00
- improving riverside paths in West Bridgford (Wilford-Suspension Bridge-Trent Bridge-NWSC) – my message of 8 July to Cllr. Barrie Cooper, Notts County Council
- Decision on planning appeal re Housing etc. proposals for Land East and West of Melton Road, Edwalton (Sharp Hill area, south of West Bridgford)
- Sharp Hill Woods, West Bridgford: complaints of abuse by some cyclists (item briefly raised under AOB at last meeting)
- Nottingham Gateway housing etc. scheme south of Clifton: comments on planning application
- Wilford Road, Ruddington: comments on County Council proposals
- A46 Dualling Proposals Exhibition, Cotgrave, 26 June
- Cyclists need to catch up with pedestrians! (message of 3 July from Rod King, national coordinator of '20s plenty of us' campaign)
- **Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):**
- Proposed St. Ann's Way, residents' Parking Scheme etc. TMP 6781 (comments needed by 21 July)

8. Miscellaneous items

- Request for inclusion of metric distances in 2010 Rural Rides programme
- Possible additional information for Pedals website including sources of Doctor Bike clinics, second hand bikes, and contact details for reporting ASL intrusion by buses
- Cycling increase at Becket School, West Bridgford.
- Non-violent training with Greenpeace on 1 Aug: message of 6 July from Jane Burd, Nottingham Greenpeace
- My holiday absence from 11-19 July (cycling in the Scottish borders)

9. Any other business

(15-minute break: 8.45-9.00 p.m. approx.)

10. Review of Pedals tasks and priorities (Essential and Optional) and future distribution of tasks from next AGM in March 2010

BACKGROUND NOTES (including extracts from some relevant emails)

* means feedback especially wanted please

** means help please!

1. Welcome and apologies for absence

Apologies for absence from

Mara Ozolins, Robin Phillips, Alison Russell, Peter Osborne, John Wilson,

2. Minutes of the Pedals Meeting held at 7.30pm in the Globe Public House, London Road, Nottingham on **Monday, 15 June 2009**. (taken by Arthur Williams)

Present: Hugh McClintock, Malcolm Kennerley, David Clark, Liz Kirk, Susan Young, Andrew Househam, David Miller, Arthur Williams, Andrew Martin, Coral Simpson, John Bannister, Terry Scott, Martin Quarton, Henry Twigger, Alex Dale, Mike Aston.

Apologies were received from: Richard Mallender, Alison Russell, Peter Osborne, John Wilson, Chris Gardner.

The meeting opened with a presentation by John Hindle of the Environment Agency.

Matters Arising from the minutes of 18th May, 2009.

a) County Council Manifesto: Hugh has had no response from Councillor Kay Cutts, the leader of the new Nottinghamshire County administration. The new transport portfolio holder is Councillor R. Jackson – maybe someone to invite to our meeting in November.

b) Cycle Maps: CycleNation are working on a guide for map production using a consistent map style, based on cyclists preferred routes. A discussion about the maps suggested that several groups would be required each to look at different areas. Henry thought the colours of the Northampton map confusing at first sight, but Alex thought the layout useful for people less familiar with cycle routes. For Nottingham, this type of map would require input from Pedals and the City

Council are open to new ideas for the next set of maps. Arthur, Susan, Andrew M, (I'm sure there were others) agreed to be involved in a group to feedback cyclists information to the City.

c) Response from County Council on wish lists: Hugh presented a reply from the county council in which various problems of funding and timescales were given as reasons why most of the list could not be implemented, at least in the foreseeable future.

d) CycleNation/CTC Conference in Nottingham on 14 November: The theme of working in partnership with other local organisations has been agreed. Susan commented that the need to present cycling as a "normal activity" was the key message from her from the recent Spring campaigners' conference in Manchester.

e) Co-operation with Transition Nottingham (TN): Pedals is to have a stall at the TN Energy event in Sneinton on 28 June, otherwise there are no major plans for co-operation.

e) Pedals Roadshows: The first "roadshow" event is to take place in Beeston on Monday 29th June.

f) Pedals Posters/business cards: Ideas are still needed for a new poster. The format should be A4, with the possibility of being reduced to A5. It should be designed in a way that it is still clear when photocopied in black and white. There was also a discussion about the merits of using business cards or membership forms. It was agreed that for most people a business card is more useful, as the information is unlikely to get out of date. It should only include a phone number, the web address and the Pedals logo. It was agreed that we need to find out costs of printing business cards.

A few membership forms are still needed for those wishing to join up at the time that they visit a stall. It was suggested that they should have a "valid to" date on them.

g) Repair of Pedals marquee: Dave Clark presented 3 options for mending the marquee roof, which has shrunk. It was agreed that he would liaise with Dave Miller to try stretching the material in Dave's garden. If this doesn't work we may need to pay £75 to get the frame size reduced or £100 for a new roof piece.

h) Liaison between Pedals and Ridewise for Events: Dave Clark highlighted the problem of having stalls from two organisations with offering the same material. Susan suggested that for some events a joint stall would be preferable. Hugh is to contact Graham Hubbard to find out which events they are planning to go to, and to suggest joint stalls where appropriate. Exchanging information on which events both organisation were invited to, and would be accepting, was vital, it was agreed.

Autumn Cycle Campaigners Conference:

Hugh outlined various tasks that will need people to be covered in preparation for the Conference. Each of these tasks should have a responsible person.

Obtaining further information from the Trent Students Union about the venue and facilities. ... Susan and Hugh agreed to do this; afterwards a list of additional equipment will need to be drawn up, and arrangements for security.

Finalise the conference programme by end August. It was agreed that we could offer a free copy of City County Forest to those booking early – e.g. at least one month in advance.

Obtain quotes for caterers; it was agreed to go for all vegetarian food – Andrew M agreed to do this.

Co-ordination of offers and requests for accommodation – Susan agreed to do this.

Handling of bookings and acknowledgments – Hugh and Di have agreed to take this on with back up from Susan when they are away in the first half of September.

Organising T-shirts for volunteers on the day. If necessary, Dave Miller still has a stock of Pedals T-shirts that could be used.

Displays and stalls. Arthur agreed to co-ordinate this. He will put together a list of possible organizations to contact.

There are also various tasks that will need to be covered on the day, including:

- a. Putting up signs and notices
- b. Setting up IT equipment, lighting, etc. It was agreed that we should put out a request for an IT volunteer – firstly through Roland Backhouse, or alternatively through CVS
- c. Looking after the bicycle store
- d. Putting together conference packs and handing them out on the day
- e. Security

It was agreed that there should be a Pedals 30th birthday cake to be cut at the morning plenary session. The cake could be sponsored, if we could find some organisation interested in taking this on.

For the Saturday evening, a suggestion was to go to Café Nomad. It was agreed to discuss this nearer the time.

Finance: Nothing major to report from Susan. It was agreed that it was no longer necessary to have a Pedals entry in the phone book, as people can find the number via the web-site.

Future Meetings:

It was agreed to plan a second 30th birthday meal out, after the conference in the second half of November, to be at the Crocus Café in Lenton.

It was agreed that the December "social" should be an informal meeting with lots of time for socialising rather than an organised programme with quiz etc.

Next meeting, in July will be another meeting with "breakout" sessions; Andrew is willing to chair meetings, others are welcome to volunteer.

Forthcoming Events:

Capital One Environmental Day, 24th June. Hugh will be doing a presentation. Dave Clark will help with a stall. Hugh to give times to Dave.

Transition Nottingham Energy Day, 28th June. Hugh and Arthur able to attend some of the time alongside Dave and Liz.

Colwick Woods, 5th July. Dave Clark has agreed to run a stall. Arthur may be able to help.

Cycle facility and other traffic management matters

- a) Turning Point East: Hugh is to collate comments by the end of June.
- b) City "wish list": Hugh agreed to collate suggestions over the next few months, to be submitted to the City Council.
- c) Hucknall Road Corridor: Steve Brewer has requested feedback on this completed scheme – to be submitted via Hugh.

Hugh, Susan and Roland met the Nottingham Student Union "Environment and Social Justice" officer, who is keen to start a student cycling group and work with the University on the planned Sustrans-supported project.

The meeting closed at 10.20 pm.

Update

new County Council promotion of cycling - offer of collaboration from Pedals –p my message of 19 June to County Councillor Richard Jackson, the new Transport Portfolio Holder for Transport and Highways

"Dear Councillor Jackson

We were very interested to read of your appointment as Cabinet Member and Portfolio Holder for Transport and Highways and look forward to working with you on the further promotion of cycling in Nottinghamshire, especially in the Greater Nottingham area on which we concentrate.

Below please find a copy of the message I sent last month to Cllr. Cutts about cycling, which you may find of interest.

You may also be interested in the extensive information about Pedals, including past newsletters, to be found on our website at www.pedals.org.uk This includes a special 'Timeline' feature with many images from the 30 years of campaigning which we are marking this year.

Yours sincerely,

Hugh McClintock

Chairman, Pedals (Nottingham Cycling Campaign)"

PS. No reply ever received to my previous message to Cllr. Cutts!

Wheele Big Cyclists' Breakfast (17 June), thanks from Katie Saxton, The Big Wheel:

"Hi Hugh

Thanks for taking part in the Wheele Big Breakfast last week. Just under 300 people had free breakfasts and it was good fun. That's partly thanks to Pedals' efforts on the day – I hope you enjoyed it and got as much out of it as we did!

I've attached a photo from the event for you, and I look forward to working with you again in the future.

Best wishes, Katie

....comments from Chris Dixon:

"Can I butt in and say thanks for the much improved veggie and vegan provision at this year's breakfast - the Harvest Cafe was certainly an improvement on previous years. It's a pity they succumbed to the wheelie big breakfast curse about cooking problems at the start of the event...
Cheers, Chris Dixon"

....and my response to Chris (22 June)

" Chris

Thanks for this and for your comments.

I gather that this year they had a second caterer for the breakfast but one who let them down badly at the beginning when they found that their gas canister was exhausted and they had to go home and fetch a spanner to change it! Next year they are considering having a take away option for those who can't afford to hang around! For various reasons they cannot start the breakfast any earlier than 8.
Hugh"

Feedback from Gary Smerdon-White re GNTP Cycle Forum, 17 June:

"Hi

Just a quick line to say thanks for your help at last week's Forum.

Feedback has been very good with a feeling that we got the right balance with explaining and informing about the big council projects, promoting a worthwhile scheme (Bike Club), showing the financial and management commitment of the PCT (who I've written to separately gently reminding Ron of the need for more funding in future years) and a bit of a celebration (Hugh – and well done again).

Also balance seemed to go well on 'having a say' and 'questions' even though they merged eventually.

Coming out of the Forum we have some things to discuss at the next Cycling Development Group including

- GN Cycling Development map
- Lobbying for national support for cycling schemes – especially revenue
- Driver Safety/respect Campaign
- Sports Notts considerations

So – once again – thanks

Gary

Great Notts Bike Ride: my exchange of emails with Councillor John Cottee, Cabinet Member for Culture and Community, Notts CC.:

"Dear Councillor Cottee

On behalf of Pedals which, as you may know, first started the event, and the many thousands of cyclists who took part in today's Great Notts. Bike Ride, could I express our very great thanks and appreciation to the County Council, to Boots and all the other sponsors and partners who once again organised such a very enjoyable and successful event? Please do pass on our warmest thanks to all concerned.

Yours sincerely
Hugh McClintock
Chairman, Pedals

PS. Several people in Pedals have commented to me recently that it is not widely known that Pedals first started the GNBR in 1982, 3 years before the County Council became involved and did so much to expand and develop the event. We wondered if it might therefore be possible in future GNBR brochures (and general publicity) please to include some brief reference to the history of the event and the fact that it was first started by Pedals?

...**Footnote (24 June)**. I had a letter in reply to this thanking for my letter and saying in response to my PS that he will mention this to the officers and see if this can be included in future.

Response from County Council on wish lists for Broxtowe, Gedling and Rushcliffe Districts:

No further news on this except that we have been consulted on what appears to be a very dubious shared path scheme on Wilford Road in Ruddington (see below).

No reply received to my message to Cllr. Richard Jackson, the new Cabinet Member for Transport and Highways (and car salesman by trade!) which rather confirms my doubts as to whether we can expect from the new County Council by way of spending on cycling.

They do however have a commitment to increase spending on highway maintenance, from which we should benefit, although even there, I understand, there are dangers, e.g. that resurfaced shared paths may be resurfaced without the

segregated shared path markings. We shall have to watch this closely and at least try to maximise the consideration for cycling in whatever transport/highway spending they are still making.

Pedals Business Cards:

There was for some reason some confusion as to what was agreed on this at the last meeting as Dave Miller said that he had not agreed to get quotes for printing these as both Dave Clark and Arthur Williams (who took the minutes seemed to think!).

Meanwhile Susan has kindly now offered to photocopy some more, as our supplies are exhausted, but we do need now to have some more permanent arrangement if we are now using these, as agreed, as the default option for encouraging people to join, only giving out the membership forms where they particularly ask for them and can't easily download them from our website.*

Can we afford, as Dave Clark has suggested, to print enough to distribute to all the cycle shops which give Pedals members discounts, I wonder?*

Presentation on Pedals to Capital One as part of their proposed Environment and Sustainable transport event on 24 June:

This has been postponed – new date not yet known.

Pedals Roadshow in Beeston on Monday 29 June

This seemed to go generally well, with about 15 people attending. A number of local problems areas for cyclists were mentioned in the discussion including Wollaton Road, Beeston and Swiney Road, Chilwell.

In the light of this I propose that we consider plans for the **next one, possibly in Sherwood and towards the end of September.**

I have already emailed Richard Cooper and Karen Fry about ideas for this, as some support from local members is crucial in arranging such meetings, as we had in Beeston from Mara Ozolins and Robin Phillips (although Robin had injured his foot and in the end could not get there on the day!)*

Turning Point East - Proposals for the first phase: report of meeting on 2 July involving Arthur Williams, Hugh McClintock and City Council (Kirstie Turner, Neil Harby and Hayden Reed)

Arthur and I had a useful to discuss our concerns and the reasons for the City Council saying that it is not practicable to provide for 2-way cycling on all of the Beck Street-Heathcoat Street link across Lower Parliament Street and Huntingdon Street when Beck Street is opened up to one-way (southbound) traffic next in the work due to start next January.

