

AGENDA FOR PEDALS ANNUAL GENERAL MEETING AND MARCH MONTHLY MEETING:

7.30 p.m. on

Monday 16 March 2009

in the upper room of the Globe PH,

Rye Hill Street / 152 London Road,

NG2 3BQ (between London Road and Meadows Way just north of north of Trent Bridge)

AGENDA FOR 2009 AGM

A1. Welcome and apologies for absence

A2. Minutes of the 2008 AGM and matters arising

A3. Chairman's Annual Report and discussion

A4. Treasurer's Annual Report 2008-9 and discussion

A5. Election of office-holders

A6. Any other AGM business.

(15-minute break)

AGENDA FOR MARCH MONTHLY MEETING

B1. Welcome, and apologies for absence

B2. Minutes of Pedals meeting of 16 February 2009 and matters arising including:-

- exchange of messages of 17 and 18 Nov with Helen Clayton, The Big wheel / Greater Nottm Transport Partnership following discussion with her at the Pedals meeting
- Promotion of Ridewise on the street
- Park Road (Lenton) Footpath Order 344: exchange of messages with John Lee, etc.
- Cooperation between Pedals and Transition Nottingham (local groups)
- Wilford Suspension Bridge repair work update
- Pedals wish lists for Broxtowe, Gedling and Rushcliffe
- Pedals 30th birthday celebrations: 14 November National Campaigners Conference possible subgroup and theme
- Report of 26 Feb. Cycling for health project steering committee: 26 March project launch plans and request for Pedals help with bike buddies and group rides route advice in Aspley, Bulwell etc.
- Report of 4 March Greater Nottm Cycling Development Group meeting

B3. Newsletter:

- Spring/summer newsletter printing and content
- Suggestion from Larry Neylon (Pedals webmaster)

B4. Events / meetings including:-

- Nottingham University 'Eco Action week' focus on sustainable transport on Monday 16 March
- Cycling for Health project launch on 25 March and Community cycling events in April and May: message of 25 Feb. from Murat Basaran, CfH Project Officer
- Friday 24 April: Green Street West Bridgford launch
- Saturday 30 May: Spring national cycle campaigners' conference, Manchester, hosted by the Greater Manchester Cycling Campaign
- Sat. 13 June: request for Pedals stall at Lenton Community Festival
- Ride and Stride (Notts. Historic Churches Bike Ride), Sat. 12 Sept.
- Pedals meetings on 20 April, 18 May, 15 June and 20 July

B5. Cycle facility and traffic matters including:-

- Cycling in bus lanes incident
- Request for revision of 2007 Pedals position paper on Cycling on Pavements
- Highways Agency / AMScott plans for changes to bus lanes etc. between Bramcote Island and QMC Island.
- Highways Agency A453 dualling plans (M1 to Clifton)
- Highways Agency A46 dualling plans
- New link between Grantham Canal (Tollerton Bridge) and Bassingfield Lane (east of Gamston A52 toucan crossing)

- Trent Green Infrastructure Link including proposed multi-user path between Holme Pierrepont and Cotgrave County Park etc. (public meeting in Radcliffe on Trent on Thursday 19 March) and relation to possible revival of idea for cycle-ped bridge between Holme Pierrepont and Colwick Park etc.
- County Council Area Transport Study for Colwick, Netherfield and Gedling (deadline for comments: 31 March)
- Proposed cycle route from Burton Joyce to Lowdham
- **Minor schemes / Traffic Regulation Orders (TROs) etc. including:-**
- Hayden Lane, Hucknall
- Whittingham Road and Woodthorpe Drive, Mapperley.

B6. Miscellaneous items

- St John Ambulance Nottingham Cycle Unit – message of 26 Feb from Peter Ralph and my response
- Broxtowe Borough Council proposed campaign to reduce car use (as discussed at Broxtowe Transport Group meeting on 27 Feb)

B7. Any other business

B8. History of Pedals slide show (45 mins approx)

BACKGROUND NOTES!

