

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 21 June 2010

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

AGENDA

1. Welcome, and apologies for absence

2. Discussion with Helen Hemstock of The Big Wheel (Greater Nottm Transport Partnership) on progress with promoting cycling locally including the Cyclists Breakfast on 24 June and the new edition of The Big Track brochure / map.

(30 mins approx)

3. Minutes of the Pedals Meeting of Monday 18 May 2009 and matters arising / update

- Barriers on off-road cycle paths in Compton Acres (West Bridgford): Kathy Shaw petition
- City Council Strelley commuter cycling corridor improvements: report of site visit
- Notts County Council Draft Mobility Strategy: Pedals comments
- County Council rejection of proposed lighting improvements on the south bank riverside path between the Suspension Bridge and Wilford (past Rivermead Flats)
- Pedals 'new chapter' barbeque on Friday 23 July
- EMCF meeting on Sat 2 October: speakers/programme and consideration of alternative venues
- Preparation of consolidated Pedals contact list
- Report of 14 June briefing session from Larry Neylon on use of new Pedals Membership Database
- Report on 14 June meeting of Greater Nottm Cycling Development Group.
- Future of Rural Rides programme
- Great Notts Bike Ride: proposed media feature on GNBR history and Pedals role in starting the Ride
- Workplace Challenge update and report of 17 June Steering Group meeting
- Changes to the Pedals Constitution, following the AGM in March, and as notified to members with the Spring / Summer Newsletter

4. Finance (Chris Gardner to report)

5. Forthcoming meetings / events etc.

- 19-20 June Transition Arnold Cycle Maintenance sessions
- Wheelie Big Cyclists' Breakfast & Greater Nottm Transport Partnership Cycle Forum, Thurs 24 June
- Message of 14 June from Dave Clark re Pedals stalls in June and July
- Victoria Market Stalls suggestion
- Derby Cycling Group 30th anniversary celebrations, Sat 10 July (message from Dave Clasby)
- 4 August: proposed meeting between Pedals and Liz Silver of the Nottingham Disabilities Group.

6. Cycle facility and traffic management matters:

- **Major matters:-**
- Local Transport Plan (LTP3) consultations by the City and County Councils (response needed by 10 July)
- Nottingham Station Secure Bike Compound
- New double yellow lines markings near Sainsbury's (Andrew Martin)
- Sneinton Square / Bath Street scheme (Arthur Williams)
- Sneinton Market TROs: message of 14 June from Arthur Williams to Helen Richardson, City Council
- Notes on 26 May Wilford/Clifton commuter cycling corridor ride visit to discuss existing problems and improvements needed
- A52 Priory island – QMC island resurfacing and provision for cyclists
- Copy of letter of 17 June from John Rhodes (Trent Park Developments) to Jane Todd, CEO, Nottm City Council, re proposed foot/cycle bridge over the Trent between Trent Lane and Ladybay (The Hook)
- Nottm Post feature on driver abuse of Advanced Stop Lines for cyclists
- West Bridgford town centre improvements and rejection of proposals to upgrade the path between Bridgford Road and Edward Road
- Need for cycling improvements between Tollerton and Edwalton (Adrian Juffs)
- Report of 10 June Broxtowe Transport Group meeting
- non collision cycle injuries site launched – message of 16 June from Nigel Williams, CTC
- **Apparently less important matters** / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):

7. Miscellaneous items

- County Council Rural rides programme - 18 June retirement for Pete Jarman: many thanks from Pedals

- Arnold Driving School – Cyclists Beware! (Julian Bentley)
- Dangerous / Careless Taxi Driving (Julian Bentley)
- Free us of market stalls by voluntary groups (Andrew Martin)
- Leaflets on Pedals stalls (Andrew Martin)
- Cycle Garage offer of discount to Pedals members
- My holiday absence from 30 June-19 July

8. Any other business

BACKGROUND NOTES (including extracts from some relevant emails)

*** means feedback especially wanted please**

**** means help please!**

1. Welcome and apologies

Apologies for absence from

Mara Ozolins, Alison Russell, John Wilson

2. Discussion with Helen Hemstock, The Big Wheel including Wheelie Big Cyclists' Breakfast on Thursday 24 June, and the latest edition of The Big Track booklets / maps.

3. Minutes of the Pedals Meeting for May 17th 2010 at The Globe.

Speaker: Jon Robinson, Nottingham Post

Answered a range of questions about his work at the Nottingham (no longer Evening) Post, the types of stories likely to get published and his own experience as a regular commuting cyclist.

Present:

Hugh McClintock, David Miller, Terry Scott, Andrew Househam, John Bannister, Dave Clark, Liz Kirk, Andrew Martin, Arthur Williams, Roy Wilson, Susan Young, Roger Codling, Ken McLennan, David Earnshaw and Martin Quarton.

Apologies for absence

Peter Osborne, Lynne Booth and Peter Briggs.

Matters arising from the previous month's meeting (held 17 April 2010 at The Globe).

- **Wording for revised Pedals constitution.** Notice has gone out with newsletter for members to have 28 days before a final decision is made at next month's meeting.
- **East Midlands Cycling Forum** - proposed date for next meeting - Sat 2 October (in Nottingham) and possible venues. Similar format as before. Venue: Possibility of Globe, or Riverside – **Dave Clark** to check, or Canal House – decision to be made next month. Speakers could include Helen Ross of Cycling for Health and Matt Easter, the new East Midlands Regional Manager for Sustrans.. Ucycle team also to be invited. There needs to be opportunity for a discussion about the future of the forum and a new person to run it.
- Addition of a "**Pedals Corner**" in **Cyclonda** (CTC publication). **Dave Clark** will follow this up with Cathy Melia to find out what space is likely to be available and how we could best use this. It was agreed that it would be useful to have at least contact details for Pedals.

Discussion of Various issues of Cycling Provision.

1. Secure bike parking at the flats at Turners Quay. Something that could be raised with Jon at Nott'm Post and **Hugh** will raise it at Cycling Development Group (CDG).
2. Spreading of tacks to cause punctures on riverside path near Attenborough Nature Reserve. There has been an article in the Nott'm Post. Local police should be informed if this occurs again.
3. A52: reopening of Sharphill path (under A52) This has now been confirmed as a right of way and will be opened to cyclists.
4. A52 - RSPCA junction and pedestrian crossing – issues raised by Mr Michael Bedford. He is continuing to push Co. Council and is keeping Hugh informed. Radcliffe is outside the main area of Pedals interest.
5. Nottingham's Heritage Open Day – would Pedals like to take part? Some of the Rural Rides could fit within this remit. It was agreed that it was an opportunity to raise Pedals profile and link with Nottm Civic Society. Agreed to discuss for next years Rural Rides programme. A mapped route would require more research. **Hugh** is to ask Larry to include a link to Civic Society from the Pedals website.

6. CDG – minutes are on the Pedals website. Keith Morgan's cycle network map is in draft form – he would welcome further comments. **Arthur** is to request a pdf copy to circulate to limited Pedals members.
7. Feedback from Strelley Commuter corridor meeting. In general it was found to be a useful improvement, but some important issues were raised especially the inconsistency between Ridewise guidelines and the City's practical facilities.
8. There are still many outstanding improvements that were suggested on the Hucknall Road route and little response so far from the City. Individual Pedals members are encouraged to email the City Council. Hugh has encouraged City officers to use the Cycle Audit package put together by Tim Pheby.
9. Next week there is a preliminary meeting for Clifton & Wilford Commuter corridor – Hugh and Roger plan to attend.
10. **Roger** is to follow up with Keith Morgan a suggestion that he has for improving the new Station cycle parking.
11. Campaign about barriers in West Bridgford – it was noted that this problem also affects disabled users of the shared paths. The discussion included the difficulty of preventing motorbikes without making it difficult to cycle, especially with a trailer. In general it was agreed that barriers are not the best solution – if the problem is with motorcycles, the police can impound them.
12. Co Council transport mobility strategy – **Hugh** is to send in comments to include cycling and including comment from Graham Hubbard.
13. **Dave Miller** raised issue of new pedestrian crossing Rugby Road W Bridgford. He will contact the local councillor to suggest a site meeting.
14. Problem at Abbey Bridge/Castle Blvd roundabout. Others confirmed this is a problem – **Hugh** plans to follow this up at next CDG.

Future Events and Meetings

- **Workplace Challenge** – is to be launched soon with input from a range of national and local organisations. Information will go on Pedals website. The organizers are looking for contacts in companies. For the Media launch they are looking for interesting bikes, e.g. Raleigh Chopper, tandem.
- **Pedals new chapter barbeque** – suggested at Johnston's Arms, Lenton. **Dave Clark** will make contact with relevant members. It was agreed that the wider Nott'm cycling community should also be invited. 23rd July is the suggested date.
- **Training Session for Bike ride leaders** – Murat is organizing this on Monday 24th May to recruit more for people for the Cycling for Health (CfH) project.
- **Speakers at forthcoming Pedals meetings:** Next month Helen Hemstock of Big Wheel; Murat Basaran from CfH in July. There is a possibility of getting Chris Carter of City Council in October; new Sustrans E. Midlands co-ordinator in November.
- **Cycle Forum after Wheelie Big breakfast** – Hugh and Arthur plan to attend this on 24th June.
- **Green Festival** – position of stall will be a first come first serve. **Dave Clark** will bring the stand, etc. Martin will be there and Andrew. Dave will collect at the end of the day. Suggestion to link up with Dr Bike in future to provide cycle parking/maintenance together.
- **Sherwood Festival** – **Arthur** will check if Sherwood/Mapperley Transition group will have a stall – would be useful to know scope of their stall to avoid duplicating with Pedals
- **Andrew M** is to contact Coral Simpson regarding the Stapleford Local Area Forum meeting.

Pedals organisational issues

- Peter Briggs attended the **Cyclenation AGM** last weekend. The main issue decided on was a change to the membership fee structure - groups will be changed on a per member basis (20p per member per year).
- Issues raised in an email from Andrew Martin: (a) the amount of time Hugh spends on Pedals activities especially the numerous emails which our activity generates. Could, Hugh compile a weekly digest of emails for circulation to the four office holders? This could also be applied for messages from either Hugh or Peter to a wider audience. **Hugh** agreed that he could send out a weekly email digest of less urgent emails, so that committee members do not get overloaded. **Andrew M** suggested use of teleconference facility, with Pedals paying. He will investigate costs.
- (b) Emails to Pedals contact (via website) – it was agreed that the first person emails a reply “to all” so that others know that a response has been made. **Hugh** will put together a list of key contacts – on locality basis for Pedals members and also City council contacts.

The meeting closed at 10:10 pm.

Update

Problems for cyclists with barriers on off-road paths in Compton Acres, West Bridgford: exchange of messages of 18 July, involving Kathy Shaw and Simon Taylor (Notts CC):

“Hi Kathy,

Thanks for your email. I work in Accident Investigation so can't help you with those barriers unless they have caused injury. They look like they're there to stop motorcycles getting through. From a personal point of view I can see why people might find those pathways attractive for cycling, but from a professional point of view I fear that they aren't wide enough to be formally marked out as cycle routes.

So I'm forwarding your email to the following people, who might be able to assist or comment:

- Clive Wood - Highways Cycling Officer
- Sharon Kirk - Senior Customer Services Officer
- Tony Nix - Senior Road Safety Officer

Our current cycling leaflet is here:

<http://www.nottinghamshire.gov.uk/southnottscycleguide.pdf>

The City Council have also produced one but I think the routes shown are the same:

<http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=1820&p=0>

Good luck!