This is because of limited with, on-street parking and the major changes that would have to be made at the south end of Heathcote Street, including removal of the sitting out area, etc.

The need for two-way cycling will be less, we agreed, because East Street, just west of Heathcoat Street, and parallel to it, will become two-way. The Beck St-Heathcoat route will be one-way for cyclists from St. Ann's towards Hockley, and there will be traffic signals at the junction of Beck Street and Huntingdon Street.

We also raised the point about the need to avoid cycle stubs in the proposed new ASLs and were assured that longer feeder cycle lanes will be provided wherever possible but that this is not easy because space on these streets is in general very tight.

We also discussed other possible / likely future related changes including:-

- Making Brightmoor Street two-way (within 2 years)
- Improving the safety of cyclists turning right in to Cranbrook Street from the bottom of Hockley
- Upgrading of the cycle and pedestrian route between Goosegate / Hockley, Gedling Street and Sneinton Square (by the Victoria Leisure Centre), including a complete resurfacing of Gedling Street and extinguishing motor vehicle rights on it (within 3 years)
- The likely phasing of the rest of The Turning Point East proposals, on the eastside of the Lace Market, etc., on which we were consulted a year ago, and including major changes around the roundabout at the top of London Road, making all of Parliament Street 2-way for through traffic and encouraging the use of Bellar Gate and Cranbrook Street etc. for local access only plus buses and bikes.

Cycle mapping –further comments from John Cutler and Andre Curtis on possible relevance for Nottingham of new Northampton cycle maps:

“From: chair@cyclenation.org.uk

To: 'John Cutler' ; 'Hugh McClintock (Dell)'

Sent: Monday, June 15, 2009 10:43 AM

Subject: RE: Northampton cycle map possible relevance for Nottingham

Hugh,

Grading using a consistent objective basis I would argue does not slow up the process, if anything it makes the process faster. Much of the initial grading can be done at a desk particularly if the person doing the grading has some local knowledge. I think the grading of Tewkesbury, admittedly a small area, took a day. Cheltenham, no more than two days. Grading does need to be checked on the ground for some roads, but the actual grading I would agree with John is the easiest bit. The time consuming bit is the detail, putting the facilities, the road closure exemptions, the paths, destinations into the map etc etc.

I think it very important to have a consistent standard that can be replicated everywhere and this can only be done by having some guidelines. I think we need to take this opportunity now as this system, even though we only have 6 maps, is the most commonly used system we have, with all other cycle maps being individual stand alone systems. It is a system that is sufficiently flexible to take account of local wishes, and ties in with standard colours such as that used with Ordnance Survey. Ordinary road maps are in any case colour coded according to what type of road they are, the system is merely adapted to fulfil the needs of cyclists.

Best wishes, Andre

From: John Cutler [mailto:johncutler@ardua88.freemove.co.uk]

Sent: 15 June 2009 09:09

To: Hugh McClintock (Dell)

Cc: André Curtis; Susan Young (w); Susan Young (g); Terry Scott; Arthur Williams; Andrew Martin; Chris Carter; gary; Steve Brewer

Subject: Re: Northampton cycle map possible relevance for Nottingham

Hugh,

This is a quick note to cover one or two points in the hope that you see it ahead of the PEDALS meeting this evening. I will write something more detailed about the design and development of the Northampton map shortly. Also I apologise that more copies have not yet been available. Our cycling officer has been managing the launch of the map in Bike Week and has been keeping copies under wraps until then.

With regard to the difficulty of grading the roads, that does not seem to me a problem at all. I take the view that it must be done by a few experienced local cyclists on an intuitive basis. I am against trying to make it too scientific. On this point I may differ from Andre. Although it may be a good idea to have a theoretical background for the road classification, in practice actually allocating a colour to each road is better done as a matter of judgement rather than as a scientific calculation. Trying to be too complicated would not only make the process slower but practically impossible because of different conditions at different times and various special factors.

In the production of the Northampton map the colour grading of the roads was the least of my problems. It took me a few days more or less single-handed with just a few visits to look at some roads that I could not easily bring to mind. Clearly it would be better if a few more people were involved, but it is a mistake to have too large a group as it would make agreement over small points difficult. The overall time to produce the Northampton map was about a year. That was an improvement on Kettering because with that I started off as a complete beginner. Warrington I am told was done from start to finish in six months by a small group.

My greatest difficulties were in getting all the different destinations correctly marked such as schools, supermarkets, employment areas, nature reserves and public open spaces. It was also difficult deciding which paths to show as cyclable because in many cases the legal status is unclear.

There were some difficulties in dealing with the cartography firm and getting (nearly) all the errors out of the map proved a nightmare. As a final slip-up the map came from the printers folded in the wrong way (the copies I sent to Hugh and to Chris Carter I have read re-folded correctly.)

Regarding the front cover picture, the final map came out with it more dull than it had been on the drafts. However it is bound to be a culture shock to those who think that cyclists should always be depicted riding happily in the sunshine, helmeted and carefree. The principle of this map is that it is for cyclists. It is not to show the wonderful facilities provided by the local authority. It is not to support the contention that more money for cycle facilities can solve our problems. Overall the map sets out to represent reality truthfully with the idea that in the long term that is the best encouragement. Sometimes it rains, there are defects on the road surface, cycle facilities do not go where you want or even connect up. The reason most cycling maps are so useless is that they set out with hidden agendas rather than to have helping cyclists as their main purpose.

John Cutler

(There has been a flurry of other messages on the topic of cycle mapping, and what is appropriate for Nottingham. To save space I am not including them here but I have sent them on to those of you who at the last Pedals meeting volunteered to be part of a special mapping sub group to help ensure that the new maps reflect cyclists' perceptions of the safety of different local roads)

Brief report on Greater Nottm Cycling Development Group meeting of 1 July:

Discussion on **cycle mapping** dominated this two hour meeting, with very useful contributions from a number of people including John Cutler of CTC Northants (producer of the recent Kettering and Northampton cycle maps) and Nicola Jones of Sustrans, husband of Paul Rea who of course did those for (Lincs and) Notts. The possible relevance of the London cycle maps was also discussed.

Much of the discussion revolved around who are the maps are aimed at and what they are for. Are they to provide information on facilities and routes, are to show what areas and roads are like for cycling and then let people choose their own routes through them?

If a lot of information, on cyclists' gradings of routes, is provided, (and other local facilities and places of interest) will this make it harder to use maps and for the best routes (whether via cycle facilities or quiet roads, often shown in yellow) stand out enough?

John Cutler said that his Northants map had already proved useful in helping to identify problem areas for cyclists and Nicola said that it was very useful to combine mapping preparation with cycle audit work as Paul had done.

It seems to be generally accepted that paper maps in some form will continue to be needed even if online maps and journey planners will become increasingly important and more sophisticated, offering a choice of routes, direct and indirect, more or less scenic, more or less busy etc.

The City Council are putting in a lot of effort to capture data for their GIS system and which could then more easily be used to produced maps for bespoke purposes (e.g. bike access to our 14 November campaigners' conference venue). Chris Carter said however that they needed to do more work to categorise the roads.

It was understood that the emerging Cyclenation guidance on cycle mapping proposed 5 grades of roads in terms of cycling suitability, and it was agreed that Andre Curtis and/or John Franklin should be invited to a special meeting to discuss this further.

Brief report on other topics discussed at 1 July CDG meeting (full minutes to follow later from Gary S-W):

Sustrans / Universities bid for funding to DfT and Cycling England, including funding for 4 Bikelt officers posts:
Decision hoped for in August.

Nottingham Sustainable Travel City project bid:

Nottingham one of 8 cities invited by the DfT to bid for this funding, a further development of their Sustainable Travel Towns bid from a few years ago.

It would include the 2008 Cycling Towns project bid on a large scale, a Home Movers package (of sustainable travel information for people moving home), and a series of early interventions aimed at colleges etc. to embed sustainable travel behaviour, improved access to employment and training, and extended Cycle to Work trail (in the Bulwell and Bilborough areas), more Bike it and 'Walk It' promotion officers and expanded Ridewise training.

The project will include support for revenue funding which is badly needed. Bid to be finalised by 17 July.

Movers and Shakers Project

This project, focusing on getting more key figures in different sections of Nottingham life, to cycle, has started but in a rather fragmented way, rather than with an official launch, as had been intended (and involving Olympic gold medal canoeist Tim Brabants). The new Lord Mayor, Jean Packer, is one of the people recently signed up for the Project and she has started her Ridewise training.

Nottingham Station Secure Bike Project

This project forms an integral part of the Station Redevelopment Project (The Hub) has been delayed a bit by having to wait to pin down Network Rail and because the projected costs have come out over budget. The design of the roof therefore now needs to be scaled down to make it more affordable.

Proposed local campaign to improve driver awareness:

This idea, suggested at the GNTP Cycle Forum on 17 June, is being seriously looked at by The Big Wheel / GNTP, the Police and the City Council, including their road safety section. It would include campaigns to discourage poor cycling as well as driving behaviour.

Cycling on pavements:

Steve Brewer has not yet produced the list of the worst ten 'hotspots' for pavement cycling promised at the last CDG meeting, to help us then focus on the various possible causes of this at these locations.

I raised several examples of unclear or otherwise inconsistent signing of areas / paths that are and are not legal for cycling, which can sometimes be a contribution to pavement cycling. These include the area south of the 'shared path' sign and the Brian Clough Statue at the bottom of 'Queen Street and various stretches of Woodhouse Way in the Strelley area.

City centre cycle routes and the new Parksmart car parking area signs

Chris Carter confirmed that cross city centre cycle routes would be shown on the map being produced to publicise the new Parksmart area scheme for car parks in the City Centre, signs for which have started appearing. These should be complete by September when the new map was also due to appear.

City experience of 20mph areas

Chris Carter said that it was important to think carefully about what was expected of these, bearing in mind that, although they were increasingly popular with local politicians, the DfT still required fairly expensive and unsightly physical measures and signs for all areas where existing speeds were greater than 24mph.

Enforcement of ASLs

Having started to have some success in getting (Keith Wright of) Trent Barton to take seriously the need to tackle instances of their buses intruding into ASLs (provided he is given full details of time, place and registration number) moves are now being made to raise the profile of this issue with NCT and with the taxi trade. Steve Brewer is producing a special poster to publicise the purpose of ASLs and the need for them to be respected.

Meanwhile, I have added to the Campaigns section of the Pedals website details of the email addresses to report incidents to NCT and Trent Barton buses (Nicola Tidy and Keith Wright), with copies to Andy Gibbons at the City Council (Public Transport Team Leader, and also a Pedals member!)

I also reminded the meeting of our wish to have proper length feed in lanes to ASLs, rather than just cycle stubs, wherever possible.

Proposed Pedals comprehensive wish list for Nottingham

I mentioned that we had started work on this in a low key way, starting to compile a list of areas where improvements had been suggested, but that it would probably be early next year before we had time to take this much further. Chris Carter said it would be helpful if our final list could be divided on an area basis, which I agreed to take into account as we develop this further.

Feedback on the recent Hucknall Rd commuter cycle corridor improvements (including links to and from Sustrans Route 6 - Hucknall direction) - my message of 28 June to Steve Brewer:

"Steve

You asked me a couple of weeks ago for some detailed feedback from Pedals members on the Hucknall Road commuter cycling corridor improvements and below please find comments from various people including some comments from me following a site meeting about ten days ago.

Clearly the consensus is that while some useful improvements have been made there are also still a number of outstanding issues. These include:-

- maintenance and obstruction problems on the new cycle lanes, common here as on many others in Nottingham.
- a series of surface, lighting, signing and maintenance problems on much of the old railway path north of the City Hospital
- improving on road conditions on the narrower section of Hucknall Road between just south of the Arnold Road junction and the start of the older cycle lanes near Bulwell Forest. This we think is essential as well as further improvements to the railway path, as some cyclists will prefer to use one and some the other, for a number of reasons.
- improving signing at the Moor Bridge end of Hucknall Road, especially making clearer the best links between the cycle lanes and Sustrans Route to and from Hucknall.

The major problem (in addition to the steep slopes on some parts of the route!), as identified on the site visit in January 2008, remains the lack of proper safe crossing arrangements at the Valley Road (Ring Road) junction which makes use of much of this route still very intimidating for all but the most confident cyclists. I realise that tackling this will have to await implementation of the long planned 'Ring Road Major' scheme but the effect of other improvements will be limited without addressing this major barrier. We also realise that there are other improvements still to be completed, including the ones recently started at the Arnold Road junction, and at Top Valley Way.

Graham Hubbard from Ridewise has suggested that you might like to arrange another group site visit and ride to address the outstanding issues which I think is a good idea. However, it might be best to leave this until more of the improvements are in place, especially at the Arnold Road junction.

Meanwhile, do get back to me if you would like more information on any of the points raised.

Hugh

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

From: [Karen Fry](#)

To: [Hugh McClintock](#)

Sent: Wednesday, June 24, 2009 10:39 PM

Subject: RE: feedback on the recent Hucknall Rd commuter cycle route improvements - many thanks for your comments

Hi Hugh,

I travelled along the route on Monday and had more time than usual so I took some notes. These are the impressions of a fairly ordinary cyclist, not one who knows what cycle routes are supposed to be like!