*** means feedback especially wanted please**

**** means help please!**

A1. Welcome and apologies

Apologies for absence from

Mara Ozolins, John Wilson,

A2. Minutes of the Pedals Annual General Meeting held on 17 March 2008 at The Globe PH

Present: Hugh McClintock, Peter Osborne, David Miller, Alison Russell, Susan Young, Terry Scott, John Bannister, Arthur Williams, Roger Codling, Elizabeth Kirk, Dave Clark, and Andrew Househan.

Apologies for absence: Mara Ozolins, Andrew Martin, Roy Wilson, John Wilson and Chris Gardner.

Chairman's Annual Report.

There was much discussion of the Membership Records situation and its implications, financial and otherwise. It was agreed that we need to do a lot to get new members to make up for those we have effectively lost.

Roger Codling suggested that the pattern of business meetings be reorganised to have separate Executive Committee meetings and also more general meetings with speakers to which any members were welcome.

Although this pattern might be common in other organisations it was felt that it would not work for Pedals given the clear feedback that most people don't want to have any more meetings and also the fact that we have so few elected postholders.

It was not thought necessary to have other general committee members when our general meetings usually attracted only about 8-12 people and thus functioned as general committee meetings.

It was also pointed out that we had now started to have an expanded programme of meetings with special discussions / visiting speakers throughout the year which might help to attract new people to the first half of our meetings.

However, it was thought unlikely that many of these would want to attend the second (monthly business) part and that we should make clear that there was no need for them to stay on for these if they did not wish. If, on the other hand, numbers regularly attending monthly meetings did start to rise substantially so that they became too unwieldy as committee meetings we could then reassess the situation.

Treasurer's Report.

This was discussed. The main features of which were:

- membership income is down 50% this year
- sales income is down – but we have got rid of nearly all of the Pedal Pushers Guides.
- Pedals should receive some advertising income from the website.

During the discussion it was suggested that the possibility of using Paypal for subscription payment (this may appeal to younger people). Reducing the newsletter print run from 500 to 400 to save costs will be investigated. A sales /

advertising section may be added to the website. It was agreed that we need to seek further advice, e.g. from John Franklin (former CCN Chair) before deciding whether to take this on.

Election of Office Holders. Dave Clark was elected Social Secretary, thus filling a post that had been vacant for many years. There were no volunteers for the posts of Secretary and Publicity Officer, and Hugh McClintock and Susan Young agreed, in the absence of other nominations, to continue as Chairman and Treasurer, respectively.

Roger Codling suggested that Hugh switch to being Secretary and someone else take over as Chairman (a suggestion which, Hugh pointed out, had been made a few years ago by Lawrence Geary) but no-one else seemed interested in taking this on.

A3.

**PEDALS (NOTTINGHAM CYCLING CAMPAIGN)
CHAIRMAN'S ANNUAL REPORT, 2008-9**

Review of the year

What a year it has been for Pedals with the closure of two vital links on the local cycle network, i.e. the Wilford Suspension Bridge in July and the Sustrans Route 6 path behind the QMC car park between Hillside and Derby Road in October!

With hindsight I regret that we were so slow to react to the sudden event of the Bridge closure (with the notable exception of Roland Backhouse who was agitating almost immediately) while I in particular, being several thousand miles away at the time, to my shame, was particularly slow to take any action to get the bridge reopened as soon as possible.

It is easy to think that 'nothing much happens over the summer' when we take our two month break from normal business meetings but increasingly in fact it does, recent experience shows, and we need to find ways to be much more prepared to react to things that do happen or unexpected requests for our views!

Even before those major setbacks, at the Wheelie Good Cyclists' Breakfast in June, one cyclist to whom I offered a Pedals membership form, not only refused on the grounds that Pedals were as complacent as the City Council about the poor standard of cycling provision locally but also challenged me to name anything worthwhile that Pedals had ever achieved!