Simon

Simon Taylor

Accident Investigation Unit

Nottinghamshire County Council

simon.j.taylor@nottscc.gov.uk

Tel: 0115 977 4451

Fax: 0115 981 1718

-----"Kathy Shaw" <kathy.shaw@ntlworld.com> wrote: -----

To: <simon.j.taylor@nottscc.gov.uk>

From: "Kathy Shaw" <kathy.shaw@ntlworld.com>

Date: 17/05/2010 07:22PM

cc: "Hugh McClintock" <Hugh.McClintock@ntlworld.com>

Subject: Cycle paths in Compton Acres

Hi Simon,

I've been forwarded (from Hugh McClintock) your email about and photos of the new zebra crossing on Rugby road.

As a parent of two Greythorn pupils who cycle and/or trailer to school and use this crossing, it looks much better and will be easier to negotiate now, with the lamp post out of the way - thank you for sorting that!

You said that you can access the path network from Syon Park Close and Finsbury Park Close with a bike, but alas I cannot do so with my single-seater child trailer. I am currently trying to get the barriers altered to accommodate cycles with trailers, wider/ longer pushchairs and larger mobility scooters too. It seems much safer to use the paths and Finsbury Park Close to reach the crossing. Using the paths means fewer cars exiting from driveways, no right hand turns and no side roads to cross. These are just some of the things to consider when cycling yourself and supervising young children (nearly five and seven and a half) on bikes, and if we made it easier and safer to ride to school, I'm sure many more would.

You also say that the path by the pond is not a designated cycle path, but I'm sure I've see it labelled as such on a cycling leaflet map. I'll try and find out which one !!

Thanks again,

Kathy Shaw

Re: Commuter Cycle Route - Strelley Route Inspection Meeting 11th May 2010 ; my comments of 19 May to Steve Brewer, City Council:

"Steve

Thanks for this and apologies that I have not sent you my comments previously.

I discussed my views on the day quite a bit with Andrew and Susan (in particular) and think that there was quite a bit of overlap in our views, particularly in respect of the potential dangers for cyclists (and especially in peak periods) with the two cycle lanes around the periphery of the Hollington Road roundabout, and also on the mini-roundabout on Wigman road at the junction with Glaisby Drive. At this we felt that the present layout puts straight-ahead bound cyclists at some risk of conflict with left turning motor vehicles and it would be better to finish the cycle lanes a bit before the junction, to give them more time to pull over and position themselves carefully to avoid this risk.

In respect of the Hollington Road roundabout I agree with Susan's point that the positioning of these appears to conflict with the advice to cyclists given by Ridewise instructors about how best to position themselves at roundabout, away from the kerb (unless they are turning left). It does underline the need for ensuring consistency between engineering solutions

on the highway and training standards for cyclists, a need that, as I mentioned last week, is now being systemically analysed through the work of Tim Pheby of Transport Initiatives, as demonstrated in one of the displays in the Market Fair at the Bolton University Cycling and Health conference in March.

Having said that, I think that the general standard of cycle lanes in this corridor appeared to be higher than the average in the city, with respect to widths, lack of debris, clarity of markings and length of feeder ASL approach lanes. At the time of our visit, at least, the cycle lanes seemed remarkably free of parked cars and we hope that this lack of abuse will be maintained!

I know that uncertainty about future funding for implementation of the Ring Road Major Project makes it hard to find fully satisfactory solutions to improve cycling at Crown Island and that converting the southside footway to shared use, and then taking cyclists through the subway and up Radford Bridge Road seems a fairly good provisional solutions, particularly if the pelican crossing on Wollaton Road, just east of Crown Island, cannot be funded in the short term.

However, I also agree with Susan's comments about the need to rethink carefully about where best to take cyclists off the road on to this shared path, and avoiding creating extra conflicts points where a shared path crosses the access to and egress from the Jubilee Campus of Nottingham University. In view of this I hope that you will also be discussing this issue in particular with the UCycle Project Team, in view of their general interest in promoting cycling to and from the Jubilee Campus which, I am sure, must be one of the major employment sites in this commuter cycling corridor.

If and when the Ring Road Major scheme does go ahead, we think it very important that the needs of cyclists at both this and other major junctions are much more thoroughly considered, as an integral part of the proposals, since short term interim 'retrofit' schemes with the conversion of peripheral footways to shared paths and pelican crossings to toucans etc, in such confined situations, are generally likely to be of relatively limited value compared to ones which would make most cyclists feel safe and confident in cycling on the carriageway through such junctions, facilitating more direct and faster trips.

With the changes at Canning Circus there is now quite a good through route from Ilkeston Road through it towards the City Centre. Perhaps this could be signed, to make cyclists aware of this more direct route and to encourage them to position themselves carefully at the Canning Circus end of Ilkeston Road to take advantage of it?

Thank you for your efforts and those of your colleagues. I look forward to the next such meeting, to discuss problems and possible solutions for the Wilford-Clifton corridor, next week.

best wishes

Hugh

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

From: [Steve Brewer](#)

To: [Joe Duggan](#) ; [Diane Jackson](#) ; [Hugh McClintock](#) ; [Chris Carter](#) ; [Keith Morgan](#) ; [Dave Hulson](#) ; [Hugh McClintock \(Dell\)](#) ; abiandsus@googlemail.com ; andrew@veggies.org.uk

Cc: [Mark Bradbury](#) ; [Matthew Colver](#) ; [Michael Finn](#) ; [Navid Arif](#) ; [Ged Newton](#) ; [Owen Johnson](#)

Sent: Tuesday, May 18, 2010 12:00 PM

Subject: Commuter Cycle Route - Strelley Route Inspection Meeting 11th May 2010 [Scanned]

Colleagues

Thank you for attending the route inspection meeting last week, it was very useful to get feedback from a range of bodies.

The general feeling on the day was that the improvements provide significant benefits to the safety and convenience of cyclists.

There were particular comments regarding the on-road facility at Hollington Road and Wigman Road, with some pro the facility and some anti! I will arrange for this junction to be monitored and possibly carry out a user satisfaction survey.

I have to date received comments from Susan Young and Andrew Martin, if others could forward me their comments before the end of the week it would be much appreciated.

Thank you again for your input.

Steve Brewer

Major Projects

Development

Nottingham City Council

0115 91 56596

Notts CC Draft Mobility Strategy (April 2010): comments from Pedals (Nottingham Cycling Campaign)

We note that the draft Nottinghamshire County Council mobility strategy is mainly and understandably concerned with the needs of making it easier for a wider range of people with physical or learning disabilities to use public transport more easily and does not appear to consider at all the potential for developing the role of cycling in assisting mobility by people in such groups.

We would like to see this imbalance addressed in the final version of the report, including for a start recognition of the work of the Ridewise social enterprise which has a tricycle for people with balance problems. The Ridewise Coordinator, Graham Hubbard, also takes blind people out on the back of a tandem, a local example of the kind of very good similar work done nationally by the RNIB.

Looking at the national picture there are now several organisations like the Company of Cyclists and Cyclemagic (based in Leicester) etc. with extensive experience in providing a wide range of bicycle, tricycles and other adjusted bikes and mobility aids to make it easier for a wider range of people to ride bikes.

There is also 'Cycling Projects', which, we understand, provides adapted bikes and volunteer support to give children and adults with disabilities the chance to experience cycling, get active and have fun with friends and family. One of its many projects is based in Preston and reaches people throughout Central Lancashire.

We would very much like to see the County and City Councils, in cooperation with other local and national organisations, including Ridewise, the two PCTs and the CTC, do more to develop this potential locally.

Hugh McClintock,
for Pedals (Nottingham Cycling Campaign)
May 2010

....comments from Gary Smerdon-White (20 May):

"Hi

Although I'm still awaiting a response from Pete Jarman's manager I'm provisionally arranging to meet Pete next week to discuss Rural rides in a bit more detail.

Hugh will know I'm thinking of trying to herd together group rides to play into funding from congestion, health, leisure and road safety pots. RideWise does have insurance which covers group rides and is currently seeking accreditation to teach group riders (some of the little twists that have to be thought about)

The Heritage Trail idea is a nice spin and would be good to add in but as Hugh is aware to plan, promote and operate with even voluntary leaders costs money so it would be interesting to know if the MK bit is done completely voluntarily or funded (and if so where from).

Also I'm going to have a session on group rides at the Cycle Forum next month to gauge support and hopefully more champions. The key here might be a commercial sponsor – with £5k I think RideWise could pull the rest together
Gary"

County Council rejection of proposed lighting improvements on the south bank riverside path between the Suspension Bridge and Wilford (past Rivermead Flats)

Very disappointingly, after a lot of lobbying effort over the last 2-3 years in particular, Cllr. Richard Jackson, the County Council Transport and Highways Portfolio Holder, has rejected the case for improving lighting on the riverside path past Rivermead Flats etc. due to concerns about cost and also value for money given the likely number of users.

Pedals 'new chapter' barbeque on Friday 23 July

We need now to confirm arrangements for booking this, which Dave Clark agreed to pursue and to confirm who we are inviting and at what time.

EMCF meeting on Sat 2 October: speakers/programme and consideration of alternative venues

Matt Easter, the new Regional Manager for Sustrans in the East Midlands has agreed to be our second speaker, along with Helen Ross of GOEM, and we now need to sort out a venue, (trying to avoid possible clashes with major football fixtures that day) and taking account of the space needed (for 30 people and storing bikes securely), simple pub food, and relatively easy access to and from the railway station and also the Big Track for our afternoon ride.

Susan Young and Dave Clark have done some investigation of venues including The Trent Navigation on Wilford Street, and the Canal House, as well as our usual room at The Globe. Comments please!**

Preparation of consolidated Pedals contact list

I have circulated for comments from Committee members a comprehensive Pedals contacts list, including contact details of the main Pedals activists I regularly or occasionally consult with on local issues, and the contact details of people I most often deal with at the County and City Councils, and various other local organisations. The idea is that that this comprehensive list, which will need regular updating, will be kept in a secure area on the Pedals website, for access by committee members only.

Report of 14 June briefing session from Larry Neylon on use of new Pedals Membership Database

Many thanks to Larry for all his hard work on this new facility. This also will be kept in a secure area on the website for access only by Committee members. The main responsibility for keeping it up to date will continue to rest with Dave Clark as Membership secretary but other committee members may wish to make use of it, e.g. Peter in ensuring he has up to date email addresses before emailing all members.

The meeting on 14 June was very useful, giving Dave, Susan, Andrew and myself a chance to try various features, e.g. emailing a particular group of members, or sending a standard template letter to a group, as well as the main ones of making it that much easier to update membership records and review the payment status of members and their particular affiliations / interests, etc., e.g. those who are also Ridewise trainers, or Sustrans volunteer rangers, or who have particular interest in repairing bikes, etc.

Since it is now that much easier to produce a list of members who still not do pay by Standing Order, Andrew Martin thought that we might consider running off such a list and then encouraging those who come to Pedals meetings to make personal approaches to people in this category to try to persuade them to change their payment method, to save our admin effort and expense.

Report on 14 June meeting of Greater Nottm Cycling Development Group

Andrew Martin and I attended this meeting. Discussion included the new online cycle journey planner, due to go live by July, and for which Cycle City Guides have been doing some input to help ensure this is consistent with other cycle mapping on the Transport Direct site.