1. No signs at Mansfield Road indicating that this is a cycle route to Hucknall.
2. Cycle lane a bit narrow and not new. Road surface worse than main carriageway but not as bad as some.
3. From brow of hill to Haydn Road there is a lot of grit and even glass in the cycle lane. Junction: short stub cycle advance.
4. Up hill: bus/cycle lane 4-6pm. 10-12 cars parked in it. Junction with Perry Road: short stub.
5. Down hill: continuation of bus/cycle lane, several cars used it. Surface cracked, broken and gritty - quite poor in places.
6. Valley Road crossing: either 2 zebra crossings, 2 pelicans and 2 unaided lanes or crossing both carriageways unaided. No signs indicating where to go on the cycle route.
7. Cycle lane past City Hosp: not new but nice and wide. A sign at Heathfield road to Hucknall! Cycle crossing to off-road section.
8. New cycle route; tarmac a bit bumpy, then just stops, short of the bridge. No signs. Stony path then tarmac again under grotty bridge then compacted stone/gravel makes a good path through the cutting. Whether this is verdant or gloomy and threatening depends on your viewpoint!
9. Then a steep path downwards and no signs other than footpath signs - am I supposed to be here? Steep tarmac path up to narrower, rougher track. tarmac track to path junction. signs to Southglade and Hucknall on road.
10. Old-style wide red cycle path. A trifle narrow at times for a 40 mph road. Sign to Bestwood and Bulwell but not Hucknall.
11. Not sure whether the map intends one to go to Hucknall via Route 6 or continues on the pink route which goes ahead without benefit of cycle lanes over a rather horrid bridge, especially if you want to go right into Hucknall. Route 6 is very pleasant though some of it can get muddy. However there isn't any signing to Hucknall, just Route 6. I turned off here to go into south Hucknall but I'll maybe get time to check another day.

My overall feeling is that it's a bit rich to call it a 'new cycle route' and 'between Hucknall town centre and Nottingham city centre', as it mostly isn't new and it doesn't go from either centre to the other! I guess it depends on your definition of a cycle route! If I hadn't heard the cycle officers for the local councils talking last Wednesday I might be more irritated by this - but I do appreciate that they can't get done what they want. It would only take some better signing and a bit of road repair to make this route better, and more likely to get used, although a better Valley Road crossing would be great (and v.v. expensive I know...) Hope this is useful,
Karen

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

From: dllloyd1978@aol.com

To: Hugh.McClintock@ntlworld.com

Cc: rssncooper@ntlworld.com

Sent: Wednesday, June 24, 2009 2:58 PM

Subject: Re: feedback on the recent Hucknall Rd commuter cycle route improvements

Hugh,

I was very interested to read your cycling survey of this side of the city. I live close to the junction of Hucknall road and Bestwood Park Drive, and cycle into work in the city centre most days of the week and have done so for the past 4 years. My regular route involves part of Sustrans Route 6 then through Old Basford, Hyson Green to the Forest site, past The High School then down North Sherwood Street into the City Centre. I would much prefer to take the route you have been talking about - using the cycle lane along the Hucknall Road from my Home, cutting off onto a cycle path by the Gala Bingo and following the old railway line under Arnold Road, cross Hucknall road and find my way onto the cycle path along the Ring Road and then join the route I currently take from Radford Road. I did try the new route by the City Hospital a couple of months ago but found that it seemed to end abruptly at Arnold Road, I was not aware that the route then went under Arnold Road which actually makes a lot of sense. If I could use this route I would because the route I take through Basford carries a lot of heavy traffic which carries a certain amount of risk to cyclists. The section of Hucknall Road between Arnold Road and to where it opens out by the common land is too narrow and carries too much heavy traffic for it to be cyclist-friendly - I always avoid it!

One general point relates to the surface of any cycle path and is that it must be suitable for road bikes as well as any hybrid bike. As most of my journey to work is on tarmac, my bike is equipped accordingly

and although it is not a lightweight road bike it is still not suited to any rough and stony cycle paths. I agree with your comment about crossing the Ring Road, my regular crossing is at the junction with Radford Road, and I almost always dismount and walk across as it is simply too dangerous for cyclists. An improved crossing would be very welcome.

I will try the new route past the City Hospital and under Arnold Road to assess the improvements. This side of the city is fairly hilly in sections but not enough to deter a regular cyclist like myself. However, any improvements which make cycling safer is a step in the right direction for encouraging others to take to their bikes.

Kind regards,
Don Lloyd

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

From: Sue & Richard <rssncooper@ntlworld.com>
To: Don & Elaine Lloyd <Dlloyd1978@aol.com>
Sent: Fri, Jun 19, 2009 11:55 pm
Subject: feedback on the recent Hucknall Rd commuter cycle route improvements

Don, might this be your route? have you any views?

Richard

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

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

To: [Ridewise](#) ; [Nicola Jones](#) ; [Terry Scott](#) ; [Andrew Martin](#) ; [Paul Saxton](#) ; [Richard Cooper \(h\)](#) ; [Karen Fry](#) ; [Jake Jackson](#) ; [Peter Osborne](#)

Cc: [file](#)

Sent: Friday, June 19, 2009 4:38 PM

Subject: draft response to Steve Brewer's request for feedback on recent the recent Hucknall Rd commuter cycle route improvements (including links to Sustrans Route 6)

A couple of weeks ago Steve Brewer from the City Council asked me for comments from Pedals members on the recent changes to the Hucknall Road commuter cycle route (between Mansfield Road and Moor Bridge). So far I have had very few, apart from a couple of rather brief and negative remarks so I thought I ought to make some effort to seek out a few more comments from people I thought might possibly have some more knowledge, at least of part of the route, to complement my impressions from a site visit.

It seems to me that although some improvements, including several new signs, have now been made (and more, e.g. at the Ring Road (Valley Road), the Top Valley Road and Arnold Road junctions, are to follow, with work in fact on the latter having just started about two weeks ago) there are two major basic problems in attracting more people to use this route:-

a) the relatively low levels of cycling in most of the areas it serves

b) that much is so hilly, especially between the Ring Road and Haydn Road near the Prison and Perry Road, etc.. Although I can see some commuter cyclists finding it useful to use some bits of it, as part of longer journeys, I can't see that many would want to cycle the whole length. More likely I guess they would be likely to go out of their way to use a rather flatter, even if a bit longer route!

There is still a major problem in getting safely across the Ring Road (Valley Road) near the City Hospital, especially when riding northbound, which has not yet been addressed (it may be in due course when the City Council's long proposed 'Ring Road Major' scheme goes ahead) but until it is it will remain a major barrier to getting more people to use the route.

We will have to wait to see just what transpires from the two lots of further improvements that are promised, at the Arnold Road and Top Valley Road junctions (including more Advance Stop Lines, I understand) but meanwhile the two main recent changes seem to have been:-

a) the provision of cycle lanes on the northbound stretch of Hucknall Road at the Mansfield Road end and

b) a series of improvements to the old railway track, north of the City Hospital, and including the bridge under Arnold Road, to provide an off-road route as an alternative to the rather narrow and hilly bit between the City Hospital and Southglade Road.

The former (cycle lanes) seem to be relatively good, although some operate only at peak times.

The second, the off-road path north of the City Hospital, I have mixed feelings about. On the one hand I can see some advantage, for some cyclists at least, in having a route that is flatter than the nearby road (Hucknall Road) and which avoids the busy and narrow stretch of Hucknall Road in the vicinity of the Arnold Road junction (especially north of this junction) but on the other hand it seems to have been done in a rather half-hearted way that is unlikely to attract very many users, even in daylight hours.

Several new signs have been provided but overall signing is still not very good, especially once you leave the road, and it is not always clear how you should continue at some path junctions. There is no lighting and the general ambience of the route, although green and tree-lined and therefore fairly pleasant to use on a nice sunny summer day, is, without lighting, not going to appeal to anyone after dark and in murky conditions. Even in daylight there is lots of broken glass and other debris which does not encourage usage. This is particularly the case where the path passes under Arnold Road.

Although some stretches of the old railway have been provided with tarmac, especially at the City Hospital end, and at some of the steeper access points north of Arnold Road, other remain rather rough, and this again, with gaps in the signing (e.g. only two 'Public Footpath' signs at the cut-through between two ramps near the zebra crossing opposite 963 Hucknall Road) does give the impression of a rather half-hearted overall effort. Riding north at this point you see the steps straight in front of you where the old railway continues but the ramp on which you are supposed to continue if you want to cycle rather than walk is a bit out of sight to the left and not signed.

Keeping on the road is basically simpler and therefore still likely to appeal to many cyclists, especially if they are in more of a hurry, as on commuter rather than leisure journeys. Space is certainly very tight, especially just north of the Arnold Road junction, and it can be hard here to squeeze past waiting motor vehicles. However, if at all possible, it would help a lot to have some minor road widening here, to permit the inclusion of good standard cycle lanes on both northbound and southbound approaches. At the same time I can appreciate that this may be difficult in practice, not just because of the extra expense, but also perhaps because of the biodiversity interest of the nearby green corridor along the disused railway.

North of the Southglade Road junction (and especially past Bulwell Forest) Hucknall Road is wider and there are reasonably good cycle lanes (still marked in red, unlike newer ones) which have been there for several years now. Some locations need a few improvements such as providing easier connections between the various on-road and off-road facilities and there is a particular need to improve the connections at the north end of Hucknall Road (by Moor Bridge) between these cycle lanes and Sustrans NCN6 route (between Hucknall and Bulwell), especially to and from the Hucknall direction. Some signs appear to be missing, e.g. on the off-road path junction in the woods a little north of the Bestwood Road / Hucknall Road junction. A further problem in this area is when you want to leave the off-road path to join the cycle lanes on the carriageway at the Bestwood Park Drive junction rather than keep on the path which leads you to the rather slower and more tortuous road crossing across Bestwood Park Drive West.

Even if you happen to have with you a copy of the City Council's recent "Hucknall Road cycle improvements' leaflet, as I did, it does not provide clear guidance on the details of these access points and getting between Route 6 (Hucknall direction) and Hucknall Road. Information on this, both in the signs and the leaflet, could be clearer, I suggest.

I don't know in practice how familiar any of you are with even parts of this route, let alone the whole thing, but, before I get back to Steve with a considered response, e.g. by the end of next week (Friday 26th June) I would please appreciate any (detailed) comments you may have or also comments from anyone else you may wish to pass this on to who might have more detailed knowledge of the area.
Thanks, Hugh"

Pedals poster redesign – comments on Arthur William's proposals (18 June):

Hugh,

This is very much just an *idea*, but you're welcome to circulate. I'd be interested in comments.

Regards

Arthur

...comments from Gary S-W

"Hi

You need to be careful about the demonisation of these organisations as some are acting pretty reasonably nowadays.

For example

- Institute of Advanced Motorists do fuel efficient driving, are getting involved in corporate cycle training
- RAC are into travel planning and supportive of some road charging/tolling

So I think it's a good idea but it needs a bit of research about the 'one-eyed car-ness' of some of them. However good targets are

- Car manufacturers (who aren't into even research or fuel reduction plans
- Road users association (I think they are called that)
- And from recent experience HA

Gary"

...from Dave Clark (18 June):

"I don't like it as it is confusing, I HAVE ONE ON THE STALL,, WHICH GIVES THE PLUS CYCLING AND MINUS OF DRIVING,WE SHOULD NOT BE ANTI CAR,BUT HAVE PICTURES OF CYCLE ROUTES TO SCHOOL WORK

dave clark

....from John Bannister (18 June)

"Yes, I like it. John"

....from Richard Cooper (19 June):

"I agree that we shouldn't mention other groups or appear anti-car..

Is this a one-off or to last for a long time?

Suggestion attached- but bear in mind only crude idea - principal is more important - message should be more positive than negative. I did find an image of a car crashing into cyclists (just google 'cyclists) - but not what you want to put across! -

How about the idea of a generic Pedals poster with options for printing onto it in black, making it cheaper. These could be topical tag lines . Makes creating specific posters easier, say for events, etc. I haven't given thought to the images, although the traditional pedals one is good, could do with just smoothing out and being in colour. Pictures should be Nottm specific, say in front of notable buildings, or having a 'well known face in one.

Text should be italic to give a feeling of movement and whole feel should be more dynamic and colourful, especially if the text in the middle is black or single colour.

However, for tag lines

"More power to your crankshaft

"Ever wanted more than a bell?

"We get you on your bike

"Here for you, whatever gear you're in"

For more development have we contacts at the FE colleges where students could design new logos for us to select from as a project or is that over the top?

Regards,

Richard Cooper,

....from Susan Young (20 June);

"Interesting concept but I think the motoring organisations are too prominent - otherwise certainly worth a print run.

Let's see what else comes up. It may be that a number of different posters, each on a different theme could work.

Susan"

PS. I still have some more of the current posters which I will bring along to our meeting.

Wheeler Big Breakfast etc. - Very many thanks! – my message of 17 June to Helen, Katie and Lucy, The Big Wheel

" Katie

Helen

Lucy

Thanks for all your much appreciated hard work in organising the Cyclists' Breakfast (and Forum) this morning which I thought was very successful enjoyable, despite the initial hiccups over the catering arrangements.

Please find attached a few photos which I took at the event. No doubt there are some much better ones around!

best wishes and very many thanks

Hugh

PS.

1) Quite a few people at both events expressed interest in having some involvement in the displays part of our national campaigners' conference on Saturday 14 November so the morning was also very good from that point of view! Arthur Williams will be coordinating that side of the event so would welcome in due course any further suggestions you may in addition of course to ensuring that we have a good Big Wheel display on the day.

2). It would be helpful if possible to have some more details of this year's Big Day Out in September before the next Pedals meeting on Monday 20 July. Unfortunately the day this year is one when I know I will be away, because of a previous engagement, but I am sure that with good notice we can get a good turnout of Pedals volunteers for the day, and hopefully once again (as at the last one) a stall that is carefully coordinated with Ridewise.

DSA Cycle User Group - proposed meeting re Pedals and cycling promotion - exchange of messages of 17 July with Tom Newholm:

"Tom

Thanks for this message. Yes it was very good to meet you this morning at the Cyclists' Breakfast which went very well along with the subsequent Cycle Forum.

I look forward to hearing from you again before long about a possible meeting date. You might also wish to involve Ridewise, whose coordinator is Graham Hubbard.