Just what would he have said if he had known that within a couple of months of our encounter two vital links would have been closed! Bad enough that the year before I had failed to get a new cycle bridge scheme in Nottingham shortlisted for Sustrans Connect 2 Project (and failed to prevent a fiasco with our membership records) but even more appalling that I should then, this year, preside so helplessly over the loss of two existing links.

No doubt it is very good for me to be regularly confronted by such people with the guts to ask such blunt and challenging questions but at the same time, reflecting on this encounter, I remembered that standing not far away at the time, happened to be one longstanding Pedals member, in a senior position in a local public sector agency, who only a year or so ago had criticised me for what he thought was the predominant negative and carping tone of much of the Pedals newsletter and campaigning. It is certainly hard to get the balance right!

Perhaps this reflects a more general weakness of my chairmanship of Pedals, a complete, and arguably increasing, inability to please all parties! Cyclists complain of course about lack of proper attention to cyclists' needs in much that happens on the roads and in cycle facilities, along with a failure to tackle directly the real source of the discouragement to cycling that many still feel, i.e. speeding and other aspects of poor driving behaviour.

I have become increasingly very much aware of how disillusioned people must very understandably be with my performance when time after time problems that they raise in meetings or in emails, and which I claim to have taken up with the appropriate agency or department, have still not been sorted out months, or in many cases, years later. Even worse, I then have the nerve and the sheer effrontery to blame this on the Councils! People must long for someone more competent and effective, I can now more and more so well appreciate!

When we do criticise either the lack of cycling provision, or the poor standard of what has been provided, we get much criticism, especially from some local authority officers and councillors, in particular, that we are being too negative and ungrateful, especially when, they often argue, resources are very tight and any money spent on cycling will tend to be heavily criticised by the rest of the community, whom they also have to try to please! This has clearly been the recent view of some County Councillors, I know.

We all know well how ready to criticise cyclists many drivers are, for ignoring traffic rules and weaving in and out of traffic but I personally have had a lot of criticism about my utter, hypocritical, insensitive and arrogant failure to get Pedals to do anything effective to eliminate these problems and get all cyclists to behave responsibly and considerately.

Pedestrians and others also criticise me for doing nothing effective also to prevent the intimidating behaviour they often suffer from inconsiderate and careless cyclists, especially on crowded and narrow pavements and being totally unaware how offensive this is to so many people, especially the elderly and vulnerable. We may like to think that much of this

conflict is more perceived than real but people like to give me detailed accounts of actual incidents they have suffered, and to make quite clear their disgust at my failure to prevent them.

Not a very good personal record for me after all these years of campaigning, you may well say. Is my only real achievement that I have developed a unique gift for letting down and offending such a wide range of people? Very understandably I am often criticised for being smug, complacent, lazy, too critical, carping, pestering, impatient, biased, disappointing and narrow minded, and even for making rude and 'potentially litigious' comments. In view of this, how can we best overcome the drawback of my long record of failure and get seriously back on track as we mark our 30th anniversary?

Brighter prospects?

More and more, given our own limited resources and person power, I think that the key to any brighter future for cycling locally is to work closely with other organisations and agencies, and, would maintain, we have in the last year or two, been starting to sow the seeds of this closer collaboration, at least in Nottingham City.

Probably the most important initiative towards reviving interest in promoting cycling locally as been the establishment nearly two years ago of the Greater Nottingham Cycling Development Group, with a core of revived political interest in cycling by some City Councillors (especially Emma Dewinton and Jane Urquhart) but also the involvement of the PCT (or NHS Nottingham City, as it now known), Sustrans and CTC at regional level, as well as Ridewise and the Greater Nottingham Transport Partnership (Big Wheel) represented by Gary Smerdon-White, who chairs the group.

This has already helped to develop new initiatives such as the current Movers and Shakers' Project, as well as to attract substantial extra funding for Ridewise etc., and to expand the hitherto small-scale bike recycling scheme operated by the Framework Housing Association.