Also discussed were:

- The need for consistency between Ridewise training standards and provision for cyclists on the highway
- Encouraging cycling by people with disabilities
- The future of the Rural Rides programme, with Ridewise now being likely to take on the main organising role in future and making far more use of online communication, including social networking sites, rather than paper leaflets, to promote the rides
- The Station Secure Bike Compound, still due to open in Bike Week.
- Possible local relevance of the new Innovatory Segregated Cycle Lane on Hills Road in Cambridge.
- U Cycle Project update.
- Potential for promoting cycling by people with disabilities

Fuller report at our meeting on Monday.

Future of the Rural rides programme: my comments of 15 June on draft paper by Gary S-W, following his discussions with Notts. County Council, etc.

"Gary

Thanks for this draft, on which I have a few comments:-

1. The normal practice is for each ride to have two volunteer leaders rather than one, with one going at the back to keep an eye on stragglers / people with problems.
2. The current brochures normally appear in early March or certainly before Easter, i.e. very early in Spring.
3. For several years the programme has been available in pdf form on the County Council website, as an alternative to the printed brochures, and we also feature it in a special page on the Pedals website so there has already been quite a shift towards more electronic form of publicity, though I agree that these could certainly be taken further, especially with the potential of (new) social networking sites
4. I am sure that a lot of people would want to retain some printing of hard copies as they like to have copies of the programme to hand to refer to. Many people eagerly await the publication of the programme each spring and it is useful to be able to give out to people on stalls, etc.
5. Under 'weaknesses' I note that you include 'no formal access volunteer leaders' but am not clear what you mean by this. The annual debrief cum planning meeting with volunteer leaders in early December could surely be considered some form of formal access, along with the letters to them inviting them to offer rides by late January.
6. As part of future development of the rides there is, I am sure, much scope for themed rides in association with other (environmental) organisations, e.g. Notts Wildlife Trust and Nottingham Civic Society (heritage trail rides), as well as rides targeting / bringing in particular groups, e.g. people with disabilities, worksite bicycle user groups, etc

Thanks again for all your hard work on trying to find a new system for keeping the rides going. I may well get some further comments at next Monday's Pedals meeting or indeed on the guided ride from County Hall to Radcliffe which Susan and I are leading this evening!

Hugh

PS. Gary has asked me to make clear that his negotiations with the County Council on this are not yet finalised. He is therefore anxious that our expectations are not raised prematurely!

PPS. Does anyone have **any good photos from recent Rural Rides** to help update those on the Rural Rides pages of the Pedals website please?*

Great Notts Bike Ride: proposed media feature on GNBR history and Pedals role in starting the Ride

Despite several reminders nothing seems (yet) to have come of this proposal, following the scanning in by Perfect Motion (who now manage the GNBR for the County Council) of all the 14 Pedals Scrapbooks.

Workplace Challenge update and report of 17 June Steering Group meeting

Fuller report at our meeting on Monday. We need actively to encourage individuals and organisations to sign up!*

...Press release of 17 June from Chloe Chaplin, Perfect Motion:

"There is only one week to go until the start of the 2010 Shape Up Notts! Workplace Challenge. The Challenge will launch on Sunday 20 June, to coincide with the Great Notts Bike Ride, and the start of National Bike Week, and organisers are urging business around Nottinghamshire to sign up and get involved.

The Challenge aims to create a more active and healthy workforce, as well as encouraging team work and boosting morale amongst employees. The Challenge's official start date is fast approaching, commencing this Sunday 20 June, to coincide with this year's Great Nottinghamshire Bike Ride, and the start of National Bike Week. The Challenge will run for four months until the end of October 2010.

Sport Nottinghamshire is keen to remind all local businesses that it is the last week to sign up before the start of the Challenge. They also want to emphasise that they are available to help businesses around the County to set up the Challenge in their workplace.

Simon Starr, director at Sport Nottinghamshire said, "There are only a few days left before the Challenge kicks off and I would urge businesses across Nottinghamshire to get signed up this week, so that they can get a head start on logging their points. There are lots of ways for individuals to earn points for the Challenge, whether that's sport, physical activity or active travel, there should be something for people of all abilities to get involved in.

"We want as many individuals as possible from organisations around the County to sign up, but we do appreciate that it can be a timely task to generate interest amongst colleagues. Sport Nottinghamshire and all of the partners involved in this year's Challenge are more than happy to make office visits to help them get started and encourage their team members to sign up. In addition to this, we've also put together a toolkit to help organisations get started, just go to www.thebigwheel.org.uk/challenge to download it."

Any sport, physical activity or active travel undertaken by employees involved in the Challenge will be recorded online at www.sportnottinghamshire.co.uk. Points will be awarded based on activity, length of session and intensity. Additionally CO2 reduction will be calculated for any trip made by walking or cycling that would otherwise have been made by car.

Councillor John Cottee, Nottinghamshire County Council Cabinet Member for Culture and Community, said: 'As 'the sporting county', Nottinghamshire is already putting a lot of effort into promoting active lifestyles to all its residents. We are looking forward to the 29th Great Nottinghamshire Bike Ride on Sunday 20 June and produce a range of guides to help cyclists safely travel to work or simply get out and enjoy the beautiful Nottinghamshire countryside. We are only too happy to add our support to this initiative and will be promoting it to our own employees.'

This year, prizes will be awarded to the organisations that score the highest number of points, the highest average number of points per employee, the largest CO2 reduction and the largest average CO2 reduction

per employee. There will be four prizes to the value of £2,000 this year, which the winning businesses can use towards improving the infrastructure within their organisations for active commuting.

There will also be spot prizes and giveaways just to reward people for taking part. This month, npower has teamed up with the Shape Up Notts! Workplace Challenge to offer a pair of tickets to the England v Pakistan Test Match at Trent Bridge on Saturday 31 July. To be in with a chance of winning this great prize, local people simply need to sign up to the Challenge and register activity between 20 June and 20 July 2010.

To sign up for the Shape Up Notts! Workplace Challenge and to start logging your activity go to www.sportnottinghamshire.co.uk/workplace-challenge.php. To find out more about the Challenge and how it could benefit your business, go to www.thebigwheel.org.uk/challenge.

Changes to the Pedals Constitution, following the AGM in March, and as notified to members with the Spring / Summer Newsletter, i.e.

- **"To all Pedals members: Proposed changes to Pedals Constitution to reflect the changes provisionally agreed at the AGM on 15 March 2010:**

Aim of the proposed changes

It is proposed to make two changes to the Pedals constitution, to help the transition to a broader-based allocation of responsibilities for conducting Pedals business.

Details of the proposed changes

The first proposed change is to allow the adoption of the title 'Facilitator' as an alternative to the present title 'Chairman'. This is to reflect a change in the intended style of management of meetings, with more emphasis on a more broadly-based way of reaching decisions based on consensus rather than taking votes.

Para 2 of the Pedals Constitution, available on the Pedals website at: <http://www.pedals.org.uk/search/node/Constitution> currently says:-

"2. The Association shall consist of a Chairman, Treasurer, Secretary, Membership Secretary and a Newsletter Editor in addition to ordinary members."

Proposed revised wording:

"2. The Association shall consist of a Chairman or Facilitator, Treasurer, Secretary, Membership Secretary and a Newsletter Editor in addition to ordinary members."

The second proposed change is to insert in para 2 the wording

'No one person may hold more than one office'.

This is to help ensure a wider distribution of responsibilities.

Procedures for formalising the proposed changes

In formalising agreement to the changes agreed at the AGM on 15 March, we need to have regard to the Pedals Constitution, clause 13 of which states:-

" Any proposals to alter this Constitution must be delivered in writing to the Secretary of the Association not less than 28 days before the date of the meeting at which it is first to be considered. An alteration will require the approval of a majority of not less than two thirds of members present and voting at the General Open Meeting.

Notice of each such meetings must have been given in accordance with normal procedure but no less than 14 clear days prior to the meeting in question and giving the wording of the proposed alteration."

These changes were provisionally agreed at the AGM, subject to their being ratified formally at a subsequent Pedals meeting, on Monday 21 June, to allow enough time for all members to be notified, through the mailing with the Spring/summer newsletter.

If at the meeting on 21 June two-thirds of those present approved the changes they will then be confirmed.

- **Any comments on these proposed changes should be sent before Monday 21 June 2010 to Peter Osborne, Pedals Secretary, email: peterozz@hotmail.co.uk**

4. Finance

Chris Gardner to update us.

5. Forthcoming meetings / events

Wheellie Big Cyclists' Breakfast & Greater Nottm Transport Partnership Cycle Forum, Thurs 24 June

A reminder about this and the GNTM Cycle Forum (to be discussed also with Helen Hemstock)

Cycle maintenance sessions at Transition Arnold: message from Margaret Vince of 28 May

"Transition Arnold are planning two events at which bike maintenance would be

- > extremely desirable, and I hope you can help us. The first and more
- > important event is the Arnold Carnival, which takes place over the weekend
- > of 19-20 June in Arnot Hill Park. We would be very grateful if you could
- > provide a cycle maintenance session at some point over that weekend. We
- > can provide gazebos etc., I think we may have some money available for
- > expenses too.
- >
- > The other date is a general skillshare which we envisage for 10 July but
- > if we can't get enough workshop people we may postpone it until
- > September.
- > Can you help with either of these?

Request for stall from the Manager of the Victoria Market (email of 24 May from Dave Clark):

"The manager of Victoria market has offered us space to bring the display up, this we need to discuss at the next meeting. we could co-ordinate with ride wise and cycling for health and bike club., I Have said we would be interested but need to bring it up at the next meeting.

Message of 14 June from Dave Clark re Pedals stalls in June and July:

"I have managed to get the stall on the chilwell school fete on sat 1pm to 6pm, then on the 26th at the sherwood fest and on 4th july have been invited to the colwick woods event. I then have the stall on the big breakfast."

Derby Cycling Group 31st birthday celebrations on Sat. 10 July: message of 25 May from Dave Clasby, Acting Chair of DCG:

"On Sat July 10th, DCG will celebrate 31 years campaigning and we are having a social at The Clockworks 25 27 Queen St Derby, bike rides, maintenance lessons, talks, bike generator tips, bike films, food and a fire in the evening.

Pedal on

DC

David Clasby

Sustrans

Bike It Supervisor, The Midlands

11 Morledge

Derby

DE1 2AW

07775 420 998

PS. For health and family reasons I gather that Mark Brown has recently had to step down from being Chair of DCG.

Meeting on Wed 4 August at the Mechanics Institute with Liz Silver, Nottingham Disabilities Forum

Liz Silver of the Nottingham Disabilities Forum, who I met when we were both invited to one of the City Council Regeneration Scrutiny Panel meetings earlier this year, said then that they would value a meeting with Pedals to discuss matters of mutual interest as well as some concerns that some of their members had about cyclists.

We have now fixed a date for an initial get together, on 4 August. Liz and 1-2 of her colleagues will be coming for an informal chat with me. Who else from Pedals would like to attend?***

Depending on how it goes we might want to invite them to a follow-up discussion at one of our monthly meetings early next year.

Mikron Theatre's Pedal Power show; message of 8 June from Julian Bentley:

"Click the link for details of the Mikron Theatre's **Pedal Power**:

<http://www.mikron.org.uk/pedalBlurb.php>

It's on at Shardlow 27 Aug....

6. Cycle facility and traffic management matters;

Local Transport Plan (LTP3) consultations by the City and County Councils (response needed by 10 July) – copy of my message of 11 June to Andrew Martin and Peter Osborne

"I have had several messages in the last couple of days, from both the City and County Councils, about the latest stage of consultation on their new Local Transport Plans (LTP3) which are key documents for us to respond to (even though it is very questionable in the current financial climate, especially in the case of the County Council) whether there will in fact be any money available to do anything useful for cyclists, directly or indirectly!