Meanwhile, you might like to take a look at the Pedals website (www.pedals.org.uk) to get more idea of the range of our activities.
best wishes, Hugh"

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

From: Newholm, Tom

To: hugh.mcclintock@ntlworld.com

Sent: Wednesday, June 17, 2009 11:30 AM

Subject: DSA Cycle User Group

Hi Hugh

Nice to meet you earlier, I hope the rest of the event went well. I have just sent out a request for interested cyclists. Once I have a list of names I will settle on a date to get everyone together and see if you are available to meet the group.

We had double the cyclists this morning so there is definitely room for more people to cycle.

Thanks, Thomas Newholm
Sustainable Development Manager
Telephone 0115 936 6856

Proposed lighting scheme on riverside path, West Bridgford, between Suspension Bridge and Wilford

I have been trying recently to chase Clive Wood at the County Council about this, so far with no result, but will try again before we meet.

Possible repair of the 2004 Pedals 25th birthday marquee

Dave Clark to report.

3. Finance:

Susan Young / Alison Russell to report.

4. Future meetings / events

(Speakers at and other arrangements for) Pedals monthly meetings

- 17 Aug, 21 Sept, 19 October, 16 November, 21 December etc.

17 August.

Our August meeting will be a rather important this year, in view of the need to discuss progress with the 14 November campaigners' conference plans. I will therefore send out an agenda, a few days before hand.

I would like sometime fairly soon to invite along Kevin Fleming who started work on 1 June as the coordinator for the FHA Bike Club local bike recycling scheme so that he can introduce himself for say 15-20 minutes.

I would be glad of views as to when we invite him, e.g. at the August meeting or, if not many people will be there, then perhaps for a short bit of the **21 September** meeting (soon after I am back from a holiday in Ireland early that month) when we will otherwise be concentrating on getting up to date after the main summer break.
What do people think, please?*

19 October

I will soon try to confirm with Nicola Jones from Sustrans East Midlands if she can come, as discussed some months ago. I might suggest that she comes with Yvonne Gilligan who started work earlier this year as Sustrans Director for the East and West Midlands, based in Birmingham.

16 November:

We had pencilled in a speaker from the County Council for this meeting, depending on the results of the County Council elections in May,

After the elections I wrote a general letter of welcome to Councillor Richard Jackson, the new Cabinet Member Portfolio Holder for Highways and Transport but he has not responded, any more than did his leader, Cllr. Kay Cutts, when I wrote to her before the elections to ask about their intentions on cycling!

Shall I know write to him again with a specific meeting to the 16 November meeting?*

Possible speakers / meeting topics for Pedals meetings early in 2010

Dave Clark has suggested that we invited someone from the St. John's Ambulance Cycling Unit.

Other events:

Ways of improving coordination of Pedals and Ridewise stalls at future events - for discussion at Pedals meeting this evening – exchange of messages (13-15 June) involving Dave Clark, myself, Gary Smerdon-White and Susan Young:

Some important comments from Dave, Gary and Susan about the need in future to improve coordination of Pedals and Ridewise stalls at future events. I suggest that we should bear in mind these comments when we discuss future Pedals stall request at tonight's Pedals meeting.

Hugh

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

From: [Susan Young](#)

To: [Gary Smerdon-White](#) ; [Hugh McClintock \(Dell\)](#) ; [david clark](#)

Cc: [Chris Gardner](#) ; [Ridewise](#) ; [Andrew Martin](#) ; [Susan Young \(g\)](#) ; [Susan Young \(w\)](#) ; [Arthur Williams](#) ; [Graham Hubbard](#) ; [Murat Basaran](#)

Sent: Monday, June 15, 2009 9:55 AM

Subject: RE: re Lenton fest.....////

Hi

Pleased the festival went well. I was sorry I couldn't be there.

Pedals has always handed out and encouraged people to take up cycle training with Ridewise, though don't go into the details of how cycle training works in the detail a Ridewise person would.

PEDALS and Ridewise have discussed having joint stalls before as there is so much duplication of material and both groups can struggle for people to staff stalls. It also looks good to see 'partnership working' between local groups with primarily common aims.

The last Big Day out at the castle where Pedals and Ridewise shared a stall was really successful, busy, the two groups passing people to each other depending on need and a general buzz around the stall.

It is certainly an area to explore further.

Susan

From: Gary Smerdon-White [mailto:garysmerdon-white@supanet.com]

Sent: 15 June 2009 08:46

To: 'Hugh McClintock (Dell)'; 'david clark'

Cc: 'Chris Gardner'; 'Ridewise'; 'Andrew Martin'; 'Susan Young (g)'; 'Susan Young (w)'; 'Arthur Williams'; 'Graham Hubbard'; 'Murat Basaran'

Subject: RE: re lenton fest.....////

Hi

At a recent RW instructors meeting I agreed we need to be clearer **what** RW objectives are in attending events and also how we get all our 'resources' (pamphlets, brochure/leaflet holder, barracuda, instructor) there

I think that it would be good if Pedals did the same re objectives so we both understand where we are coming from.

So as a starter this is why RW attend events (sort of in priority order)

1. Support our funders in their objective to get more people cycling safely more often for health or transport/congestion related reasons
2. Sign up people to take up RW offer of instruction where we have the funding to do it
3. Encourage more people to cycle more often by giving information about routes, equipment, services
4. Generally act as advocates and encourage people to cycle

There may be more that Graham and Murat might add or amend

Obviously I'd need to know Pedal's objectives but I'd guess all but 2) above might be the same plus you'll have something about the Pedals membership offering or income raising?

So inevitably when it comes to **how** we meet our objectives we will have a lot of the same things like maps etc. The main difference will be in the way we achieve the specific objectives of getting RW punters or getting Pedals members/income. I know that Susan has represented both our interests in the past and that is very effective but unless we have someone willing and capable to promote the Pedals offering and that of RW plus a

joint stall we will probably have to live with duplication. Of course Susan, Andrew and Graham would all be able to do the combined role and it would certainly help RW if we could work more closely at events.
Gary

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]
Sent: 14 June 2009 20:15
To: david clark
Cc: Chris Gardner; Gary Smerdon-White; Ridewise; Andrew Martin; Susan Young (g); Susan Young (w); Arthur Williams
Subject: Re: re lenton fest.....!!!!

Dave
Sorry to hear that there was duplication with the Ridewise stall. I agree that we need to do more to avoid such duplication and instead try to have better coordination, especially when we are often so short of people to man stalls. We can discuss at the Pedals meeting tomorrow evening how we might best try to do this. You could also mention the details you have of cycle routes threatened with gating. I wonder where they are?
Hugh

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

From: [david clark](mailto:david.clark@ntlworld.com)
To: hugh.mcclintock@ntlworld.com
Sent: Sunday, June 14, 2009 5:53 PM
Subject: re Lenton fest.....!!!!

Hi hugh, the Lenton festival went well, we sold three CCF books, two at £5 and one at £1, The only problem is that ride wise turned up and had there stall with all the things we have except the CCFs... I was not very happy. So we need to get in contact with ride wise and sort this out so that we don't duplicate on the same event.

....and comments on this from Murat Basaran (15 June);

"Hi

Sounds like it was a good day out!

I would like to add that the Lenton Festival event was attended by Angela, one of our instructors on behalf of the Cycling For Health project which of course is Ridewise but the remit was to promote CfH and sign people up based on health issues rather than straight self referrals to Ridewise – and to work alongside the Health Trainer and smoothie bike and I'm waiting for feedback from Health Trainer

So for more health related events or events where there are health tents, CfH will try to have a presence and where possible work alongside Health Trainers – as they are our key delivery partners.....personally, I don't think it would be appropriate to promote Pedals simultaneously for the target audience CfH trying to attract - however I do realise that we need to look at what materials we give out especially if Pedals is at same event and of course its knowing which events are being attended

Murat

CANN (Climate Action Network Nottinghamshire: special meeting on 25 July to discuss the future of CANN): message of 26 June from Jane Burd, of Nottingham Greenpeace and CANN

There will be an extra-ordinary annual general meeting for all members of the steering group of CANN at 10.30 on the 25th July at the Friends of the Earth office in the International Community Centre, Mansfield Road, Nottingham to discuss whether CANN as an organisation has a future and if so what should that future be.

We would like to adjourn to the local hostelry afterwards so if you would like to come along can you let us know so we can work out which pub we will be going to.

More information from Jane, at jane.burd@foe.co.uk.

5. Pedals 30th birthday events in 2009

- **Cyclenation/ CTC national campaigners' conference to be hosted by Pedals and Notts CTC on 14 November 2009 - report of Teleconferences on 16 and 30 June, and 9 July involving Andre Curtis (Cyclenation), Sam Walton (CTC), Hugh and Susan**
- Priority tasks and Pedals:
- Budget and sponsorship : need for extra sponsors – **further ideas please!**
- confirming arrangements with venue etc., including equipment, space availability etc.
- equipment back-up sources reserve list – suggestions please!

- accommodation (Susan Young to report)
- sourcing catering arrangements, including special Pedals birthday cake. (Andrew Martin to report)
- Displays including local campaign groups photos competition (Arthur Williams to report)
- Other advance role volunteer needs, e.g. IT specialist, Media liaison.
- Proposed Cycling and Health seminar on the Friday before the campaigners' conference
- Friday evening social events: private room with food in the Lincolnshire Poacher?
- Friday and Saturday evening social events, venue and times
- Saturday conference programme draft including possible History of Pedals revolving slide show in the lunch, break
- Sunday rides (CTC and Pedals), starting and finishing times, starting points and routes.
- Milestones for completing tasks between now and 14 November, including programme / flyer design and printing, routes to venue map and directions, and booking form

Crocus Café 30th birthday meal soonish after the 14 November conference

Do we now want to fix a date for this and get it on our website, to give people plenty of notice?*

6. Future Pedals newsletter arrangements (from 2010)

We have agreed that the present arrangements are too costly to continue, because of the steady increase in the cost of printing and distributing hard copies and the very large proportion of our budget that this now represents.

We now need to consider future newsletter arrangements (after doing one more issue under the current arrangements this October, both to help publicise further our 30th birthday year and to raise interest in the national campaigners' conference on 14 November.

I therefore am suggesting these options for us to consider, with effect from next year, and taking account of the comprehensive review of Pedals priorities, roles and tasks (essential and optional) and future responsibilities for carrying them out, which we will also be discussing at the meeting, in small groups:-

- **keeping the existing arrangements**, i.e. printed copies of the newsletter sent out twice a year, but in future sending out comp copies only to those who specifically let us know that they would like to continue to receive them (and still having pdf versions of each issue available on our website)

- **making pdf versions of the newsletter the default version** and, when they are available emailing all members for whom we have email addresses to let them know it is now available on the website. We could still have some printed copies done to send to (handful of) other members, plus ones for the now more restricted comp copy circulation list.

- **a simple and relatively short email newsletter** (as the Derby Cycling Group produce from time to time), sent out perhaps once a month to all members (or a bit more often at this time of year when there is more to communicate with them about). That still leaves the question of what we do about communicating with members not on email.

- Larry's **suggestion some months ago of using some special software** he has in mind to do a newsletter (sent out by email) which is a kind of digest of extracts from recent emails and agenda background notes), as per the trail email he sent to me on 26 June and which I then circulated:-

"Larry testing the e-mail Newsletter

Hi Hugh, this is a test newsletter. Obviously needs a lot more work doing on the layout to make it more readable and presentable, but it should give you an idea of what you'll get.

I was hoping that I would be able to setup a template into which yourself (or whoever) could insert the stories, but I'm beginning to think that it might prove too complicated, so it may well be that I'll have to create the newsletter and send it out based upon the content I get sent.

Larry.

Comments, please!*

.....comments from Robin Phillips (26 June):

"I think it would be highly desirable to continue providing a "hard copy" (ridiculous name!) to those who have no e-mail at home. I should have thought all those who HAVE might be willing to accept the Newsletter in PDF. (Of course it might be that a few would prefer to receive it as PDF at their place of work, but I doubt if that should be encouraged, as employers can get stroppy.)

I think we also need to assure members that their e-mail addresses will be handled securely, so that others are NOT made aware of e-mail addresses.

This is the sort of change which should be introduced with caution, for example by doing a pilot run several times before finalising the arrangements.

Best wishes, Robin."

....from Dave Clark (26 June):

"Hi Hugh, it looks good, but we will still use the snail mail to get membership cards etc. If we do go on line with the news letter could we go 4 issues, to cover news on stalls or campaigns that may crop up"

dave clark

....from Coral Simpson (26 June):

"Hi Hugh

Saving on costs is very understandable and sounds a good idea. I guess using less paper is also more green.

I would like to ask if it might be possible to have it in more than one format - perhaps word and also text as well? I know my old fashioned software cannot always download or open pdf.

Thanks for your emails

Regards, Coral Simpson"

....from Malcolm Kennerley (26 June):

"Yes, good idea.

Best wishes Malcolm"

....from Graham Hubbard (29 June):

"Sending pdf's will be fine and will slowly become the norm in a decade or so"

Graham Hubbard

RideWise Coordinator

....from Angela Gilbert (29 June)

"Hello Hugh,

I would be happy to receive notification by e-mail that the newsletter is available on-line. If I want a hard copy I can print it.

Best wishes, Angie

.....from Mara Ozolins (29 June):

"I'd be happy with pdf format, but we do need an alternative for those not on the internet – a summary 2 page sheet?"

Best wishes, Mara"

7. Cycle facility and traffic management matters:

Greater Nottingham Growth Points Issues and Options consultation

I have recently sent in comments on behalf of Pedals as part of the general Greater Nottingham Growth Points Issues and Options consultation which, as you may know, includes Rushcliffe as well as other Boroughs around Nottingham, and also Erewash in Derbyshire. This follows a special workshop in the consultation which I attended at the Ice Arena on 22 June.

Bike parking at bus stops project (with Emda funding)

Keith Morgan from the City Council is responsible for implementing a project (funded by the East Midlands Development Agency) to provide bike parking at selected bus stops in (outer) areas of Nottingham, including surrounding areas in Broxtowe, Gedling and Rushcliffe (in coordination with the County Council), [probably focusing initially on the west side of Nottingham, and would welcome suggestions for the best locations for these. His email address is:

Keith.Morgan@nottinghamcity.gov.uk

Cycling on pavements: comments from Karen Fry (20 June) and subsequent comments from Gary Smerdon-White and Cllr. Emma Dewinton:

"Cycle lanes where such abuse is particularly common include those on Woodborough Road and Castle Boulevard and most ASLs are commonly intruded into by drivers."