It also helped to support the Nottingham PCT / Ridewise / Cycling England Cycling for Health project, which is definitely started showing some encouraging results, after some initial problems with changing the culture of some of the NHS personal health trainers uninterested in including cycling with the other physical activities they are charged with promoting. It is now about to promote its work to a wider range of health professionals through a big stakeholder event on 26 March, and a series of community cycling events in the next few months.

True we failed to get Nottingham's Cycling Towns bid last year beyond the short-listed stage but I think that we still benefitted from the very large amount of effort and inter-agency collaboration that went into preparing the bid, and that this alone will help to yield benefits in the longer term and perhaps still get funding for some bits of the bid, as well as to get Sustrans more directly involved in helping to develop other cycling initiatives locally. There are also other potentially very positive initiatives in the pipeline, e.g. involving Sustrans, helped by the new start in relations with Nottingham City Council following the arrival of Sustrans new CEO and also the strengthening of their team at regional level with the appointment of Yvonne Gilligan as Regional Manager for the East and West Midlands.

In contrast to my more optimistic feelings about the positive evolution of the prospects for cycling in Nottingham City, I have become more pessimistic about the attitude of the County Council. They declined to play any real part in the Cycling Town bid for Nottingham and also, I understand, have not responded to new initiatives to promote cycling in schools.

The prospects of their attitude changing in future are also not bright, both in the light of possible changes in political control of the County this June and especially in the light of a probably much tighter public spending scenario in future.

In part the recent weakening of County Council interest in (urban in particular) cycling is the result of the long gap in their having any kind of cycling officer in post, and only ended last autumn by the appointment of someone who has cycling as only part of his responsibilities.

This mean a long accumulated list of matters we had raised which had not been getting any serious attention, including some "wish lists" that Pedals had specifically been invited to draw up for them. Now we are told that these are too long and comprehensive and that we must highlight just a few schemes on each list as priorities to be realistic!

In part this seems to reflect some negative perceptions of Pedals as a result of the Suspension Bridge closure, together, I am sure, with a lack of serious interest in promoting cycling among senior officers which in turn reflects view of some key County Council politicians (often coming from the north of the county where there is less cycling) that spending money on cycling just generates hassles from various quarters, with no visible benefits and therefore that they are better off spending their limited spending elsewhere!

None of these trends, even with the current political control, bode well for taking up many of Pedals ideas or indeed the many useful suggestions coming out of the various cycle audit reports which they had commissioned in the last year or two from Paul Rea.

Turning to membership matters, the marked reduction in our membership numbers over the last year or two has been very disappointing, especially when it clearly includes several longstanding members. No doubt the severe problems with our membership records during much of 2007 did not help, (and especially members' failure to get their membership cards to enable them to get shop discount, clearly for many the most important reason for being a member!) despite Chris Gardner's heroic attempts to rescue the situation since then, with vital assistance from Susan Young.

Susan has also had other particular problems to grapple with recently including a very marked drop in our income from publications and a series of very unfortunate administrative mistakes by our bank in initiating standing orders without any authorisation from Susan or anyone else in Pedals. This comes on top of all the extra work she (like Chris Gardner) had to take on last year to sort out the disaster with our membership records.

I should also take this opportunity to pay tribute to Susan's excellent role as Treasurer over more than a decade. We have all very much appreciated all Susan's hard work in this role and are very pleased that she will continue to be active in the group, including playing a key role in helping to organise the national cycle campaigners' conference in Nottingham in November.

We need to take the opportunity of our hosting this conference to attract new members and encourage existing ones to be more active, at least in offering accommodation and helping out at the event. Now that we are producing fewer newsletters, regular communications with them by email are increasingly important, and I have already started to do this.