Anyway, in forwarding this crop of emails to you, I would be glad of your comments, before or at the next Pedals monthly meeting. On how you think we should best handle the consultation, bearing mind that both ask for a response by the middle of July. I am willing to coordinate our responses if you wish but, in that case bear in mind that the time for gathering other peoples' comments and producing a consensus response will be that much shorter as I will be away on holiday from 30 June to 19 July. In that case you might think it best that someone else organises the coordinated responses, even if I do a first draft."

Nottingham Station Secure Bike Compound: response from Keith Morgan (26 May) to the concerns expressed by Roger Codling about inadequate spacing between cycle stands:

"Hugh,

Chris and I went down with the engineer the other day with a couple of bikes to test it out.

The stands are a bit closer to the wall than the guidance would suggest, they do however still allow the main frame of the bike to rest against them and it should allow all types of lock to be accommodated. They cannot be further away from the wall due to the fixed location of a drainage channel.

The stands do also allow two bikes to fit next to each other. The shelters are designed to allow five stands and this is what has been accommodated under each. Like you, we had concerns, but from trying it out we have been reassured that the compound and stands will work ok.

The lighting is currently being installed and CCTV over the next couple of weeks. I believe that they are aiming for an opening in time for Bike Week.

There is also a space provided for a ticket machine within the parking area near to the entrance to the footbridge.

Keith

Lenton Lane cycle path marking changes; message of 26 May from Roland Backhouse, forwarded to Chris Carter and Keith Morgan, City Council:

"Chris

Keith

Any comments please on this message from Roland Backhouse? I have not yet seen the changes he mentions but this change does indeed seem very unfortunate.

It would be helpful please to have your comments before I raise this at the next Pedals meeting on Monday 21 June.

Thanks, Hugh

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

From: "Roland.Backhouse" <roland.backhouse@ntlbusiness.com>

To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>; "Andrew Martin" <andrew@veggies.org.uk>

Cc: "Roland - Univeristy" <rcb@Cs.Nott.AC.UK>; "Roland - home" <roland.backhouse@ntlbusiness.com>

Sent: Wednesday, May 26, 2010 2:09 PM

Subject: Lenton Lane cycle path

> Dear Andrew, Hugh,

> The white line on the footpath past the Red Cow on Lenton Lane has been

> repainted (I think today). Now, instead of an unbroken line, there are

> at least three places where it is now marked that cyclists should give

> way to turning motorists. For example, the markings now indicate that a
 > cyclist should give way to motorists turning into the Red Cow car park.
 >
 > I think this is totally unacceptable and would propose mounting a
 > campaign to get the Council or whoever is responsible to eliminate this
 > ridiculous policy.
 >
 > The basic rule in the UK is that straight-through has right. (I call it
 > the STAR rule: straight-through 'as right). See, for example, rule 170
 > of the highway code
 > http://www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG_070332. A
 > second rule that ought to be enshrined in all traffic regulations and
 > policies is that the more vulnerable the greater the priority. It is a
 > nonsense that turning motorists should be given priority over
 > straight-through traffic (of whatever form), and truly disgusting that
 > they should be given priority when turning across a pavement into a
 > privately-owned business.
 >
 > There is a very good reason why the STAR rule should be rigorously
 > enforced: it has a natural calming effect on motorised traffic. If
 > motorists become used to the fact that turning motorists may be required
 > to stop in order to give way to vulnerable traffic, they will naturally
 > reduce their speed.
 >
 > The most recent action is yet more deplorable because of the practice of
 > condoning abusive parking in the very same street. Having observed the
 > parking over a number of weeks, it is now clear that a substantial
 > number of drivers think they have a right to park on the pavement/cycle
 > path, including directly opposite traffic islands. Adding to this the
 > fact that in the past year the police have given on-the-spot fines to
 > cyclists riding on the pavement (many of whom were possibly
 > international students new to the area and quite unaware of the crazy
 > here-you-can-here-you-can't rules) it is clear that the police/council
 > have a discriminatory policy in favour of the motorised population and
 > against vulnerable traffic. Something needs to be done to ensure that
 > our laws are applied in a fair and proper manner.
 >
 > I would like to ask for Pedals support in mounting a campaign. In the
 > meantime, I plan to write to my MP and possibly to other news
 > organisations. (First, I need to get a camera to take photos of the
 > parking in order to contrast it with cycle path.)
 >
 > I presume the Council is responsible for the white lines. Would it be
 > possible to send an email in the name of Pedals to the person in
 > authority? I am happy to draft the email (or what I have written above
 > could be used). Note that I will be away from tomorrow until after the
 > bank holiday.
 > Regards, > Roland

....and copy of Roland's related letter to Ken Clarke MP "Discrimination against vulnerable traffic in law enforcement (26 May)

"Dear Mr Clarke,

I have written to you previously about the plight of vulnerable traffic in our society. In this email, I would like to draw your attention to what I view as discrimination by Nottinghamshire Police in its enforcement of the law in favour of motorists and against cyclists.

Attached to this email is just one photo (of many) I have taken of illegal parking on my daily (cycle) route to work. It is evident from the photo that the law is being broken in several ways. Relevant sections of the highway code are copied below. I would draw your attention in particular to rule 145 which states that cars must not drive on the pavement except for access or in an emergency. It is clear that any car that parks (partly or wholly) on the pavement has indeed broken this law. Yet the law is never enforced! In the case of the infringements illustrated in the photos, the police are well aware of the circumstances but the only action that has been taken has been to put notices on the car windscreens (some time ago!).

Contrast this with the police action in the same area in September last

year when cyclists were given on-the-spot fines for cycling on the pavements. The area is close to the University where I work and the police action was at the beginning of the University year. Undoubtedly many of the students who were trapped by the police were new to the area, possibly also international students, and --as you may know-- there is a highly confusing here-you-can-here-you-can't pavement-cycling policy in force in the Nottingham area.

The point I want to make in this email is the systematic bias in the UK's laws and law enforcement in favour of motorists and against vulnerable traffic. I believe this is just as important an issue as the economic welfare of the country because it has direct influence on our health and environment. As an influential MP, I hope that you will take action to remedy the situation. In the short term, I would request that you write to Nottinghamshire Police to ask them to strictly enforce the law against driving on the pavement (as all drivers who park on the pavement inevitably do).

If you would like to see for yourself at first hand some of the issues facing cyclists in the Nottingham area, I would be happy to escort you on a cycle ride. I can lend you a bicycle if you don't have one. My home is not far from yours. A Sunday would be preferable because some places are dangerous for inexperienced cyclists. (I hope I don't give offence. I do not know whether or not you cycle. Sadly, most British citizens do not which, in my view, is the root of all problems.)

I thank you for your support.
Yours sincerely,
Roland Backhouse

PS I am copying this email to the former chair and current chair of Pedals.
145

You ***MUST NOT*** drive on or over a pavement, footpath or bridleway except to gain lawful access to property, or in the case of an emergency.
*[Laws HA 1835 sect 72 & RTA 1988 sect 34]

240

You ***MUST NOT*** stop or park on a cycle track
*[Laws MT(E&W)R regs 7 & 9, MT(S)R regs 6 & 8, ZPPPCRGD regs 18 & 20, RTRA sects 5, 6 & 8, TSRGD regs 10, 26 & 27, RTA 1988 sects 21(1) & 36]

242

You ***MUST NOT*** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.
[Laws RTA 1988, sect 22 & CUR reg 103]

243

DO NOT stop or park
* opposite a traffic island or (if this would cause an obstruction) another parked vehicle
* where you would obstruct cyclists' use of cycle facilities except when forced to do so by stationary traffic.

244

You ***MUST NOT*** park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.
[Law GL(GP)A sect 15]

....response from Keith Morgan re Lenton Lane:

"Dear All,

I have gone out and had a look. The intention was that the lining was to be renewed which has been done throughout the area. I have asked that the give way markings across the entrance and exit of the Red Cow pub to be burnt off and have been assured that this will go ahead asap. I will check the area to ensure the work is carried out.

The give way markings where the cycle lane comes to an end at Old Church Street will remain as this is where the cycle lane ends and cyclists rejoin the road.

If anyone has any comments or snags on any of the other work which has been carried out, to support of the Ucycle

project and improve the local facilities, please let me know.
Regards, Keith

...and comments from Arthur Williams (27 May):

"Hi Keith,

Yes, there is the same problem on Abbey Street near the bridge over the River Leen. There are new give way markings at the old petrol station - now car wash. There are also give way markings at the back entrance to QMC. I would have thought that cyclists should have greater priority than road traffic at this point.

Regards, Arthur

new cycle markings and shared path signs on Lenton Lane: my message of 6 June to Keith Morgan, City Council:

"Keith

As well as the new markings quite unnecessarily reducing the priority for cyclists on the current Lenton Lane shared paths, as raised with you two weeks ago (and which by the way seems quite uncalled for in terms of the DfT advice in their 2007 Cycling Infrastructure Design guidance report (<http://www.dft.gov.uk/pgr/roads/tpm/ltnotes/lt208.pdf>) I also notice that several new shared path signs have been introduced on what was I thought mostly just a footway on the east side of Lenton Lane between the toucan crossing and the turning onto Birdcage Walk (towards The Meadows, etc.) My understanding is that only a short section of the eastside footway, south of the toucan crossing, was designated a shared path when the toucan was introduced in the mid-1990s, although its surface was never well-maintained to encourage usage.

Seeing these new signs was the first I had heard of the intention to designate all of the eastside path for shared use, a proposal that is surely inconsistent with current advice from the DfT to make provision for cyclists (in 30mph areas) on the carriageway rather than off-road. Such a change was in fact proposed by the former Local Highway Authority, the County Council, about 20 years ago, I recall, and I remember discussing it with Neil Hodgson was then considering it. Pedals in fact objected to the proposal, particularly as the footway has a poor surface and is relatively narrow, made worse by several intruding lamppost columns, and it was then not pursued. This makes its reemergence all the more puzzling and I would be interested please to know the reasoning behind the recent change!

Hugh

...Lenton Lane – further messages from 11-12 June involving myself, Roland Backhouse, Adrian Juffs and Gary S-W, including my thanks to PC Dave Silverwood of Canning Circus Police Station:

"Dave

Could I very much support these comments and thank you for this distinct improvement!

best wishes, Hugh

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

From: "Gary SW" <garysmerdon-white@supanet.com>
To: "Adrian Juffs" <adrian.juffs@gmail.com>; "Hugh McLintock" <Hugh.McClintock@ntlworld.com>; "Arthur Williams" <Arthur.Williams@nottingham.ac.uk>; "Joanna Ward" <joanna.ward@sustrans.org.uk>
Sent: Saturday, June 12, 2010 9:31 AM
Subject: Re: Lenton Lane. Success at last.

> We should ensure we thank them for good practice and encourage further
> such changes

>

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

> From: Adrian Juffs <adrian.juffs@gmail.com>
> Date: Fri, 11 Jun 2010 17:30:45
> To: 'Hugh McClintock \ (Dell)' <Hugh.McClintock@ntlworld.com>; 'Arthur
> Williams' <Arthur.Williams@nottingham.ac.uk>; 'Gary
> Smerdon-White' <garysmerdon-white@supanet.com>; 'Joanna
> Ward' <joanna.ward@sustrans.org.uk>
> Subject: RE: Lenton Lane. Success at last.