I had a long conversation today (at Sherwood Festival on Transition Sherwood stall) with a chap who had been knocked off his bike on Woodborough Road whilst on the cycle lane - he had to have a bone in his hand pinned but said if he'd not had a helmet on he would probably have been killed. Driver sped away, police concerned but apparently not following it up.

AND someone told me that the main area of concern for the police station in Sherwood is people cycling on pavements! Cue "haven't they got something better to do?"
Karen

....my comments of 21 June in forwarding this to Chris Carter, City Council and Gary-SW

Chris, Gary

I think that this message from Karen Fry very much underlines the need for a campaign to address driver abuse of cycle facilities, and the common sense of intimidation that some cyclists often feel on the roads from bad drivers, as part of a comprehensive approach to tackling cycling on pavement issues.
Hugh

.....Gary's response:

Hugh

I've seen that Chris has suggested we discuss this at the CDG. From your comment and from the actions agreed at the Cycling Forum we do need to consider the more comprehensive approach to cycling safety including

- Safer and more respectful motorists – who are the real problem in Karen's example
- Safer cycling infrastructure and training
- Protecting pedestrians on shared ways
- No cycling on pavements
- etc

My understanding is police priorities, rightly or wrongly, are determined in part by local people's views and so if Sherwood people are concerned about Cycling on Pavements resources may well be given to enforcement - I can understand the concerns when I look at the problems caused by it in Lenton, Dunkirk and Beeston (where there have been serious injuries caused by cyclists)

So at the CDG we need a positive constructive plan for going forward without going over the rights and wrongs of cycling on pavements and the use of police resources

Gary

.....comments from Cllr. Emma Dewinton (22 June)

"Dear Gary

Thanks for copying me in to your email regarding cycling on pavements and need to address abuse of cycle lanes.

I am concerned at what seems to be included in your bullet points, i.e., a rigid proposal against cycling on pavements.

This is, indeed, legally not permitted.

However, I am unsure whether Sherwood Councillors would want to get into a direct conflict with the many elderly/young/family cyclists who do feel unsafe on the roads.

I am copying this to Cllr Jane Urquhart, in her role as Portfolio Holder for Transport (including cycling) and also a Sherwood Councillor.

I have been having a fairly in-depth email conversation with Sgt Bruce Clarke, who manages the Sherwood Beats covering Mansfield Road and with the Chair and Secretary of Mapperley Park Residents' Association, who raised this issue with me – and with various residents from the Mapperley side of Mansfield Road.

This is not new as a concern and, as with many other problems, e.g., residents unhappy with parking on street or burglary – there is no easy answer from the Police or the Council.

I have copied Hugh McClintock into some of this correspondence, as we have discovered, through the Regeneration Select Committee Scrutiny of cycling, a joint interest in this subject.

The new Chair of Regeneration Scrutiny is Cllr Carole-Ann Jones and I will copy her into this email also (I continue to be involved in this issue, although taking overall responsibility for the Scrutiny function in the Council this year).

Back to Mansfield Road:

- Although a regular on the pavements, I have not observed cyclists endangering people
- However, cycling on the pavement has been one of the priorities for the local Community Police Team to pursue. This does not mean automatic Fines, and I have been very clear that, as a local Councillor, I am not asking for this. Advice or information may well be appropriate instead.

Where cyclists are cycling on the pavement for safety, and dismount when they see pedestrians, I do not think there are complaints, for instance.

I quote now from an email from Sgt Bruce Clarke, dd 30th March (blue italics):

“Cllr,

I can confirm that cycling on the pavement is indeed a priority and is often complained about by people especially as the weather gets better. We have in the past for example, had some very near misses with shoppers and cyclists in Sherwood and Carrington town centres; by the same token we get cyclists knocked off and injured on the roads - it's a difficult and emotive subject.

All those in the Safer Neighbourhood Team (Police Officers, PCSOs and CPOs) have fixed penalty notices and they will and do issue such tickets where the circumstances permit/are warranted and/or offer advice otherwise.

One difficulty we do encounter though is that of cyclists not wanting to stop for us - if we can't stop them we can't ticket them - but that doesn't mean that we are ignoring the problem.

We will always welcome information from people about offending cyclists and will take action based on it.

I have liaised with Angela Bolton, the town centre manager, regarding additional signage and will pass on the notion of painting the pavements.

Hope this helps, but if not please get back to me.

Bruce, Ps 906 Clarke,

Beat Manager Sergeant, Sherwood Police Station, 0115 9420999 Ext 4372, Mobile 07792437301”

I have found the approach of:

- Discretion around enforcement
- Reassurance cyclists do get ticketed if reckless on pavement (and caught!)
- Balanced view of risk to cyclists on road

seems to be acceptable for the community.

See below for an email, covering a few points in this debate, in correspondence with a local resident:

“I see that you are asking about the installation of bollards to deter cyclists, but this is not possible due to the narrowness of the pavement and the risk to visually-impaired pedestrians.

I understand you are also concerned that a Warden or PCSO (Police Community Safety Officer) was unable to intervene regarding a cyclist on the pavement, since they were engaged on another issue of more importance. I appreciate this must have been hard for you but we are all aware of the need for the Police and Wardens, with the Community Policing Team, to prioritise their actions according to the seriousness of the offence they are investigating.

I have now written to the Local Community Policing Team, asking them to look into the issue you raise, of cycling on pavements in Mansfield Road, and give me some feedback as to nuisance and actions.

The City and the Police have a policy, as with other offences, of issuing Warnings or Cautions and Fixed Penalty Notices, as appropriate, when they apprehend someone cycling on the pavement. Obviously, the approach used with a child or parent cycling with a child for safety, will be different to that used for an adult cyclist, cycling without regard to other pavement users.

I understand you are concerned as to whether the City is using Fixed Penalty Notices in regard to cyclists and, indeed, 239 were issued between August 2008 and March 2009 (in areas of high cycling, predominantly, where students live). However, 5 FPNs were issued in Area 5 (Mapperley and Sherwood Wards).

The interface between cyclists, pedestrians and vehicle users is complex. The reason cyclists ride on pavements in general is that they do not feel safe on the roads. Despite a lower bicycle share of trips in Britain, to other European countries (1% in 2005, compared e.g., to 10% in Germany in 2002), we do have a higher rate of bicycling fatality here (e.g., 2002 – 3% in UK, compared to 1.7% in Germany).

Many of us would like to see a 20mph speed limit in residential areas strictly enforced, although currently there is not the resource to enforce this. I know, as a cyclist, that it is risky cycling on many of the city and, indeed, country's main roads, as even public service vehicles are not always aware of the need to steer round cyclists.

In some areas of Britain and in many cities abroad, a Code of Respect has been introduced, whereby cyclists on pavements share the pavement, with an injunction to cyclists to dismount or ring their bells, as appropriate, when approaching pedestrians, to ensure safety of all concerned.

As Chair of the Regeneration & Sustainability Scrutiny Committee, I have been responsible for undertaking our Reviews of cycling strategy in the city, where this issue continues to be debated.

Currently, there are no easy answers, but I can reassure you that Fixed Penalty Notices are issued to cyclists reckless of pedestrians on pavements, where they are apprehended."

The topic of cycling is due to be scrutinised again in the Regeneration & Sustainability Scrutiny Committee in December, with other transport issues. Progress on cycling uptake and strategy in Nottingham is always eagerly awaited by the Committee.

Hopefully, this debate can be continued there as well as at the CDG (Cycling Development Group?, acronyms difficult to remember).

Best wishes.

Emma Dewinton

0115 9608198

emma.dewinton@nottinghamcity.gov.uk

...and Gary's comments on this message (22 June)

"Hi

My reason for e-mailing was that the Cycling Development Group has police representation, Hugh wanted this situation discussed at the meeting and the person who reported this to Hugh was critical of the Police. The CDG has discussed riding on pavements extensively (and time and again) – we have had to concede that where it is illegal it is illegal and I see no value in discussing it specifically at the meeting (in fact I think Hugh was in agreement with me). We have concluded that people have been injured or shocked by irresponsible riding on pavements and the police decide on the action as appropriate.

At the CDG we will be concentrating on cyclist and pedestrian safety rather than cycling on pavements

Gary

....further comments from Karen Fry (22 June):

"Hi Hugh,

I see that someone has commented that I was critical about the police (I think it's my email he's referring to). Actually I didn't mean to be critical at all - I was just being a bit flippant and jokey - it's just the sort of thing people say. I've nearly been knocked down by someone riding a bicycle (one cannot call them cyclists!) hurtling down Mansfield Road so I do think that reckless cycling on pavements is something that needs to be tackled.

I shall be more careful in future to not write things which could be misinterpreted!

And immediately to risk such again: I thought it ironic that irresponsible cyclists might dash away and not be 'nicked' whereas responsible ones may stop when spoken to by a policeperson and be fined! It's all a very tricky area...

Cheerio, Karen"

....comments from Richard Cooper (23 June) and my response:

"Sent: Tuesday, June 23, 2009 12:13 AM

Subject: Re: Cycling on pavements and the need to address driver abuse of cycle lanes

Hugh,

A lot of views.

I'm clear in mine and would appreciate the subject opening up in order to approach the Dutch standpoint (although there I believe, from experience in Amsterdam, cyclists get too much freedom to the detriment of pedestrians!)

However - to a response:

Several points to note.

There is, in principle, no need for conflict between pedestrians and cyclists, much less so than cars & cyclists.

Circumstances are different and need to be recognised, e.g. Narrow shopping streets as in Sherwood, residential pavements, city centre pedestrianised streets, legitimate shared paths.

The main issue appears to be speed and intimidation rather than the presence, or indeed space taken up (pushing a bike takes more space).

The problems, when raised, appear to stem from certain types of cyclist, i.e. fast, youthful cyclists, although I have seen more experienced 'road' cyclists showing bad behaviour. Therefore, it is rather like speeding cars, and maybe should have the same approach, control.

I accept this is a sensitive subject.

On a personal note I regularly use pavements near busy routes, and shared paths (between houses) which are short-cuts, I have never, repeat never, been reprimanded by a pedestrian; in fact they generally greet me with a smile. I ensure I slow or stop if necessary, and give fair warning from behind.

Therefore:

The Code of respect approach is a good start.

Emma seems to be being very sensible. I'd concur with her(?) view -

- Discretion around enforcement
- Reassurance cyclists do get ticketed if reckless on pavement (and caught!)
- Balanced view of risk to cyclists on road

Having evidence (from the police?) of types of offence that give rise to complaint would be good.

I'd consider the approach as here, with my emphasis, should be acceptable, maybe to both sides.

*... a policy, as with other offences, of issuing Warnings or Cautions and Fixed Penalty Notices, **as appropriate**, when they apprehend someone cycling on the pavement. Obviously, the approach used with a child or parent cycling with a child for safety, will be different to that used for an adult cyclist, **cycling without regard to other pavement users**.*

Eventually I would hope -

For an increase in shared use, and signing to recognise it.

That there would be recognition that cyclists may use (some) pavements, and reckless or dangerous cycling would be the offence, rather than simply cycling on a pavement.

Hope this is clear & useable.

Finally - It would be good to get a rational and calm debate at the City Committee, are they different to the districts attitude.

Cheers, Richard

....and my response:

"Richard

Thanks for your comments. I agree that circumstances are different and that this needs to be recognised.

This includes recognising the difference between situations where cyclists are genuinely causing a real nuisance and intimidation to others by riding on narrow and busy pavements (particularly if there are many elderly or very young pedestrians) and others such as narrower footways with very few (or relatively few) pedestrians and far more dangers on the roads nearby.

A good example of this is Trent Bridge where, since the closure of the Wilford Suspension Bridge last year, many cyclists I know, who would not normally cycle on the pavement, have taken to riding on the footway on the west side of the bridge, because of their intense resentment both at the closure of the Suspension Bridge and at the lack of any attempt to provide some kind of safer facility such as a shared path, on Trent Bridge, (a very intimidating location for many cyclists) while the Suspension Bridge is out of action.

Discretion is therefore, I agree, very important in enforcement, as well as a balanced approach tackling both examples of irresponsible and inconsiderate riding behaviour and also bad driving, including cycle facilities made unusable or difficult to use because of driver abuse (as well as poor road layouts that may encourage abuse/bad behaviour by drivers or by cyclists, who feel, for example, that they are being obliged to follow longer, more tortuous and intimidating routes when legal, more direct and safer short cuts do not exist).

Hugh

....further exchanges of messages (23-26 June) between myself, Richard Cooper and Gary S-W:

....from Richard C

"Thanks Hugh,

No problems with that response - although it may raise some issues I agree that more shared use and publicity for it would be valuable. Maybe Pedals members could suggest wish lists of where they think shared use would work / needs clear signage.

Cheers, Richard"

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

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

To: [Richard Cooper \(h\)](#) ; [Karen Fry](#)

Sent: Tuesday, June 23, 2009 11:26 PM

Subject: Fw: Cycling on pavements and the need to address driver abuse of cycle lanes etc. - the need for a balanced approach

Richard / Karen

FYI,
Hugh

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

From: [Gary Smerdon-White](#)

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

Cc: ['Keith Morgan'](#); ['Jez Ellis'](#); ['Chris Carter'](#); ['Nicola Jones'](#); ['John Cutler'](#)

Sent: Tuesday, June 23, 2009 5:51 PM

Subject: RE: Cycling on pavements and the need to address driver abuse of cycle lanes etc. - the need for a balanced approach

I must admit to a certain empathy with lots Richard says, as I do with Emma's earlier response to me, but as we've discussed before at CDG – cycling on the pavement is illegal and so it is for the police to determine their approach to the misdemeanour. Neither Richard nor Emma can deliver what they are suggesting.