That might also, I hope, encourage new faces to come along to our regular meetings where numbers anyway have grown significantly, helped I think by a greater range of visiting speakers. Over the next few months we must, at the same time, give more careful thought as to how best to arrange future meetings to accommodate this and at the same time to manage the large amount of business that keeps coming our way, including many surprise items such as all the extra efforts since last summer to do with the closure of the Suspension Bridge. No doubt there are some people who think that we have spent far too much time on this in recent months, diverting us from other important issues!

This reappraisal of our activities and our links must also consider how best to raise our profile outside the City (centre), via roadshows, etc, and via closer links with groups such as the local groups of Transition Nottingham where there is often strong interest in cycling. As I have mentioned before, having some fresh blood in our ranks of activists would help, both in sharing in load and particularly, if we had a Publicity Officer (and Secretary) again, in taking action to raise our profile, e.g. by organising 'Pedals roadshows' in different local areas. The need for this was much emphasised in our discussions last month about Pedals priorities.

Warmest thanks

In addition to paying a special tribute to Susan Young I should also warmly thank many other people that have made a very important contribution to our activities over the last year, including not only Chris as Membership Secretary, Larry Neylon for all his excellent work in revamping and maintaining the website, Peter Osborne and Arthur Williams as minute takers, and Dave Clark, Elizabeth Kirk, Andrew Martin, John Bannister and several others who have helped with stalls and at various events.

Hugh, March 2009

A4. Treasurer's Annual Report 2008-9 and discussion

A5. Election of office-holders

Susan Young is standing down as Treasurer. So far, we have one suggested nomination for her replacement: Alison Russell.

A6. Any other AGM business.

(15-minute break)

AGENDA FOR 16 MARCH 2009 MONTHLY MEETING: BACKGROUND NOTES (including extracts from some relevant emails)

*** means feedback especially wanted please**

**** means help please!**

B1. Welcome, and apologies for absence

Apologies for absence from John Wilson, Mara Ozolins, Coral Simpson, and Malcolm and Margaret Kennerley.

B2. Minutes of Pedals meeting of 16 February 2009 and matters arising including:-

Present: Hugh McClintock, Peter Osborne, David Miller, Andrew Martin, Eve Parker, Chris Parker, Malcolm Kennerley, Alison Russell, Coral Simpson, Susan Young, John Bannister, Arthur Williams, David Clark, Andrew Househam. Roger Codling and Helen Clayton (Greater Nottingham Transport Partnership / The Big Wheel).

Apologies for absence: Roland Backhouse, Chris Gardner, John Wilson, Liz Kirk and Karina Wells.

Speaker. Helen Clayton from GNTP began the evening's proceedings with a discussion of the work of the Big Wheel (the campaign to promote Greater Nottingham's transport network).

The Big Track is an attractive ten mile circular route between Nottingham city centre and Beeston and 80,000 Big Track guides have been produced along with a fully interactive on-line version and podcast, as well as a 'Big Track Lite' map.

A large number of Ridewise leaflets have been printed and a cycle information pack is being developed and will be ready in March. The cycle information pack will be given away free with every new bicycle and will also be targeted at deprived wards in the city. It will also be tailored to particular target groups. The Big Wheel continues to work with school travel advisors.

Another Summer of Cycling is being promoted with on street campaigns in March, June and July, the Wheelie Big Breakfast on June 17th and Trips out for a Fiver.

Pedals Agenda and Minutes. January's went out in pdf format for the first time. This will continue in future.

Future Pedals Meetings. In April break out sessions will be trialled so that specific issues can be better discussed. Those leading the break out sessions will report back to the main meeting. Speakers will be invited every other month. This will allow more time for Pedals business on "non speaker" months. Meetings will also be chaired by different people depending on volunteers.

Finance. Sue is standing down after twelve years as Treasurer. Alison Russell has volunteered to take over, and subject to the AGM will become the new Treasurer. The hand over will take place over several months. Pedals will change its account from Lloyds TSB to the Co-Op. Proposals were made to have six signatures for cheque sign offs and to apply to the Co-Op Community Fund for finance.