>

> I cycled there a couple of times today too. The (temporary looking)
> police no parking cones make a big difference for traffic in the stretch up to
> and over the canal bridge.

>

> In a steady stream of mixed traffic on the cycling kerb side, I saw three
> cyclists able to ride within the traffic flow (correct position) without
> any difficulty or issue. The cycling kerb area was not used at all - maybe
> because it was blocked by a cone at one end.

>

> Also saw a couple of cyclists riding in the opposite direction without
> issue or hindrance too.

> Adrian
>
> -----Original Message-----
> From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]
> Sent: 11 June 2010 10:28
> To: Arthur Williams; Gary Smerdon-White; Joanna Ward; Adrian Juffs
> Subject: Fw: Lenton Lane. Success at last.
>
> FYI
> Hugh
>
> ----- Original Message -----
> From: "Roland Backhouse" <rcb@Cs.Nott.AC.UK>
> To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>
> Sent: Friday, June 11, 2010 9:07 AM
> Subject: Lenton Lane. Success at last.
>
>> Hi Hugh,
>> Police no-parking signs have now been placed along the length of Lenton
>> Lane. The scene is quite different and the cycle by-pass adjacent to
>> one of the islands is now safe to use. (I expect the drivers of large
>> vehicles will also be very pleased.)
>> Cheers, Roland

New Double Yellow Lines in Aspley outside Sainsbury's: message of 30 May from Andrew Martin

" Dear all

I am pleased to report that The Paint Pixies who recently visited Lenton have painted new Double Yellow Lines (DYL) in Aspley outside Sainsbury's shop. This is for me a partial success, as initially 'Taxi Bays' were painted on the road when the new Sainsbury's shop opened a few years ago. I have for some years periodically and consistently challenged Nottingham City Council on this issue as licensed vehicles were allowed to park directly on the Cycle Lane which is part of Sustrans Route 6. The taxi bay markings were removed which then allowed all vehicles to park on the cycle lane.

I believe that the yellow lines need to be continued beyond the chicane, as currently vehicles park on the Yellow Lines and all over the cycle lane. This issue (pre DYL) was a few months ago discussed at a Pedals meeting, for the following specific reasons.

Cyclists entering Bar Lane will be cycling uphill, and probably slowly, and dealing with a narrow carriageway due to parked vehicles on the cycle lane and the traffic light island on the right hand side, with motor vehicles attempting to squeeze past and overtake.

One final point from my previous emails: for cyclists to continue along Bar Lane within the lines of the cycle lane involves cutting in after the parked cars and a chicane, exactly at the point where vehicles enter and exit the Sainsbury's car park. I feel this site has created more hazards for cyclists, especially those who are slower and less confident.

I anticipate a prompt and effective solution and then all we need is enforcement of the Double Yellow Lines!
Andrew"

Sneinton Square/Bath Street Enquiry – message of 31 May from Arthur Williams to Kirstie Turner, City Council:

"Hello Kirstie,

Are there any more details available on the Sneinton Square layout, now? There were some specific questions that Pedals had with regard to effects on cycle provision, see my original email below.

I notice that there are a lot of markings that have been made on the ground in preparation for the work.

Regards, Arthur
Arthur Williams

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

From: Kirstie Turner [mailto:Kirstie.Turner@nottinghamcity.gov.uk]
Sent: Wed 5/5/2010 14:32

To: 'Arthur.Williams@nottingham.ac.uk'
Cc: Hugh.McClintock@ntlworld.com; 'peterozz@hotmail.co.uk'
Subject: RE: Sneinton Square/Bath Street Enquiry [Scanned]

Hello Arthur

Thank you for your e-mail to Liz Hiskens and for attending the feedback session last Saturday regarding the plans for Sneinton Square.

The points that you have raised for clarification are details that will be firmed up as the design for Sneinton Square is progressed in the next couple of weeks. Therefore I will be able to respond to your comments after this time. In the meantime if you have any further queries, please do not hesitate to contact me.

Kind Regards, Kirstie

Kirstie Turner

Major Transport Projects

Lawrence House, Talbot Street, Nottingham NG1 5NT

Telephone Number: 0115 9156024

e-mail: kirstie.turner@nottinghamcity.gov.uk<<mailto:kirstie.turner@nottinghamcity.gov.uk>>

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

From: Arthur Williams [<mailto:Arthur.Williams@nottingham.ac.uk>]

Sent: 30 April 2010 10:21

To: Liz Hiskens

Cc: Hugh McClintock (Dell); peterozz@hotmail.co.uk

Subject: Sneinton Square/Bath Street Enquiry [Scanned]

Dear Liz,

Although I did attend the feedback session last Saturday, in consultation with other Pedals members there are a few other points that we would like to clarify about the new Sneinton Square plans.

Firstly, alongside the current Gedling Street there appear to be some stone or concrete pedestals/seats. How wide will the walkway/cycleway be between the Victoria Leisure Centre and these raised sections... and will they really have sharp corners as shown on the picture on p.3 of the consultation brochure?

Secondly, what is the distance between the bottom step of the terraced section outside the new Leisure Centre entrance and the water features?

Thirdly, where will the cycle parking be positioned?

Finally, I understand that there will be some changes to the footpaths along Bath Street. Is there any change planned to the alignment or width of the current carriageway?

Regards ,Arthur

Arthur Williams

Sneinton Market TROs: message of 14 June from Arthur Williams to Helen Richardson, City Council

"Dear Ms Richardson,

I am writing on behalf of Pedals in response to the consultation on Sneinton Market (TMP 6836) which was originally addressed to Hugh McClintock.

Firstly, I would like to state our support for the overall aims of this scheme to reduce motorised traffic and make a more pleasant environment for pedestrians and cyclists. There are a few points on the attached map that need further clarification.

In particular, there is a "No Entry" on Gedling Street, preventing traffic to pass the Victoria Leisure Centre - shouldn't this have an "Except Cyclists" plate on it?

Also, for the stretch of Gedling Street between Brook Street and Nelson Street, there is a potential conflict between motorised traffic and cyclists travelling from North-East to South-West. Will there be a marked contra-flow lane, or if not, will there be adequate width provided and signs to warn motorists of cyclists' right to travel contra-flow?

Finally, for future consideration, is how cyclists can cross safely over Lower Parliament Street towards the City Centre when they exit from Gedling Street.

Regards, Arthur
Arthur Williams"

Riverside path alignment and signing past the Nottm Sailing Club, Steve

Thanks for this response which I will report to the next Pedals monthly meeting, on Monday week.

best wishes

Hugh

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

From: [Stephen Jones](#)

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

Cc: [Jane Baines](#)

Sent: Thursday, June 10, 2010 9:54 AM

Subject: Riverside Path

Hello Hugh

I think it needs to be restated that cyclists are not (as far as we know) being prevented from riding in front of the sailing club. I think the same applies to the sports ground (adjacent to the sailing club). Their (the owners) attitude seems to be, 'you can use it but we are not going to formalise it'. The sports ground did agree to surfacing the path but as far as I am aware there was again no legal agreement with them for cycling.

Steve Brewer from the City Council was responsible for producing the Nottingham South cycle map. He is aware of the errors on the map and will ensure that the next reprint is changed accordingly.

I understand that the Sailing Club and the sports ground are not willing to enter into any formal agreement but are willing to leave the status quo. This was discussed informally with them. From a Rights of Way point of view I can't argue with this as the route for pedestrians is open and available.

Rushcliffe BC undertook the negotiations with Mr Allock, (the farmer of the set of fields after the Rushcliffe block of land) and have a formal agreement with him. You might need to check with Mike Luxton at Rushcliffe BC if they did discuss a formal agreement with the other two landowners or not at any time.

A bit of care may be necessary with the sailing club and the sports ground as they could withdraw their passive agreement if they felt they were getting too much hassle.

I know this is not what some cyclists want to hear, but if discussions have already taken place with the landowners and they have said no, then we may have to live with that decision. The "official" route for cycling to the NWSR is along Radcliffe Road and on to the cycle path on Regatta Way and Adbolton Lane. Of course there is the 20 mph "home zone" through Ladybay linking to Adbolton Lane and NWSC which is a more direct route.

Kind Regards,
Stephen Jones
Communities
Nottinghamshire County Council
Tel. 0115 9774207

notes on the Wilford-Clifton 'commuter cycling corridor' route tour of inspection yesterday (26 May) – sent to Steve Brewer and Keith Morgan on 27 May:
"Draft of 27 May – for comments please!"

Wilford Clifton Commuter Cycling Corridor site visit of 26 May 2010: report of visit to assess improvements needed

Attended by Hugh McClintock and Roger Codling for Pedals (and CTC), and Keith Morgan, Steve Brewer and Ollie ?, City Council

Carrington Street

Ensure that 'Canal towpath' cycle route direction sign on west side is facing the right direction!

Provide a more angled approach to the right turn bay for cyclists turning right into the top end of Queen's Bridge road from the traffic signals at the junction of Carrington Street and Queen's Road

Ensure that the ASLs and bans on left turns and right turns at this junction are respected by drivers, including bus and taxi drivers!

Queen's Bridge Road

Widen cycle route (including accesses) through the paved area between Queen's Bridge Road and Carrington Street and delineate more clearly, e.g. with surface logos.

Provide speed humps (and surface markings such as red warning triangles as used on the south approach to Wilford Bridge) to slow drivers down and deter them from cutting quickly across Queen's Bridge Road from Sheriffs Way, regardless of the likely presence of cyclists.

Waterway Street and Meadows Way junction with cycle route

As part of NET phase 2 plans at this junction provide a more direct and faster route for cyclists through the various parts of this double junction.

Replace missing 'except cyclists' plate under No Through Road sign at entrance to access path to Queen's Walk from Sheriffs Way south of the Waterway Street / Meadows Way junction.

Main Road, Wilford

Legalise and promote access to riverside path via footway alongside flood wall on west side of Main Road to the south of the village green.

Sign to 'Gresham Park and West Bridgford' the cut-throughs from Main Road via Holly Lane and Bader Road (and with signs to 'Wilford' from the ends of these cut through paths on the Gresham Park side, i.e. on the Coronation Avenue / Riverside – Wilford Lane path).

Make the riverside path more attractive for (spring and summer) commuters between Clifton Bridge and Main Road, including adjustments to the A-frame barriers and surface improvements.

Traffic signalled junction: Main Road / Wilford Lane / Ruddington Lane

Take advantage of the filling in of the now redundant car parking bay outside the former Wilford Post Office to provide an improved standard for the access to the shared path on the north side of Clifton Lane towards Clifton Bridge etc, and include a safe right turning bay for cyclists just to the north of the junction.

Improve the safety of westbound cyclists on Clifton Lane (approaching the traffic signals from the direction of Clifton Bridge) by taking them from the cycle path back on to the carriageway a little west of the traffic signals with a cycle lane to take them through the junction and, if possible connecting through to the shared paths installed by the County Council on Wilford Lane in the vicinity of the Compton Acres / Becket School junction.

Provide cycle lanes on the south side of Clifton Lane through the junction towards Clifton Bridge, the access to the Clifton Bridge cycle path and the cycle paths on the south side of Clifton Lane between Clifton Bridge and the Silverdale roundabout and Silverdale etc.

Provide ASLs on all arms of the junction, with good approach cycle lanes, and encourage use of these by eastbound cyclists wishing to access the Clifton Lane cycle path east of the traffic signals, i.e. instead of the present awkward 'jug handle' indirect turn arrangement.