Shared use is more extensive in the City than many imagine but I'd suggest there is a case for more shared use and in parallel more police action on inconsiderate or dangerous cycling in shared use areas. Jez has of course held off cyclists in the square due to a risk that it is shared use so maybe that is an approach that might be implemented reasonably quickly elsewhere. Chris C might consider for places like Trent Bridge where most of the time pedestrians are scarce and the pavement is quite wide.
Gary

PS In the meantime I don't think 'intense resentment of closure of the bridge etc' would be considered a sound mitigation for riding on the pavement across Trent Bridge"

Big Track cycle route direction signs and maintenance: my message of 5 July to John Lee, City Council:

"John

I meant to comment to you during our ride on the Big Track route to Beeston Lock, after the Cycling Development Group on Wednesday afternoon, that there were several places where intruding vegetation, usually from above, somewhat impeded our passage, and wonder if you could please get these cut back, to minimise the risk of riders getting distracted and ending up in the canal!

Another point I have been meaning to make for some time is that it would be very helpful please, in addition to have the 'Canal towpath cycle and walking route' blue signs which have been installed for a few years now, to have a series of local direction signs, to help make people aware of the various places they can get to via the improved route, including nearer destinations such as Lenton, Dunkirk and Nottm Univ, as well as more distant destinations such as Beeston (Rylands), Beeston Lock and Attenborough, all coordinated with the County Council to ensure consistent signage in their area and yours.

I believe that some time ago there was talk of The Big Track being given a Sustrans National Cycle Network Route number and appropriately signed. Has that got any further?
Hugh

....and his reply (8 July):

"**From:** [John Lee](#)

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

Sent: Wednesday, July 08, 2009 3:38 PM

Subject: RE: Big Track cycle route direction signs and maintenance [Scanned]

Hugh, I've forwarded your comments onto BW re the trees/maintenance as they have a agreement with the Council to undertake this work.

I also noticed the overgrown state of the riverside section from Beeston Marina to City / Broxtowe boundary on the return journey. This is the responsibility of Notts County Council so I have asked Pete Jarman to action this

Not sure on available funding for additional signage but ill check with Keith Morgan to see what can be done.

not aware of any discussions for the Big Track to be allocated a Sustrans cycle route number but I think this would remove some of the routes unique local character that we have all worked hard to achieve. Not sure what other views are on this.

Also, just to let you know the Park Estate limited have given Notice of their intention to restrict public access along Lenton Road / Park Road between 23.00 hrs and 05.00 hrs. Copy attached. Not sure if Pedals want to formally respond to this.

Regards, John Lee
Public Rights of Way
Traffic Management
Environment and Regeneration
Tele: 0115 9156078

The Park Estate Ltd proposals to restrict public access along Lenton Road / Park Road between 23.00 and 05.00
Should Pedals object to this proposal, as mentioned in John Lee's message of 8 July, mentioned just above?*

....comments from Susan Young (8 July):

"We should object. If they get this I doubt they will stop there. They have been wanting to shut the path off for years."
Susan

Improving riverside paths in West Bridgford (Wilford-Suspension Bridge-Trent Bridge-NWSC) – my message of 8 July to Cllr. Barrie Cooper, Notts County Council

"Dear Cllr. Cooper

At the meeting of the West Bridgford Local Traffic and Transport Forum earlier this evening I raised various points about the unsatisfactory state of the riverside paths in West Bridgford and the meeting agreed that these needed addressing by the County and Borough Councils since these are a very important resource for the local community as well as for cyclists and walkers in particular. John Bannister as Chair of the Group will be writing to you and these matters will also be raised at the next meeting of the West Bridgford Local Area Forum but John also asked me to write to you separately which I am now doing.

The main points I made were:-

a) Riverside path between (Trent Bridge) Trentside, Ladybay and the NWSC:

This basically very valuable route, an important local community resource, as well as a good route for walkers and cyclists, was greatly improved in the early 1990s, replacing the previous very muddy path but over the years its maintenance has been very poor and its effective width has now been reduced by about half, i.e. from about 2 metres to about 1 metre. This narrowing makes the risk of conflict between cyclists and walkers at busy times that much more likely than if the path had been properly maintained to its full width.

In Pedals we have tried at various times over several years to get this issue addressed but we understand that there is some longstanding and still unresolved disagreement between the County and Borough Councils over the allocation of responsibilities for maintenance, going back to when the path was first upgraded, and so it has deteriorated more and more over the years. For much of the winter and also in summer after heavy rain it is very unattractive to use just because it is full of puddles and often poorly drained, at least on the stretch between Ladybay and The Hook (the path between The Hook and Ladybay bridge does have some kind of tarmac surface, if rather rough and potholed.

Knowing how popular the path can be in good weather, especially summer evenings and weekends, it seems to us a tremendous shame that the path has been allowed to deteriorate so much and that it has become less attractive and less safe to use. We therefore think it very important that the County Council takes a lead both in bringing the path back to its original standard and also that it is then maintained properly to that standard.

This is all the more important in the context of the plans for future developments at the NWSC, which should surely include improved access for people cycling and walking, from different directions and especially along the river.

There is also, we understand, interest by Sustrans in incorporating this path in their future plans for National Cycle Network Route 15 across the county.

Such improvements could also be a useful compliment to the recent series of path improvements north of the Trent as part of The Big Track river- and canalside path network and which will soon include the scheme under construction just north of Trent Bridge to provide a proper link under Trent Bridge between Victoria Embankment and the Trent end of the canal by London Road through the Turney's Quay housing area. We understand this is due for completion by the end of September, with funding support from GNTP and Emda.

b) Riverside path between (Trent Bridge), Wilford Suspension Bridge and Wilford (past Rivermead Flat etc.)

This path was very greatly improved as part of the Environment Agency's flood alleviation plans about 2 years ago but with one important omission, lighting. It is important to remember that this path is not just an attractive leisure path but that it is used all year round as path for commuters as well. Although I understand that the Environment Agency did allow for ducting for future lighting this was not, for some reason, included in the completed scheme and as a result people wishing to use the path after dark have had to cope with very substandard lighting, with the only sources being any lighting that happens to spill over from nearby, e.g. past the Rivermead Flats.

This can actually be counterproductive in that it makes it harder for path users, whether cyclists or pedestrians, to see the path in front of them. These defects became all the more apparent with the increased number of people using the path since the middle of last year when the Wilford Suspension Bridge closed but, even when that reopens, will remain a serious drawback for many people, both walkers and cyclists, and undermine the importance of this route which is a vital link to the other growing network of paths in the Gresham Park area.

Since this path was upgraded, about two years ago, we have on various occasions drawn the attention of some of the County Council officers such as Paul Hillier and Clive Wood to this defect but they have indicated that funding for lighting

was now very restricted and that in any case there were many interested parties who would need to be consulted before any proposals could definitely be approved. I understand that a few months ago a lighting scheme was prepared but we are very concerned that there still appears to be no definite news as to when it will go ahead, and certainly no undertaking that it will be in place before the time this autumn when the clocks go back and such lighting is particularly needed.

We therefore would like to ask for your support please in ensuring that this particular further upgrading is given more priority and, if at all possible, is put into effect in the next few months.

Yours sincerely

Hugh McClintock

Chairman, Pedals (Nottingham Cycling Campaign)

Decision on planning appeal re Housing etc. proposals for Land East and West of Melton Road, Edwalton (Sharp Hill area, south of West Bridgford)

Having submitted comments on behalf of Pedals in relation to these very controversial development proposals I was sent a copy of the Inspector's Report and the decision by the Department for Communities and Local Government, now given the go-ahead.

'Cycling provision' and 'Pedestrian and cycle links to adjoining land' are among the long list of matters to be addressed in a Design code for the site, to be produced along with a Master Plan and approved in writing by the Local Planning Authority, Rushcliffe Borough Council.

'Off-site cycling provision' in fact pedestrian/cycle facilities, on defined routes, are also included in the draft section 106 agreement with the developers submitted before the close of the inquiry so this now gives us a good basis for further Pedals comments, including getting improved cycle links between the east side of West Bridgford (Edwalton etc), the new development and Ruddington etc. to the south of the A52 which runs south of the site.

(The next item was raised under AOB as an extra item at the last meeting but is included her for the benefit of people who were not there and so had no chance to comment)

Pedals advice please re Sharp Hill wood (West Bridgford) access abuse by some people with cycles – my response of 12 June to message of 11 June from Rushcliffe Councillor Rod Jones

Rod

Thanks for this message. I was very sorry to hear about these problems of irresponsible access by some people on cycles which, as you say, are I think very unlikely to be caused by people who are members of Pedals, relatively few of whom are regular off-road mountain bikers as far as I know.

Off the top of my head I can't think of any particular suggestions for alternative venue but I will give this some further thought and also raise it at the next Pedals monthly meeting on Monday, before getting back to you with any comments people make then.

Hugh

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

From: [Rod Jones](#)

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

Cc: [kate troy sharphill chair](#) ; [Bill Logan](#) ; [chrissie wells](#)

Sent: Thursday, June 11, 2009 11:28 AM

Subject: Pedals advice please

Hugh

I am writing this following a meeting of the Friends of Sharphill Wood. The Wood is a nature reserve owned by the Council and members of the Friends Group work as volunteers to maintain and improve it guided by the Wildlife Trust.

Over the years a series of dips and jumps was dug by people with cycles in one area and last year another larger area was created. The unauthorised excavations, use of trees and felling, together with the resulting loss of ground cover and chance for seedlings to grow, are not compatible with a nature reserve. Clearly the disparate individuals using the cycle track have varying degrees of respect for the wood.

It is recognised that the people concerned may not be members of Pedals. (It is also the case that there is no lawful access to the wood; there being footpaths and no bridleways or cycle paths leading to it.)

Do you have any suggestions or alternative venues to suggest which might help divert or reduce these mountain bikers damaging the Wood?

Rod Jones

cc Chair, Secretary, Treasurer.

....comments of 12 June from Nicola Jones, Sustrans:

"Hi Hugh,

Is there a local mountain biking club, or BMX? They would have more idea than us, Nicola"

....comments of 12 June from Chris Gardner:

"Hugh, Rod,

I cannot think of any other venues at the moment, there are bridleways around East Leake and Gotham but that is too far for Bridgford/Edwalton. Thing is as West Bridgford has improved over the years many of the good dossing around on bike venues have gone. The railway embankment used to be good before the footpath, flats at the bowling green, filling in of Rushcliffe side. The clay pits behind Nottingham Knight before Compton acres came along was superb. As each piece of rough ground becomes developed the freedom needed for these sort of biking activities becomes limited.

At age 38 I now see the need for better paths, ease of access but wonder where I might go if still living on Selby Road aged 14 for some 'adventuring'.

I also very much doubt that any of the people involved in the wood biking are Pedals Members. cheers, Chris"

P.S - Jumping off ramps on BMXs into Colwick water with lemonade bottles strapped to the frame for flotation aids was best but no doubt that is frowned upon these days - this was more a Tim activity than mine.

PS....There is a Nottingham MTB club, easily found on web, but they bike up Bestwood park I think. If these bikers are anything like I was then you just do it yourself with a few mates. We built a huge quarter pipe on West Bridgford park, 20 odd years ago - was brill until Council decided wasn't allowed."

....from Steve Jones, Notts CC (12 June)

"Hugh

From the way you describe the activity I would think this sort of activity will be by relatively young kids on BMX type bikes. Probably drawn from the local housing areas. If the Friends Group see increased activity it may be related to the loss(?) of the BMX track on the Rec. Ground opposite St Paul Church Wilford Hill, now a play area - displacement activity. There is a fab circuit at Ruddington in the C Park. Bunney's Bikes have recently signed up to a large BMX type project for youngsters.

In my walks round the Wood, with the dog, I have noticed several m/cycles in there who also enjoy thee "lumpy" terrain.

Kind Regards,

Stephen Jones

Communities

Nottinghamshire County Council

Tel. 0115 9774207"

...from John (12 June)

"Thanks Hugh.

Can see why the group would be perturbed by the x riders re-arranging parts of the wood - can't altogether condone that. But as with all these things, there needs to be a bit of balance and see it from both points of view.

Teenagers that are interested in bikes, keeping fit and being in some kind of contact with nature are good positives in my view. It also shows the potential developers that there is a wider use/x section of the community making use of the wood.

Think contacting the Forestry Commission may be worthwhile given that they seem to integrate different activity groups on their land?

John "

....comments from Chrissie Wells (12 June):

"Do you think that in the years to come when these little guys have grown out of racing around on bikes, they might look around and see that the wildlife isn't there any more, they might say, why did you not tell us? They have effectively done for it in their particular area of the wood and are still expanding. They don't understand and it's our responsibility to tell them. They are starting to understand their rights, but they don't even begin to understand their responsibilities yet.

The wood does not belong to anyone, it belongs to everyone and sectioning it off for minority uses is just not acceptable.

That's my two pennorth.

...from Richard Cooper, (15 June):

"Hugh,

Not Pedals concern directly, but one radical idea might be to encourage use of the area currently in use, and put signs up around it advertising the fact that the NWT are making it available to ensure the rest of the area is left undisturbed!

Regards, Richard Cooper,

....and also this suggestion (15 June):

"Rushcliffe Borough Council are currently consulting on options for their Local Development Framework (formerly local plan), and so there may be an opportunity to identify the need, and possibly a site for such an area. I suggest including that in any response from NWT and/or Pedals.

<http://www.rushcliffe.gov.uk/doc.asp?cat=11050>

Also, the County Council now having taken over the National Water Sports Centre, there may be areas there that would be suitable. There are also some open areas towards Rushcliffe Arena and the river.

I will forward to Peter Jaggar (Pedals & WB resident) and Ian Bebbington (NCC).