Wilford Suspension Bridge. It is three weeks since the submission of the petition. Severn Trent are putting up notices on the bridge saying work on the bridge is starting in spring. They have now also agreed to prepare an asset management plans to help ensure that the bridge is more regularly and thoroughly inspected in future. In the long term there is a requirement to campaign for the bridge to be made a public right of way.

Movers and Shakers Project. This is being launched on March 14th with various high profile people involved and lots of press publicity.

Membership Forms. We keep running out of these. It was agreed to replace these with a business card as membership forms can be downloaded from the Net. Andrew and Susan will produce some sample business cards.

Newsletter. Eagle Press in the Meadows will be approached to produce the Pedals newsletter in the future, as it now seems clear that Derrick Hankey is unable to continue. A featured cyclist is required for the next newsletter please!

Miscellaneous.

Thai restaurant (Lantong Thai) has been booked for June 1st as one of the events to mark Pedals 30th anniversary. Thanks to Andrew Martin for organising this. The web address is www.lantongthairestaurant.com/index.html

Pedals is now on Facebook, thanks to Richard Mallender.

Update

Many thanks for your slot at the Pedals meeting - exchange of messages of 17 and 18 Nov with Helen Clayton, The Big wheel / Greater Nottm transport Partnership:

"Thanks Hugh - it's very much appreciated to be invited. The suggestions from the last meeting were very valuable and I hope that the group can see that their input is important to us and gives us an insight that we wouldn't ordinarily have had.

I will get something together for the next newsletter.
Kindest regards, Helen

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]
Sent: Tue 17/02/2009 10:12
To: Helen Clayton
Subject: Many thanks for your slot at the Pedals meeting

Helen

Many thanks for coming along for another very interesting and useful discussion at the Pedals meeting.

If you could please do an article, based on what you presented and highlighting your main cycling plans for this year, for the next Pedals newsletter (300 words plus images) and let me have it by the second week in March I will include it in the next issue going to press soon after our next meeting, on 16th March.

Many thanks
Hugh

promoting Ridewise on the street – my message of 17 Feb to Gary Smerdon-White (Chair, Ridewise) and his response:

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

Sent: 17 February 2009 17:02

To: Gary Smerdon-White

Cc: Helen Clayton; Brian Shaw; Ian Cohen; Susan Young (w); Susan Young (g); Andrew Martin; Alison Russell (g); Ridewise; Chris Carter; Helen Ross; PC David Silverwood

Subject: promoting Ridewise on the street

Gary

A suggestion was made at the Pedals meeting last night that, in addition to the wide circulation of the new Ridewise leaflets, it would be very helpful if more could be done to promote Ridewise on the street, e.g. with signs and on bus backs (these were used a few years ago for the City Council's campaign to encourage drivers to give space to cyclists, I recall). The suggestion was that this would help to encourage cyclists along the lines of 'Have the courage to ride in the road' (and not on the pavement!).

I wonder what you think of the idea?
best wishes, Hugh"

... "Hi

I think it is a good idea and possibly it could be linked to a 'politeness' campaign as well – however for RideWise the cost of advertising is a major concern as is the lack of funding for too many new clients.

Presently RideWise has only sufficient funding to carry out training for the present levels of clients we have coming along (we had to stop training in December last year because we ran out of funds). This year the PCT and Councils have helped overcome this problem to a certain extent but we still have more clients than the funding can satisfactorily support – hence the RW Board cannot consider any form of advertising unless costs of training new clients are covered somehow

Tell me where the money comes from to do the advertising and additional training and it could turn into a great idea.
Gary"

...and from Helen Clayton, GNTP:

"As a rough ball-point figure you'd be looking at around £2,500 for 20 posters in bus stop shelters + £700 for printing + £1000 for design + VAT on top. So, approx £4,600 for a basic visibility campaign.

It's very costly and buys you 2 weeks worth of space."