Include the destination 'City Centre' in white and blue, with a cycle logo, on the bottom panel of the general local traffic direction sign facing westbound cyclists on Wilford Lane approaching the junction from West Bridgford.

Sign the short cut for cyclists on the south side of the junction between Wilford Lane and Ruddington Lane via Pinfold Lane.

Ensure that signing in the vicinity of this junction (and elsewhere on the route) shows the cycle route via Clifton Lane and the subway under the A453 flyover (east of the Silverdale roundabout) as the main cycle route to and from Clifton and not the old route via Ruddington Lane and Launceston Crescent etc.

Clifton Lane between the Wilford Lane / Main Road traffic signals and Clifton Lane toucan crossing west of Clifton Bridge

Improve the much degraded cycle path on the north side of Clifton Lane between the traffic signalled junction and the mini-roundabout just east of Clifton Bridge, with particular attention to surface improvements, cutting back intruding

vegetation, the flushness of access crossings and signing including replacement of the very outdated signs showing 'Trent Polytechnic'.

Improve signing of links between the Clifton Lane cycle path and the riverside path as an integral part of the general cycle signing in this area, and including destinations served by the riverside path, e.g. 'Clifton Grove' and 'Barton Fabis'.

Cycle lane for eastbound cyclists between the Main Road junction and the cycle path access west of 'Clifton Bridge must include a safe crossing of the slip road to the A52T south of the mini-roundabout.

Adjust barriers to permit easier access to cycle path on the north side of Clifton Lane from the south side via the toucan crossing.

Clifton Lane between Clifton Bridge and Silverdale

Signs needed to show this as the main cycle route between the City Centre and Clifton (centre)

Replace the missing 'beware cyclists' signs facing drivers at the exit from the petrol filling station (which were attached to the now demolished wall!) and include improve surface markings to warn drivers of the possible presence of cyclists passing in both directions, i.e. making quite clear that cyclists can legally pass in both directions.

Improve the smoothness of the access crossings.

Ensure consistency of cycle way and footway markings all along this path and especially on the approaches to the subway under the A453T.

Provide dropped kerbs at the access to the subway on the Silverdale (Brookthorpe Way) end.

Cycle route via Launceston Crescent and Ruddington Lane

Address the issues about the poor design of the traffic-calming scheme raised by David Litchfield in his email of 2 February (reproduced below) which I then passed on to Chris Carter.

Modify the accesses to the subway from both directions with less sharp bends and more direct and comfortable approaches.

Change signing to avoid recommending this as the main route for cyclists between Clifton and the City Centre. For eastbound cyclists sign 'Silverdale and Clifton' and for westbound cyclists sign 'Compton Acres. South Notts College and West Bridgford (consistent with destinations shown on the current sign at the Ruddington Lane end of the cycle path through across the old railway towards Compton Acres etc.

Change the signs on Brookthorpe Way, at its junction with Somerton Avenue, to reflect the general change in signing the main route via the subway under the A453T and Clifton Lane etc., indicating not just 'Clifton Bridge' but the same destinations as on the existing signs by the Clifton Lane / Clifton Bridge toucan crossing and on the north side of Clifton Bridge.

West of Silverdale and Fairham Brook

Sign the path south from the Fairham Brook bridge towards Farnborough Road (south) as an integral part of the route and ensure that this path links coherently with the new path to be provided alongside the NET extension between Ruddington Lane and Clifton around the south side of Silverdale.

Ensure longer term links to upgraded path further along Fairham Brook, including links to and from Ruddington and the Rushcliffe Country Park and to possible major new housing area south of Clifton.

HMCC

Appendix: email from David Litchfield re problems with the traffic calming scheme on Ruddington Lane, forwarded to Chris Carter on 2 February 2010:

From: [David Litchfield](#)

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

Sent: Tuesday, February 02, 2010 9:59 PM

Subject: Re: first draft of Pedals wish list for Nottingham - for discussion at next Pedals meeting on Mon 15 Feb

Hugh,

This is a really interesting and useful document.

Can I remind you of an issue close to my heart, as well as my home, which I think is a major safety hazard for cyclists. Now that the old Becket school on Ruddington Lane has closed will the City remove the awful traffic calming measures they put in place outside the school a few years ago. They are an absolute nightmare for cyclists. I go that way to and from work, and it is really difficult having to ride several hundred yards where traffic is doing the same speed as you because of the humps. As for the sticking out bit of pavement, that is positively dangerous for cyclists.

Traffic heading north towards Wilford crossroads is supposed to give way to traffic heading south towards Ruddington. There are a significant number of drivers who think this doesn't apply if a cyclist is approaching.

Of the five days a week I ride the route, I would conservatively estimate that I go through this bit heading south two days a week with cars (a Transit van last Monday - very scary) coming through in the opposite direction forcing me into the kerb.

It's dangerous and the entire scheme was ill thought out. In addition, I know the residents in that area don't like it as it slows down lorries heading for the industrial estate and creates fumes and noise as they accelerate between humps.

...comments from David Litchfield on 6 June, echoing those from Jonathan Shewell-Cooper:

"Queen's Walk surface needs urgent attention."

(footnote: I have already been told by the City Council that in the current financial climate, including the announcement last Thursday that local authorities must all cut their transport budgets by 25% there is no prospect at all of getting this path resurfaced, at least so long as all of Queen's Walk is supposed to be dug up for the NET extension in about 2-3 years time!)

A52 Priory Island to QMC Island resurfacing scheme and proposed cycling provision: my exchange of emails with Chris Carter, City Council (7 June):

"Hugh

The HA are now separating out the maintenance scheme from the road improvement scheme. The immediate maintenance scheme is now to be a less intrusive overlay scheme which can be done with overnight working rather than requiring a full closure which was required for the full reconstruction. This will be done on a like for like basis.

They are now developing the capacity improvements as a separate scheme which will be implemented independently which will include elements from the vulnerable road user study they are undertaking.

This is how I understand it.

Chris

Chris Carter | Transport Strategy Manager

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

Sent: 06 June 2010 21:26

To: Chris Carter

Cc: Anne Sladen; Coral Simpson; Andy Pooley; Gary Smerdon-White; Keith Morgan; Joanna Ward; Nicola Jones; Peter Briggs; Robin Phillips

Subject: revised resurfacing scheme for the A52 between the Priory Island and the QMC roundabout - cycling provision

Chris

I gather that a revised resurfacing scheme for the A52 between the Priory and QMC islands is now going ahead, after some delay. Do you know whether or not the opportunity to include cycle lanes as part of this scheme now being included after all by the Highways Agency, as we strongly suggested some months ago?

best wishes, Hugh

Copy of letter of 15 June from John Rhodes (Trent Park Developments) to Jane Todd, CEO, Nottm City Council, re proposed foot/cycle bridge over the Trent between Trent Lane and Ladybay (The Hook)

"Jane Todd

Nottingham City Council

Loxley House

Station Street

Nottingham

NG2 3NG

15th June 2010.

Dear Jane,

Bridge Fund

I read in the Nottingham Post last week about the comments from the auditors regarding the use of the money intended for the Bridge Fund, which is in the region of £1.5 million.

I would like to propose using the Bridge Fund money towards delivering an important objective of the EDAW Master Plan for Nottingham's Riverside Regeneration, which is the construction of a foot/cycle bridge over the River Trent at the end of Trent Lane. (Please see enclosed drawing)

This would not only connect the two main leisure areas of Colwick Country Park and the National Water Sports Centre, but also allow walkers and cyclists from the south of the river to access the city via the Greenway and canal tow path.

I presented this proposal at a meeting of the Lady Bay Residents Association and was pleased to see that the majority were in favor. I have also discussed this with members of the sailing club downstream and they have no objections as they only tend to sail as far as the end of Colwick Country Park. In any case, the low clearance of Lady Bay Bridge dictates the height.

Pedals, the cycling lobby group are very keen on this proposal and with their help, there may be funds available via Sustrans.

The bridge could be the subject of a national design competition and would help to re-stimulate regeneration activity on Nottingham's long awaited Riverside Regeneration.

When the multi award winning River Crescent was built, a sum of money via the Section 106 Agreement was set aside towards making Trent Lane into a tree lined boulevard, complete with a cycle path. This proposal will become even more important when funding from the Sports Council ceases for the National Water Sports Centre. I have spoken with representatives of both Rushcliffe Borough Council and Notts County Council. They recognize that a footbridge would enable more people from the city side of the river to access this superb but under-used facility. I look forward to your response
Yours sincerely, John Rhodes

Copied to:
Hugh McClintock, Pedals
Lawrence Geary, Lady Bay Residents Association
Tom Huggon, Nottingham Civic Society
Shane Neville, NCC Planning
Mike Taylor, Nottingham Regeneration Ltd

Re: publicity re need to encourage driver respect for Advance Stop Lines: exchange of messages with Roger Geffen, CTC (7 June):

"Hugh
One of the aims of our Stop Smidys campaign is to get the Home Office and individual police forces to devote more priority and resources to road traffic policing. That includes enforcement not just of ASLs but also mandatory cycle lanes (see the Cambridge Cycling Campaign's photo gallery - <http://www.cyclestreets.net/galleries/117/>) and indeed the enforcement of road traffic law more generally (mobile phone use, speeding, drink-driving, you name it!)
Best wishes

Roger Geffen
Campaigns & Policy Director
CTC, the national cyclists' organisation
Tel: 01483 238322
Switchboard: 0844 736 8450
Fax: 0844 736 8454
www.ctc.org.uk/campaigns

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]
Sent: 06 June 2010 20:14
To: Roger Geffen
Subject: publicity re need to encourage driver respect for Advance Stop Lines

Roger
Following a discussion with Jon Robinson of the Nottm Post at the last monthly Pedals meeting about raising Pedals profile in the media and some possible cycling stories for him to follow-up we had a good piece in yesterday's Post about getting more driver respect for advance cycle stop lines; see <http://www.thisisnottingham.co.uk/news/City-council-plans-powers-enforcement-cycling-areas/article-2270474-detail/article.html>

This makes me wonder just what action (if any) is being taken elsewhere to encourage driver respect for ASLs etc., and what the CTC is doing to encourage this?

Any comments would be welcome please.
best wishes, Hugh"

West Bridgford Town Centre improvements (phase 3) and upgrading of the path across Bridgford Park connecting Bridgford Road and Edward Road: my exchange of messages with Paul Hillier (Notts CC) (26 May):

Paul

Thanks for your reply.

Although I can well understand the concerns about the possible removal of trees from alongside the Edward Road to Bridgford Road path it does seem a great pity of the idea of improving the path for shared use has to be abandoned altogether, especially since the width would appear to be reasonably satisfactory, if not perfect, for shared use. That could be improved by setting back the railings by half to one metre to make it seem effectively wider, in the way that it does now for this reason towards the Edward Road end (and not just because the width of the tarmac there is greater).

As regards the improvements to cycle signing in the Gresham Park area I am glad at least to hear that these have not been abandoned even if the financial uncertainty means that you cannot be at all sure when they will go ahead. I hope also that, at an appropriate time, there will be a chance to discuss these proposals in detail.

Hugh

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

From: [Paul Hillier](#)

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

Sent: Wednesday, May 26, 2010 10:21 AM

Subject: Re: WB town centre improvement works phase 3

Hi Hugh,

Phase 3 was put back a year or so while discussions about the future of the library took place. It has now been confirmed that we can go ahead with the project and, as you've picked up, work is scheduled to start in the summer.