Regards, Richard Cooper,

Spatial Planning Team,
Planning and Sustainability Division,
Communities Department
Nottinghamshire County Council
NG2 7QP
Tel: (0115) 977 4978 (fax: 4327)

....and from Adrian Cooke, BGS, 17 June:

Hugh

I've had this comment about the Sharphill Wood problem:

"There is a bridleway almost adjacent to Sharphill Wood that has an excellent slope but unfortunately ends at the A52 and there is no safe crossing for cycles so many cyclists use the woods as it is a larger more fun cycle area. I understand the problem with the jumps and can only suggest that Rushcliffe council consider providing a "hilly" cycle area much as the city council has provided at Bestwood Hills. There is Clipston wood - full of Bridleways - perhaps not well known?"

Adrian Cooke, BGS Keyworth Environment Officer

Comments of 29 June to Rushcliffe Borough Council on planning application 09/01025/OUT by BDW Training Ltd for outline permission for new residential etc. development on the Nottingham Gateway site, south of Clifton and land SE and NW of the A453, Green Street, Barton-in Fabis.

"We object to the emphasis on the cycling provision within the development in these proposals relying too much on off-road shared cycleways and footways. These are likely both to slow down cyclists, compared with on-road provision, and also to increase the risk of conflict with pedestrians.

This type of provision conflicts with the latest clear advice from the Department for Transport, as explained in Local Transport Note 2/08 'Cycle Infrastructure Design', that within built up areas the emphasis should be to put cyclists on the carriageway and to make all urban roads, not just residential access roads, safer for them.

Off-road shared paths do have a role, we acknowledge, within green spines and as part of wider green infrastructure associated with the development, and particularly where they give cyclists an advantage in terms of directness, and attractiveness. However, they must be well-designed, with regard to comfort, social safety, reducing the risk of conflict between different users, and including a series of convenient access points and links to the wider cycle network, as well as well-constructed and well-maintained.

Although we note that some such links are included within the proposals we would like to see such links extended to provide direct and attractive links to and from a wider range of destinations including Ruddington, Rushcliffe Country Park, Ruddington Fields Business Park, Fairham Brook, Barton in Fabis, the new cycling provision as part of the A453 upgrading plans, and The Big Track network by the River Trent and Beeston canal, with extensions of this on both sides of the River Trent, etc.

Proposed cycle/footpath scheme on Wilford Rd and Clifton Rd (Ruddington) – my message of 1 July to Jeff Burton, Notts County Council, and including comments from Chris Gardner:

"Jeff

Thanks for your reply which I passed on to Chris Gardner to comment on and I have pasted in his comments below.

His comments do rather confirm my view that this scheme would be of limited value for most cyclists, and especially for those riding in either direction between Wilford and the centre of Ruddington who would in general be better keeping on the road (as some already do when the eastside shared path ends on the approach to the village, rather than cross over and then soon have to cross back again).

I take your point that the installation of cycle lanes is not practicable, even on the wider part of the road, if it is not considered feasible to prevent motor vehicles parking on them, but still think that a shared path would only be of value to

relatively few cyclists, i.e. some who are less confident about riding on the road and who only want to ride as far as one of the properties between the end of the existing (west side) path and Clifton Road. Even with the refuge at the junction with Clifton Road it is going to be quite hazardous for any who want to continue into the village centre, with the number of motor vehicles turning in from the Nottingham direction and it is not realistic to expect most cyclists to dismount and cross on foot before they continue riding to the centre, even with a pedestrian crossing nearby which they can use.

Having looked again at the site it also strikes me that the space available even for a good quality shared path is rather constrained, at least towards the Clifton Road end (including the bus stops which Chris refers to), and even where there is more space, there is a danger that such a shared path would be rather uncomfortable to ride on, if it is at all like some other shared paths I can think of that cross several drives/accesses in quick succession and which can therefore seem a bit of a roller-coaster, at least to faster cyclists. Given the exact layout of the road as you approach the Clifton Road junction from the village centre, it also struck me that it could be quite awkward to pull across to get onto the path, at least when there are motor vehicles waiting to emerge.

Not only does Pedals support the general emphasis within recent DfT guidance of putting cyclists on the road rather than off-road, at least within 30mph areas, but this is also surely more consistent with the emphasis of the training provided by organisations like Ridewise, and helping to put cyclists more where drivers will see them.

At a time when we know that County Council funds for cycling are likely to be even more limited we would frankly be much happier with funds being used elsewhere for proposals that we feel more confident are likely to deliver higher quality schemes, of real advantage to the majority of cyclists, both less and more confident.

Do let me know if you would like to discuss our concerns further.
best wishes, Hugh

(comments from Chris Gardner, 30 June)

Hugh,

My first reaction is why ? Has there been a study suggesting that there are enough cyclists travelling between Wilford and Clifton to warrant such a development ? If I were cycling from Wilford to Clifton I would go thru Silverdale. Many of the cyclists I pass on this route are travelling to the business park at Rudd so crossing the road to use a cycle path for a few hundred yards to then cross back is more dangerous than staying on the road. It's the same reason why I do not use the very good track on the east side when going North as it means crossing the road twice, I use it when coming South at night as there is only the Golf club to watch out for motorists pulling out and is on the side that I am travelling.

Personally I wouldn't use the planned facility cycling North as I find that on the road this section can be covered in 20 seconds or so as it's slightly downhill. I would also be weary of motorists pulling out of drives across the path, planting trees is not going to aid visibility either !

I would be concerned if the improvement meant narrowing the road and what thought has been given to the two bus stops, where would the shelters be positioned, how would the queue form in the morning where typically 8 or 9 folk get on at one stop.

An improved junction and some 'watch out for bikes' signs at Clifton Lane/Rudd Lane would be better for safety plus a wider path and trees will give this area of Rudd a much needed lift but as for a practical cycling facility then It doesn't quite make sense to me.

I appreciate I am not in possession of the facts/history so apologies if this response seems a little dismissive.
cheers, Chris

P.S - On a good day I can beat the bus from Rudd to Wilford lights and as for all the way to town well what can I say the bus is toast after it turns right onto Wilford Lane towards the old chateau ;-)

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

From: [Jeffrey Burton](#)

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

Cc: [Paul Hillier](#) ; [Clive Wood](#) ; [Chris Murden](#) ; [Kendra Hourd](#)

Sent: Tuesday, June 23, 2009 12:02 PM

Subject: Re: Proposed cycle/footpath scheme on Wilford Rd and Clifton Rd (Ruddington)

Dear Hugh

Thank you for your e-mail of 22nd June.

The cycle path would ideally have been located on the carriageway. Whilst the carriageway is wide enough (between Trent Avenue and Clifton Road) to accommodate a cycle lane on both sides of the road there would be a problem with parked vehicles. The carriageway is not sufficiently wide to have parking bays and cycle lanes side by side. There is a wide verge for most of the length of the cycle path and so it was decided to take advantage of this and widen the existing footway. The wide verge also means that vehicles exiting from the properties on Wilford Rd and Clifton Road can observe cyclists on the path before driving across the path.

The crossing of Clifton Rd should be made easier by the wider refuge, as people can cross the road in 2 stages. Unfortunately it will not make it any easier to observe vehicles turning into the junction from the Nottingham direction. There will be signs to warn of cyclists ahead erected on Wilford Road. Cyclists heading south in to the village centre will be directed to cross Wilford Road (on foot) by way of the existing pedestrian crossing located to the south of the junction with Clifton Road. The carriageway width between the crossing and the village centre narrows down to 6.0m in places, making it too narrow for cycle lanes. The footway is also very narrow. Unfortunately there is no alternative route between Clifton Rd and the village centre.

I hope this helps answer your queries.
Jeff Burton
Senior Improvements Officer
Highways South
Nottinghamshire County Council
Tel (0115) 8786025

-----"Hugh McClintock \(\Dell\)" <Hugh.McClintock@ntlworld.com> wrote: -----

To: "Jeff Burton" <jeffrey.burton@nottscc.gov.uk>
From: "Hugh McClintock \(\Dell\)" <Hugh.McClintock@ntlworld.com>
Date: 22/06/2009 12:25PM
cc: "Paul Hillier" <paul.hillier@nottscc.gov.uk>, "Clive Wood" <clive.wood@nottscc.gov.uk>, "Chris Murden" <c.murden@ntlworld.com>
Subject: Proposed cycle/footpath scheme on Wilford Rd and Clifton Rd (Ruddington)

Jeff

I have had a look at the proposals in your letter of 16 June (ref. HS/JB/RCP/01) about the cycle/footpath scheme on Wilford Road and Clifton Road in Ruddington and would be glad of some further information please before we give you a formal Pedals response.

The first question is why it has been decided to go for an off-road shared path scheme (within what is a built-up area, with a 30mph limit, I believe) rather than cycle lanes on the carriageway which are more consistent with recent DfT guidance? It is not the same as the existing shared path between Ruddington and Landmere Lane where a shared path is most appropriate.

If such a solution is adopted it will surely lead to particular problem at the Clifton Road junction, even with a widened pedestrian refuge, and particularly for southbound cyclists wishing to continue into the centre of the village and towards Ruddington Business Park and Country Park who will need to watch out for motor traffic from several different directions when crossing the mouth of this junction.

Continuous cycle lanes, as far as the carriageway width permits, would be more useful to cyclists on Wilford Road continuing through the village, provided that they are of adequate width, well-maintained and well-enforced (i.e. not obstructed by parked motor vehicles). If it is not considered feasible to provide these it might help cyclists more just to ensure that they have good surfaces without any kind of special cycling provision.

I look forward to your response to these points.
best wishes, Hugh

A46 dualling scheme- public exhibition in Cotgrave on 26 June

I visited this exhibition on the A46 dualling scheme now being built, and on which we and the Notts CTC made submitted many comments. Many have been taken on board, apart from the lack of a direct crossing for cyclists at Kinoulton.

The scheme includes 3 toucan crossings (2 on the new Saxondale roundabout west of Bingham and 1 at Stragglethorpe as well as a Pegasus crossing (including horses as well as pedestrians and cyclists) just west of the A46/A6097 Margidunum roundabout north of Bingham and close to East Bridgford.

Cyclists need to catch up with pedestrians! (message of 3 July from Rod King, national coordinator of '20s plenty of us' campaign, as circulated earlier to give people more time to consider):

"Dear colleague

I have been very impressed by the focus and commitment showed by **Living Streets** to the 20's Plenty Campaign.

Living Streets have just launched their **20mph:Love Your Street** campaign which solely concentrates on making 20 mph the default speed limit for built-up areas.

Not only has this been launched as a single issue campaign, but they have been working with 20's Plenty for Us to providing a campaign pack with a host of resources.

See their **20mph: Love Your Street** web page at :-
http://www.livingstreets.org.uk/what_you_can_do/content/20mph.php

You can download a host of documents and materials to help local Living Streets groups campaign for this massive change in the way we share our roads.

http://www.livingstreets.org.uk/cms/downloads/229-20mph_campaign_pack_without_policy_briefing.pdf

They are also holding an All Party Parliamentary Group meeting at Westminster on 7th July where the focus will be on a *20 mph Urban Speed Limit*. They will also then be releasing a full Policy Briefing for campaigners.

Living Streets clearly understand that in order to grab attention and focus the minds of the establishment then it is far more effective to launch an understandable single issue campaign rather than a raft of good ideas which fail to stir the soul to the same degree.

In contrast, CTC's campaign for 20 mph remains fairly low key. It is contained within its recently launched Safety in Numbers campaign which looks to halve the risks of cycling by means of a range of sensible actions including 20 mph. But somehow this lacks the passion and bite of the organisation (Living Streets were formerly the Pedestrian Association) which was formed in 1929 to campaign for a 30 mph limit on built up roads.

The Living Streets "20mph Love Your Street" campaign "stirs the soul" and puts "fire in the bellies of its campaigners" in a way that a "Safety in Numbers" fails to do. Whilst all those sensible ideas in "Safety in Numbers" are sound we need a clearly identifiable cause to push, draw attention to and rally around.

For years cycling organisations have seen 20 mph as one of the "holy grails" of their campaign for a better sharing of roads. What we now need is for the cycling organisations, particularly CTC, to renew their vigour and focus on 20 mph as the default urban speed limit.

I believe that the time is perfect for CTC, Cyclenation and LCC to launch their own "**20's Plenty for Cyclists too**" campaign. This should provide strong links to the Living Streets pedestrian campaign and the 20's Plenty movement.

In doing so it would provide:-

- **A campaign which empathises with other road users so avoiding the "whinging cyclist" syndrome.**
- **A winnable campaign whose time has come on a door to road safety that is unlatched and ready to be pushed open.**
- **A campaign which links in with increasing establishment concern at our high (30mph) residential speed limits.**
- **A campaign that has overwhelming public support (75% of public and 70% of motorists, British Social Attitudes Survey, 2005)**

We know that in cycle campaigning, often the issues are counter intuitive and difficult for non-cyclists to fully understand. Even internally we often debate endlessly the particular nuances of engineering design of the complexities of road law and cycling.

But here is a campaign which is not only easy to understand, has the support of the public and increasing sections of establishment, and is also being strongly supported by pedestrian activists as well.

So what should we do?

1. **CTC, Cyclenation and LCC should each initiate a "20's Plenty for cyclists too" campaign. The sharing of the same "branding" across organisations is important, and make the collective link to other cycling and pedestrian activists.**
2. **Local campaigns should be encouraged to use the Living Streets Campaign pack on 20 mph to campaign for change in their local Traffic Authority. The use of this link and materially reinforces the partnership and common cause with pedestrians and avoids the marginalisation so often encountered in cycle campaigning.**
3. **It should be done now to maximise the benefit for current DfT and establishment consideration of 20 mph.**
4. **All campaigners should reply to the recent DfT consultation (A Safer Way) and support the use of 20 mph becoming default for residential roads.**

I look forward to your thoughts and comments from both local and central campaigners.
My best regards
Rod King
20's Plenty For Us
07973 639781
www.20splentyforus.org.uk

8. Miscellaneous items:

A request for the 2010 Guided Rides programme – message of 17 June to Pete Jarman, Notts CC

" Pete

This may seem rather early to bring up a request concerning the 2010 Rural Rides programme but I thought I would pass it on while it is fresh in my mind, even if I need to remind you about it later in the year!

A Japanese lady who called at the Pedals stalls at the Wheelie Big Cyclists' Breakfast in the Old Market Square this morning said she very much liked the Rural Rides Programme but that it would be easier for her and other non-Brits to understand if the distances were always given in kilometres as well as miles. Seems a good idea to me, particularly for any other non-imperial non-Brits visiting the county, including students as well as tourists, so could this be incorporated next year please?

Hugh"

New information for Pedals website:

I have added contact details for people to **report incidents of NCT and Trent Barton buses intruding into ASLs**. I have also added information on **sources of second hand bikes**, e.g. Aladdin Cycles. Are there other local ones to mention?*

We could also perhaps add **contact details for local Dr. Bike help**, given that Pedals has not been able to run Doctor Bike clinics for some years.

I would like to check the rough details I have, e.g. John and Pippa Hand (CTC) and Dr. Bike (Dennis) from Ruddington (07962) 402 453, email: den@drbike.co.uk

Are there others please which I should mention?*

More cyclists at the Becket School (West Bridgford) – my exchange of messages of 21 June with Karina Wells:

"Karina

Thanks for this which sounds very encouraging!

I hope that Pedals, the County Council, Ridewise, Big Wheel etc. can now give them further encouragement and support and will mention this at the next Pedals monthly meeting, on Monday 20 July.

Hugh

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

From: Karina.Wells

To: 'Katie Saxon'; 'Hugh McClintock (Dell)'

Sent: Wednesday, June 17, 2009 1:59 PM

Subject: FW: More cyclists at the Becket School

Dear Katie and Hugh

I thought you may like to see the email I received from one of the teachers of the Becket school.

Regards

Karina

From: Darren Scott [mailto:D.Scott@becketonline.co.uk]

Sent: 17 June 2009 13:49

To: karina.wells@ntlworld.com

Subject: More cyclists at the Becket School

Hi Karina

I've tried to get the message across at the Becket that it's National Bike Week and I've had a few pupils come up to me and say that they've cycled to school for the first time this week. Others have said that they plan to do so. Still others have said they would but their parents aren't happy about the idea.

To try to improve the confidence of parents, we will be offering Notts County Council's Bikeability training to the new national standards in cycling (the old cycling proficiency) to all new students from September.

I'm going to advertise the Walk/Ride Day next week and the Sustrans Change Your World Campaign the week after.

It's all go!

Hope the next Walk/Ride Day is even bigger than the last.

Darren

non violent training with Greenpeace on 1 Aug: message of 6 July from Jane Burd, Nottingham Greenpeace

"Hi all

Greenpeace are offering a day of non violent direct action training in Nottingham on the 1st August. If you or any of your colleagues are interested in coming along please let me know. The training is essential if you want to take part in a direct campaign action with Greenpeace. The training day provides an opportunity through discussion and practical exercises to explore non violence which is a Greenpeace core value. It covers basic concepts and techniques and behaviours but not equipment handling. It explains the different types of actions, what to do if arrested and the support system Greenpeace puts in place for activists which is second to none.

If anyone is interested we expect that they support Greenpeace (but don't have to be a paid up supporter) and have an understanding of the issues we work on; they are committed to non violence and are willing to accept the risk of arrest. I realise that many of you have had little or no experience of Greenpeace and the work it does so if you are interested I suggest that you start by looking at the web pages of both Greenpeace UK and Greenpeace International
Jane "

My holiday absence from 11-19 July (cycling in the Scottish borders)

A reminder that I am away from this Saturday until late on Sunday 19th, i.e. the day before the Pedals meeting.

(15-minute break)

10. Review of Pedals Priorities (essential and optional tasks) and Roles (as circulated on 6 July to give more time for consideration before the meeting)

The summary which I circulated on 6 July was prepared at the request of Andrew Martin some months ago, of the various Pedals roles which I now perform, regularly or occasionally, with my rough assessment of both of the time involved and of their relative importance (i.e. essential or optional) for us to discuss in the breakout sessions at this meeting, to help preparation for a total reallocation of roles when I step down as Chairman at the AGM in March 2010.

The way I suggest we organise the breakout sessions in the second half of our next meeting is:-

- explanation by me of the summary chart and answering any questions (15-20 minutes)
- discussion in small groups (30-40 minutes)
- reporting back conclusions (20-30 minutes)

The most important thing at this stage is to try to get some consensus on what are the essential tasks to keep Pedals functioning and which are optional, and then we can think about how they might be divided up, and later on, who might then take them on.

Over the years the jobs of Chairman, Secretary, Publicity Officer and Newsletter have effectively got lumped together, whether for lack of volunteers or whether because of simple greed and vanity on my part (!) and I think it is very important for the future of the group that they are in future divided up again.

Filling again the post of Publicity Officer is, I also suggest, now all the more important in view of the point emphasised at recent meetings that we need to be doing much more to raise Pedals profile, with a dedicated Publicity Officer being vital to ensuring that we are effective in doing this, coordinating other efforts and wider involvement by other Pedals members.

Sometime over the next few months (it need not be at this meeting unless people want to take the opportunity) I would welcome informal but frank feedback on what the consensus is (if any) on what my future role should be in relation to Pedals.

On the one hand, if it helps the transition process, I am quite willing to continue to offer my services if wanted (though not any more as Chairman) but, on the other hand, I can quite understand that it might seem very awkward and unfair to whoever takes over from me if I was around at all, making it harder and not easier to give the new regime a proper fresh start. Either way I will be quite willing to do as you wish!*

Hugh

JULY 2009 REVIEW OF PEDALS CORE AND OPTIONAL TASKS

- **BASED ON CURRENT CHAIRMAN'S ROLES AND TIME COMMITMENTS, 2009**, INCLUDING ROLES WHICH MIGHT BE MORE APPROPRIATELY CARRIED OUT BY AGAIN SEPARATING THOSE OF CHAIRMAN, SECRETARY, PUBLICITY OFFICER AND NEWSLETTER EDITOR

SUMMARY OF ESSENTIAL AND CORE ROLES AND APPROX. HOURS/YEAR

Please note that the time estimates are very approximate and that the hours involved vary greatly at different times of the year, tending to be that much higher for example, in the run up to and during Bike Week each June or when there is some special event such as the national campaigners' conference Pedals is hosting this November.

See note at end of boxes for explanation of some of the meetings/groups referred to, their purpose and current Pedals representation arrangements.

The general trend for some of these groups is for their general importance to change, with some declining and new relevant ones emerging, although the total number has tended to increase significantly in recent years!

REGULAR DAYTIME MEETINGS	
Essential	Optional
Greater Nottm. Cycling Development Group: 6 x 3 hours = 18 hours / year <i>(current Pedals reps: HMCC & Arthur Williams (since 2008), as well as John Cutler for CTC and Nicola Jones for Sustrans, and the City & County Council), NHS Nottm City & Police etc.)</i> <i>The CDG was set up in June 2007 to provide a more strategic focus for promoting cycling and is chaired by Gary Smerdon-White of the Greater Nottm Transport Partnership (The Big Wheel) and Ridewise.</i>	Broxtowe Transport Group: 4 / year = 8 hours / year <i>(current Pedals rep: Robin Phillips and HMCC attends some meetings)</i> Stapleford Local Transport Group: <i>Pedals has never been able to find anyone to ensure any more than occasional representation at these quarterly meetings</i>
Notts. County Council Highways South Cycle Working Group: 3-4 / year = 12 hours / year <i>(currently appears in abeyance, despite Clive Wood's indication, on taking over the Notts CC cycling job in October 2008 that it would be resumed, but with broader membership)</i>	Greater Nottm Light Rapid Transit Advisory Committee: 4 / year = 4 hours <i>(current Pedals rep: HMCC – Pedals was guaranteed membership under the original legislation authorising NET Line One, and the GNLRATAC has now been extended to fulfil the same role for the two NET extension lines)</i>
Ad hoc meetings (including site meetings) on particular issues with City & County Councils, e.g. NET Phase 2 detailed alignment issues, Turning Point East (July 2008), Commuter cycling corridor route inspection meetings, etc. (e.g. Hucknall Rd & Strelley corridors, 2008-9), 'wish lists' and Local Transport Plan funding priorities, etc. 2 / month of average 2 hours / meeting = 48 hours / year	Greater Nottingham Transport Partnership Breakfast Briefing Events (e.g. on Travel Plans or Nottm Station Redevelopment Plans): 2-3 / year = 6 hours / year <i>(useful for helping to keep abreast of some wider transport issues and projects where a cycling input is needed, as well as for general networking, e.g. with private sector, etc.)</i>
	Cycling for Health Project Steering Committee: 6 / year of 2 hours each = 12 hours / year <i>Current Pedals rep: HMCC</i>
	CANN (Climate Action Network Nottinghamshire): 12 / year of 2 hours each+ 24 hours <i>(no current regular Pedals representation although we have provided stalls at some of their events and helped with items about Pedals for their newsletter and NEP features, etc.)</i>
REGULAR EVENING (AND SATURDAY*) MEETINGS	
Essential	Optional
Pedals monthly meetings 11/year x3 = 33 hours / year	West Bridgford Local Traffic and Transport Forum: 4 / year x 3 hours = 12 hours <i>Group started in 1997 as a result of Notts CC Local Agenda 21 initiative in WB, and is a subgroup of the WB Local Area Forum, chaired by John Bannister</i> <i>Current Pedals rep: HMCC</i>
	*EMTAR (East Midlands Transport Activists' Roundtable) 6 / year x 4 hours = 24 / year <i>Includes rep of various transport and environmental groups, e.g. CBT, CPRE, Railfuture as well as John Cutler from CTC Northants:</i> <i>Current Pedals rep (not all meetings): HMCC</i>
OCCASIONAL MEETINGS	
Pedals subgroups (e.g. finance or publicity): 2 / year of 2 hours each = 4 hours / year	County / City / District Council Scrutiny Panels, e.g. to discuss progress on City Cycling Action Plan: 2 / year = 4 hours / year

Greater Nottm Transport Partnership (GNTP) Cycling Forum (June): 2 hours	East Midlands Cycling Forum: 2 / year of 5 hours each = 10 hours / year <i>started meeting twice a year in 2006; the initiative of John Stubbs, the former chair of the Derby Cycling Group, with further such meetings in 2007 and 2008. Now keeps in touch mainly by email and may have further meetings in 2010; tbc</i>
Ridewise Annual Forum (Sept): 2 hours <i>started in Sept 2008 with aim of having an annual forum</i>	Other regional meetings, e.g. DfT / GOEM consultations: 2 / year = 6 hours / year <i>HMcC usually represents Pedals, if available, and sometimes also the EMCF</i>
CTC/ Cyclenation Spring and Autumn Campaigners' Conferences: 2 / year of 7 hours each = 14 hours	Public Inquiries, e.g. A46 dualling plans, July 2007, NET extension plans, December 2007 (2 hours / year for attendance but also 10-20 hours / year each for preparation)
GNTP/Big Wheel liaison, e.g. over Bike Week and other cycling promotion 1 / year of 2 hours = 2 hours / year	
Attending exhibitions on various proposals, e.g. A453 & A46 Trunk Road widening schemes (more than one event each) in 2008-9, and liaising with other interested organisations including CTC & Sustrans to coordinate responses on cyclists' views = 4 hours / year	
County Council Rural Rides Debrief and Planning meeting each November: 3 hours	
Bike Club (Framework Housing Association local bike recycling project) Steering Committee set up in July 2009	

OTHER ACTIVITIES

	Hours p.a. (approx)
In connection with Pedals monthly meetings:	
Agenda and background notes compilation and dispatch	6x10=60
Checking minutes and taking follow-up actions	3x10=10
Liaising with visiting speakers, coordinating dates and arranging for loan and setting up of data projectors and any other equipment	1/2x6=3
Arranging room bookings with pub and ensuring room is ready and cleared up afterwards, with chairs and tables put back and glasses taken down etc.	1/2x12=6
Newsletter (now 2 times / year though to be reviewed in Autumn 2009)	
Collecting and producing and editing contributions	10x2=20
Taking up to date photos and sorting images	3x2=6
Liaison with printer including proof checking	2x2=4
Stuffing and dispatch including coordination of any enclosures	3x2=6
Others tasks: helping Membership Sec to update members list and comp copy lists	2x2=6
Receiving and digesting email messages, letters and phone calls and contacting other people to help formulate response	
Responding to messages to 'Contact Pedals' email address and formulating responses	12
Dealing with other messages re requests for help and information, etc.	100
Organising responses to informal consultations and arranging site meetings where appropriate	50
Attempting to keep abreast of (major) planning applications in Nottm, Broxtowe, Gedling and Rushcliffe Boroughs, and organising responses where appropriate <i>(NB this could be done far more thoroughly and systematically, if we had the volunteers / resources!)</i>	12
Website	
Updating items in different categories in coordination with Webmaster including recent appropriate images, as well as overseeing possible wider changes such as new page sections	12
Ensuring that meetings agenda and minutes appear promptly on website, as well as pdf versions of newsletter	3
Press releases and media publicity	
Drawing up and dispatching occasional press releases, e.g. on cycle lights each Oct <i>(NB this could be done far more thoroughly and systematically, if we had the volunteers / resources!)</i>	1
Dealing with media phone calls etc. and giving interviews	6
Keeping an eye on Evening Post letters columns and responding where appropriate	12
Other publicity	

Overseeing stocks of membership forms / cards and other publicity material	6
Ensuring that materials for stalls/ displays are kept up to date and that stocks are adequate	3
Coordinating requests for stalls at events and trying to organise rotas of volunteers to man them - <i>(NB this could be done far more thoroughly and systematically, if we had the volunteers / resources!)</i>	6
Speaking to other groups and at some events, e.g. Pedals Roadshows, various employers and Green Streets Initiative West Bridgford launch, April 2009	6
Liaising with other national and local cycling, transport & environmental groups e.g. Ridewise, CTC, Sustrans, Transition Nottm, Nottm and Beeston Civic Societies, West Bridgford Local Area Forum & Green Streets Initiative West Bridgford over particular campaigns & general cooperation	12

HMCC,
6.7.09

HMCC, 10.7.09