There was, in the end, no public consultation because the scheme we've ended up with has made no fundamental changes to the operation of the area: the project has become mainly an environmental improvement.

We will, at some point, be providing information about what the scheme will comprise but I'm not directly involved in it so I can't give any details. Kate Butler would be your contact.

As far as the path between Edward Road and Bridgford Road is concerned, this was subject to a separate feasibility study which concluded that widening was possible but required the removal of the row of mature trees that line it on the park side.

Discussions with our arboriculture team confirmed that the trees are perfectly healthy and are not likely to need removal or replacing. Informal discussions with Lorraine Pulford have indicated that the Friends of Bridgford Park are not likely to support the widening either.

It is my intention, therefore, to brief Coun Jackson and recommend that the scheme is abandoned.

Improvements to the signing in and around Gresham Park will be included on our list of works to carry out. You will appreciate however that, now that our budgets have been greatly reduced the waiting time for this will increase. At the moment I can't give you an expected installation date.

Regards,

Paul Hillier

Local Transport Plan Programme Manager (Greater Nottingham)

Nottinghamshire County Council

Tel: 0115 977 4866 Fax: 0115 977 4054

...my message of 24 May to Paul:

"Paul

On page 7 of the County Council's Travel and Transport Briefing (Highways South) May 2010 issue I notice under the items headed 'Temporary Restrictions of Road' a reference to the "temporary road closure and temporary signals in place from 5 July to 29 November in order for the County Council to undertake town centre improvement works (phase 3)".

I do recall mention 2-3 years ago of the next phase of the West Bridgford town centre improvements works and your telling me subsequently of the decision to postpone them because of uncertainty as to whether or not the then WB Community Hub / Library scheme would go ahead with the significant changes that was likely to be required in terms of highway access etc. I also recall your mentioning that there would in due course be consultation on the next phase but don't recall hearing any more since then. Was there in fact consultation and, if so, when was it? Somehow I seemed to have missed it!

In any case it would be useful to have some more information on what this next phase will now consist of. As you know Pedals has been keen for many years to get some changes to the path across Bridgford Park between Bridgford Road by the Coop and Edward Road to make it safer for legal shared use by cyclists and pedestrians and we thought that consultation on the next phase would be an appropriate time to raise this again. Is this still being considered, including

discussion of various ways of addressing the concerns which I know have been raised such as fears about the possible loss of some trees? Having looked again at the site it seems to be that various solutions are possible, taking account of these concerns.

As well as giving an update to Pedals members with an interest in this issue it would also be useful please to have a response in the next day or two before the next meeting of the WB Local Traffic and Transport Group at the Civic Centre on Thursday evening as I am sure that other people on that Group will also be interested in this matter.
Hugh

PS. Good to see the appearance of the new cycle route direction signs at various places on the riverside path between Wilford and Holme Pierrepont. Is there likely to be similar progress soon on providing cycle route signing of the various new routes within the Gresham Park area, including links to and from Wilford Lane and Compton Acres?

... further response from Paul Hillier and my comments (26 May):

"Paul

Thanks for your reply. I agree that even just setting the railings back would not be that simple, although I thought it might cause less upset than widening the path and removing the trees!

I agree that the present situation works fairly well so wonder it that could not be legalised, along with a few minor modifications such as to facilitate cyclists safely entering and leaving the path safely at the Bridgford end.
Hugh

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

From: [Paul Hillier](#)

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

Sent: Wednesday, May 26, 2010 4:00 PM

Subject: Re: WB town centre improvement works phase 3

Hugh,

I don't think we'd be able to just set the railings back. For a start, it would still require the installation of footings/foundations which would affect the trees. Secondly, as they'd be on a slope, there would be a risk of them slipping down the bank. Thirdly, we'd be leaving a slope between the path and the rail for pedestrians or cyclists to fall into.

I think our only options are proper widening (which needs tree removal) or leaving it as it is. I have to say that, while it isn't perfect from a "planning" point of view, the current arrangement seems to work fairly well. I'm not aware of their being an accident problem; cyclists and pedestrians tolerate each other fairly well and act courteously. I think throwing a lot of money at it may well be ideal but it is less clear whether it actually would provide a measurable benefit.

Regardless, in the current climate (financial and political) this is all fairly academic. I can't see this happening in the near future irrespective of how feasible it is.

Regards,

Paul Hillier

Local Transport Plan Programme Manager (Greater Nottingham)

Nottinghamshire County Council

Tel: 0115 977 4866 Fax: 0115 977 4054

Cycle corridor – Tollerton-Edwalton ; copy of message of 2 June from Adrian Juffs (Ridewise) to Gary Smerdon-White, Chair of the Greater Nottm Cycling Development Group and my comments:

"Adrian

Thanks for the copy of this which I will raise at the next Pedals meeting (on Monday 21st June) as well as the Greater Nottm Cycling Development Group meeting on 14th. I will also forward it to Paul Hillier and Clive Wood at the County Council for their comments. The points you raise have been mentioned a number of times with the County Council, in some way or other and indeed were all addressed in the comprehensive Pedals wish list for Rushcliffe which we prepared last year at the request of Paul and Clive (and on which there has been only very little action since then, I might say).

We did also, a few years ago, suggest the idea of using the old railway east of Edwalton, towards Tollerton, as a cycle link across the A52 etc. but nothing came of that.

I might also mention that, about two years ago, I met (at their request) Noel Marshall of Tollerton Parish Council (and also of their Tollerton Against Speeding Campaign) to discuss with them how they could encourage the County Council to help improve cycling conditions to and from Tollerton. Nothing so far has come of that but I am including Noel in this response so that he can see that interest in the issue has not died away! I am also copying this to Tony Kemmer of Keyworth Parish Council, a keen cyclist, who also has mentioned to me (a year or two ago) his keen interest to improve conditions for cyclists in that area.

We can discuss this further at the CDG meeting on 14th at which I believe that Paul Hillier will be present and then see what people think the prospects are of getting some new momentum on this, despite the now very difficult financial climate. I am copying my response to several other people with an interest who may also wish to comment.

best wishes
Hugh

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

From: "Adrian Juffs" <adrian.juffs@googlemail.com>

To: "Gary Smerdon-White" <garysmerdon-white@supanet.com>; "Hugh McClintock" <Hugh.McClintock@ntlworld.com>; "Nicola Jones" <nicola.jones@sustrans.org.uk>

Sent: Wednesday, June 02, 2010 9:57 AM

Subject: Cycle corridor - Tollerton: Edwalton

> Hi

> A topic for the CDG to pursue but thought I'd pass it by you first as I
> suspect you will be able to bring me up to date with the current
> position/options/thinking. Nothing appears to be marked on the map CDG have
> been looking at.

>

> I understand there's a strong adult cycling community in Tollerton - kids
> don't use/are not allowed to use the roads though as parents don't regard
> them as safe. Some experienced adult road cyclists don't use some local
> roads for the same reason.

>

> More specifically, a key issue is cycling between Tollerton and Edwalton (to
> access Nottingham and beyond - either to commute, to access schools or for
> leisure) i.e getting over the busy main roads including the A52 Gamston Lings
> Bar Road.

>

> Some adults don't cycle commute solely because of this. And when taking
> children to school in Edwalton/WB with bikes a frequent approach is to cycle
> on pavements in Tollerton, and then almost 'play chicken' over the A52, or
> over its roundabout junctions with the A606 Melton Road, and then ride
> pavements again into Edwalton. Thereafter existing cycling routes can
> quickly be accessed.

>

> Clearly the potential cycling audience is also in Plumtree,
> Normanton-on-the-Wolds, and the larger communities in Keyworth and Cotgrave.
> I haven't ridden the area much or recently, but suspect cyclists from these
> would probably tend to head towards Tollerton as a natural conduit to access
> Edwalton, West B, Nottm, Big Ride etc.

>

> A solution that has been suggested as ideal would be to give cyclists safe
> access over the A52 and A606 by somehow using the route/bridge taken by the
> rail track that is now only used occasionally for testing.

>

> Maybe eg Sustrans Cycle Bridge/Connect2/'Links to Schools' type project
> funding can be accessed, and perhaps there are further suggestions in the
> Pedals wishlists.

> Adrian

> Adrian Juffs

> 07905 068420

> adrian.juffs@gmail.com

>

PS further comments from Adrian on 6 June:

"Hugh

I'm not able to make the CDG meeting this time so will be interested to see
how this progresses.

Paul Hillier has seen my query and was prompt to reply so perhaps he will
copy that to you. Although there seems to be nothing planned Paul does say
that they would very much like to find a solution.

I have since replied asking whether developing the short footpath off
Lothian Road has been considered e.g. permissions for cycling, surfacing
(tarmac or similar to Big Track), adding a refuge (or foot/cycle bridge) on
the A52 to cross and rejoin route through Edwalton golf course.
Adrian

Report of 10 June Broxtowe Transport Group meeting:

Robin Phillips was in the end unable to represent Pedals at this meeting as he found he had a clash of diary dates, and could not manage to contact Peter Briggs to take his place so I went instead. Among the matters which came up, of possible interest to Pedals were;

- The presentation by Jerome Baddeley of the Nottingham Energy Partnership on the implication for transport of Peak Oil
- The plans, at last soon to be implemented, for proper cycle parking outside the Broxtowe Council Offices and including the Town Hall.
- The changes to the layout of the Middle Street / Station Street junction associated with the current construction of the new Tesco store (I have since followed this up via Paul Hillier as it seems that no account has been taken of the interests of cyclists in these proposals ; once again this shows how bad we tend to be at picking up relevant developments through regular and systematic monitoring of planning applications in all the Districts of Greater Nottingham!)

non collision cycle injuries site launched ; message of 15 June from Nigel Williams, CTC

" For information

Regards, Nigel

CTC Professional Services Officer

01225 787911

From: Benington Rob [mailto:Rob.Benington@bristol.nhs.uk]

Sent: 02 June 2010 17:22

Subject: non collision injuries site launched

Hello

Many of you will be aware of our initiative to gather information about non-collision cycling injuries - one of the larger causes of emergency admission to young people.

We are just beginning to circulate the press release - please could you pass on the attachment to anyone who might be able to raise awareness or might have an interest. Also please visit the site yourself to tell us about any non-collision cycling incidents you may recall <http://www.betterbybike.info/non-collision-incident>

The results will be the first piece of research into this phenomenon and one that a wide range of people will be interested in from safeguarding managers, road safety professionals, public health staff and, of course, cyclists.

All the best

Rob Benington

Injury Prevention Manager

NHS Bristol

4th Floor

South Plaza, Bristol BS1 3NX

rob.benington@bristol.nhs.uk<mailto:rob.benington@bristol.nhs.uk>

Tel: 0117 9002235

Between 4 and 5 people over 65 are admitted to hospital in Bristol every day as a result of a fall. Falls are not an inevitable part of ageing. Risk of falling can be reduced.

The rate of unintentional childhood injury is dependant on factors of deprivation especially social isolation, poverty and poor housing.

7. Miscellaneous items

County Council Rural rides programme - 18 June retirement for Pete Jarman: many thanks from Pedals

Only on 14 June did I learn that 18 June is the last day of work at the County Council for Pete Jarman, who has coordinated the Rural Rides programme for many years, in close cooperation with Pedals and many other volunteers. I have therefore send him a car with our warmest thanks and best wishes for the future.

Cyclists Beware: Arrow Driving School – my reply of 24 May to message from Julian Bentley:

"Julian

Thanks for this message and very sorry to hear about this appalling incident, especially when a Driving Instructor was the perpetrator.

It reminds me that earlier this year, in discussing suggestions for future visiting speakers for Pedals meetings, someone suggested that we invite along someone from the DSA for a discussion. We have in fact not yet done this, partly because we already (since our last meeting on 17 May) have suggestions at least 'pencilled in' for the rest of this year's meetings

and also because noone has yet given me a definite name at the DSA to approach. However, perhaps we should now make more of an attempt to arrange this, even if we cannot find a slot until early next year.

Meanwhile, you might wish to raise this at the GNTF Cycle Forum on 24 June (after the Cyclists' Breakfast in the Old Market Square), if you are coming, perhaps with a suggestion that we ought generally to be working more closely with Driving Schools on ensuring that their instructors at least are models of good driving behaviour (towards cyclists). At last year's Forum there was a suggestion for a local campaign to make drivers more cyclist-aware but, for various reasons, nothing has yet come of it, as far as I know (one being the feeling that, as soon as you float the idea of any campaign to tackle poor driving you will be instantly howled down by most drivers very vociferously demanding first a proper campaign to tackle what they see as the all pervasive examples of poor behaviour by cyclists!)

Gary S-W may wish to comment so I am copying this response to him and also to Susan Young, whose partner Andrew is a driving instructor, as you may know, and who may also wish to comment,
Hugh

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

From: [Julian B](#)
To: hugh.mcclintock@ntlworld.com ; peterozz@hotmail.co.uk ; [graham](#)
Sent: Monday, May 24, 2010 12:43 PM
Subject: Cyclists Beware: Arrow Driving School

Hi

After being put at risk on the road last week by a *Driving Instructor (!)* I thought I'd let you know about what happened:

An Instructor (Arrow) and pupil overtook me dangerously on Melton Road. I called the driving school that same day, reporting the details and requesting an explanation - I was told that I would be contacted after the matter had been looked into.

After waiting 4 days without a response I called Arrow again and demanded an explanation - this was met with indifference, disinterest and denial.

These events worry me a bit on 2 counts:

1. The incident itself showed either very poor judgment or negligence by the Instructor concerned.
2. The attitude of the Admin person at Arrow was shockingly dismissive and unconcerned.

I am now about to make a formal written complaint to the DSA re Arrow Driving School- I just thought you might like to be warned about this rogue outfit...

Julian

...response from Gary S-W, 25 May:

"Happy to follow up leads to the car driving instructors

Re IAM – they are offering Cycling Instruction as part of their sales pitch to employers and RW are supposedly their preferred supplier locally – however we've had no leads into Corporates from them.

Gary

From: Hugh McClintock (Dell) [<mailto:Hugh.McClintock@ntlworld.com>]
Sent: 25 May 2010 11:50
To: Gary Smerdon-White; Susan Young; Peter Briggs; Peter Osborne; Arthur Williams; Adrian Juffs
Subject: Fw: Cyclists Beware: Arrow Driving School

FYI
Hugh

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

From: [Julian B](#)
To: hugh.mcclintock@ntlworld.com
Sent: Monday, May 24, 2010 11:41 PM
Subject: RE: Cyclists Beware: Arrow Driving School

Hi Hugh

Yes I'll do some more work on this with a view to the Cycle Forum, time permitting. I agree with you - perhaps its time we did try to make links with the DSA. On a similar note: earlier this year the Institute of Advanced Motorists contacted me re information about Cycle Instructors/Training (and their own

website publicises the statistical fact that cyclists make better drivers).

I spoke to the DSA today - they were quite helpful and concerned - my letter will be posted tomorrow and perhaps it will produce a contact. Whilst looking into my complaint I noticed that there are 3 Driving Schools using the name 'Arrow' - the one found lacking in my case is **"Arrow Driving Tuition"** of West Bridgford.

Julian

**..exchange of messages between Julian Bentley and (Rushcliffe Councillor) Richard Mallender (25 May):
"Dangerous/Careless Taxi Driving"**

Dear Mr Mallender

Thanks for your reply.

While I'm pleased to read from your reply that the Licensing Section will take action over these matters via the Penalty Points system, *that is not what Richard Hall told me* - he directed me to the Police (as I previously stated) - there appears, then, to be some confusion over this matter...Perhaps you would be able to clarify the situation?

My original complaint re Southside taxis (a few months ago) was sent to the City Council's Licensing Dept - *they said that Southside Taxis were based in Rushcliffe* - hence my enquiry to Rushcliffe. (I have their original email somewhere in my inbox - would you like me to forward it to you?)

I don't want to appear bothersome, but as a Cycling Instructor I see it as part of my job to encourage people to take up Cycling - this is made much easier by being able to pass on to trainees {by far the popular reason I hear people give for not Cycling is that the roads are too dangerous} the knowledge that the authorities take a hard line on bad/dangerous driving - and that is why I consider this issue to be of great importance.

Julian Bentley

Date: Tue, 25 May 2010 00:21:37 +0100
Subject: Re: Dangerous/Careless Taxi Driving
From: mallender1968@googlemail.com
To: dr_jools@hotmail.com

Dear Mr. Bentley,

The licensing section assured me that they do take bad or dangerous driving seriously and will add penalty points to the driver's licence as appropriate.

It does seem that Southside Taxis are registered in Clifton and therefore come under the jurisdiction of the City council, so I can understand why Rushcliffe would not pursue any action against them. You can register a complaint about a driver through the City council's website at <http://www.nottinghamcity.gov.uk/index.aspx?articleid=2446>

I agree Pedals do a good job keeping cyclists informed about issues like this, as a member myself I have worked with them on a number of issues such as the riverside pathway by the Hook. Rushcliffe does have a cycling strategy (from the page <http://www.rushcliffe.gov.uk/doc.asp?cat=607>) but I would like to see it improved in the near future.

yours sincerely,

Councillor G. Richard Mallender
Green Party, Lady Bay ward, Rushcliffe Borough Council
Chair, Nottingham Green Party

www.greenparty.org.uk 07976 775619

Published and promoted by Chris Dixon for Nottingham Green Party, both at Charnwood, Marston Road, Nottingham NG3 7AN

On 24 May 2010 23:52, Julian B <dr_jools@hotmail.com> wrote:

Dear Mr Mallender

Thank you for your (indirect) reply - your fellow councillors have not given me the courtesy of one!

Has anything come of your enquiry? I would like to point out that responsible attitudes to Cyclists' Road Safety issues are often publicised by local organisations such as Pedals - indeed I first found out about the

work of Nottingham City Licensing etc by reading the Pedals Newsletter.
Julian Bentley, Ridewise Instructor
Bike Club Volunteer
Pedals member
Rushcliffe resident
(and occasional Driver)

Date: Sun, 16 May 2010 17:49:33 +0100
Subject: Re: Dangerous/Careless Taxi Driving
From: mallender1968@googlemail.com
To: rhall@rushcliffe.gov.uk
CC: Clr.SMallender@rushcliffe.gov.uk; dr_jools@hotmail.com

Dear Richard,

While I fully understand that the police will properly deal with cases of dangerous driving, I am concerned that from the correspondence below it would appear that Rushcliffe Borough Council is not concerned about this. Can I ask what action RBC does take over licensing in cases of dangerous driving in general and this one in particular?

regards,
Councillor G. Richard Mallender
Chair, Nottingham Green Party

Free use of market stalls by voluntary groups (email of 6 June from Andrew Martin)

"Hugh
Another agenda item for discussion.
Thanks, Andrew

----- Original Message -----
Subject: RE: Free use of Market Stalls for voluntary community groups
[Scanned]
From: "Roy Abbott" <Roy.Abbott@nottinghamcity.gov.uk>
Date: Tue, June 1, 2010 8:58 am
To: "andrew@veggies.org.uk" <andrew@veggies.org.uk>

Thanks for getting back in touch. The only real terms & conditions are that you have public liability insurance. Also we would not open space for 'Political Groups' or 'Commercial Groups'. Therefore could you just drop me a line explaining what you would like to promote and some detail explaining the nature of your organisation (e.g. are you a charity). I hope this is ok? Is it in the Victoria Market you would like to promote? Essentially all you need to do is let me know the above and then give me a date when you'd like to come in. If you would like any further information please get in touch. Thanks

Roy Abbott
Market Officer
0115 9156970
Victoria Centre Market, Nottingham - Midlands winner of the NMTF's
Greenest Market 2008 & 2009
P Please consider the environment before printing this e-mail.

From: Andrew at Veggies [andrew@veggies.org.uk]
Sent: 30 May 2010 21:44
To: Roy Abbott
Cc: andrew@veggies.org.uk
Subject: Free use of Market Stalls for voluntary community groups [Scanned]

Dear Mr Abbott
I was pleased to meet you last Sunday at Nottingham Green Festival and would like to follow up our brief discussion on your offer of Free use of Market Stalls for voluntary community groups.

Please could you send me an email with the terms and conditions of such use of market stalls, so that we can discuss the matter at the next Pedals monthly meeting on Monday 21/6?

Many thanks
Andrew Martin
Pedals Facilitator
07854 198331

Leaflets on stalls: agenda item requested by Andrew Martin on 6 June

"Dear Dave

We discussed and agreed this matter at the Green Festival and I hope the item can be listed for the June meeting agenda (Thanks Hugh, in Peter's absence)

I am sure you would both agree that this saves 'email tennis' with messages and possible misunderstanding bouncing between people?!
Andrew

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

Subject: ordering of leaflets
From: "david clark" <davidclark_71@hotmail.com>
Date: Sat, June 5, 2010 6:40 pm
To: "Anrew Veggies" <andrew@veggies.org.uk>

Hi Andrew, not agreed that you order leaflets for the stall, as we do not have a lot of room to put them on the table,. in future please send me an email or even ring me as I may have been away. I did refuse one delivery from the post man today. I WILL order the leaflets as I KNOW HOW MANY WE HAVE OF EACH??????. and as I have limited space and boxes to put them in and take to events.

we need to discuss this at the meeting, I ALSO THINK THE COMMITTEE SHOULD MEET ABOUT THINGS LIKE THIS,
dave clark

Cycle Garage: email of 12 June re discount to Pedals members:

Hi Hugh,
I have recently come across your website and thought I would get in touch.

I operate a mobile / free collection bike repair service in Nottingham and have done since 1996. I am qualified to Cytech level three with a great number of years experience and support a number of events including the Great Nottinghamshire bike ride.

I would be pleased to offer a discount on repairs and servicing to your organisations members and would also like to offer my services free of charge for any upcoming bike maintenance workshops you are looking to organise. I am currently organising a similar event with the Green Streets campaign based in West Bridgford.

I hope to hear from you soon.
Regards, Ed
Cycle Garage
www.cyclegarage.co.uk

My absence on holiday from 30 June to 19 July:

Please note that I will be away on holiday in Eastern Europe, including a week cycling on the Danube Cycleway from Vienna to Budapest, from Tuesday 30 June to Monday 19 July, and that I am unlikely to be in email contact during that time, except very sporadically!

It also means that I shall have to give my apologies for the 19 July Pedals meeting (when I have arranged for a half an hour update discussion with Murat Basarat on the Cycling for Health Project, as I will only be getting back to Nottingham about the time of the end of the meeting. I shall in fact be back in the UK several hours earlier, on emerging from the Channel Tunnel en route from Berlin so could be contact by phone or text on my mobile just before the meeting, on 07880 962135.

HMcC, 17.6.10