Park Road - Lenton Footpath No 344 Modification Order 2009 (MO 9050) – message from John Lee, Rights of Way Officer, City Council in response to our objection to the Order:

"Hugh, although I'm a bit surprised and disappointed to hear Pedals want to object to the order after 6 years of hard work trying to protect the route for public use on foot, obviously you have a right to object so I'm happy to receive your objections. As I have explained to you on numerous occasions before; the signing of a route as a cycle path does not give it legal protection in law, unless it's shown in the definitive map and statement as bridleway or more recently as a restricted byway.

A modification order must be supported by sound evidence which shows that the public have used the route for the requisite period, and that a public right of way may be reasonably alleged to subsist. The Council considered both public user and historic documentary evidence before the decision to make the order. The route is shown on a number of maps dating back to the 1800's as a 'foot road / foot way from Lenton to Nottingham' and the vast majority of user evidence in support of the order, claim use on foot since at least the 1930's, so therefore the Council had no choice, legally, but to make the order based on the majority of use which is for public footpath.

I'm not sure if you are aware of the history of this route - basically the Nottingham Park Estate Ltd have tried unsuccessfully since 1992 to close off this route and stop the public from using it. It would be private for NPE residents only. The last attempt was in 2003 when they erected the existing gate and placed a notice stating the NPEL intend to close off the gap between Park Road and Lenton Road. This generated the most recent applications for the modification order supported by the public user evidence forms.

I'm pretty sure we will receive objections from the NPEL which will mean the order must be referred to the secretary of state to be resolved and hopefully confirmed at a public inquiry. If we loose the case then the NPEL would have the right to close this 'quiet route' permanently to everyone including cyclists so I'm really not sure what Pedals are trying to

achieve by objecting. I would have been happy to attend the Pedals meeting which would have given me the opportunity to explain the merits behind getting the route acknowledged as a public right of way with footpath status in the first instance then we can debate about its future use by cyclists. After all riding a cycle on a public footpath is only a civil wrong and is not illegal - its trespass against the land owner the NPEL and I'm sure they have better things to do then pursue that.

At the inquiry, I would prefer to defend the route for pedestrians which will based on legally sound evidence of use as footpath as opposed to trying to get the route recorded as a cycle path with no evidence to support bridleway or restricted byway status, which is generally requires some evidence of use by equestrians.

if we win the case the Council could then consider making a creation order under section 26 of the Highways Act 1980 to upgrade the route to restricted byway or bridleway status thereby giving cyclists the legal right to use it, but as I have said above the main priority at the present time must be to protect the route for pedestrians because we have the evidence to defend that position.

FYI; I should also add that the grounds of Pedals objection (i.e. *that this important link, signed from Lenton as a cycle route, should be clearly and legally available for cyclists to use, and therefore should not be designated for the use of pedestrians only*) is not a legally relevant objection under the requirements of the Wildlife and Countryside Act 1981 and cannot therefore be lawfully taken into account by the secretary of state at an Inquiry.

I hope this has clarified why the order is for a footpath.

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

From: Hugh McClintock (Dell) [Hugh.McClintock@ntlworld.com]
Sent: 17 February 2009 17:11
To: John Lee
Cc: Arthur Williams; Peter Osborne; Chris Carter; Gary Smerdon-White; Susan Young (g); Susan Young (w); PC David Silverwood; Terry Scott
Subject: Re: Park Road - Lenton Footpath No 344 Modification Order 2009 (MO 9050)

John

At the monthly Pedals meeting yesterday evening it was agreed that we should object to the Order on the grounds that this important link, signed from Lenton as a cycle route, should be clearly and legally available for cyclists to use, and therefore should not be designated for the use of pedestrians only. This cut through forms part of a useful quiet link between the Nottingham University main campus, the QMC, and Lenton to the west and the City Centre to the east and is indeed shown as a route for cycling on the latest version of the City cycle map (south).
best wishes, Hugh

...PS. My message of 25 Feb to Susan and Arthur:

"Susan, Arthur

I have just been discussing this again with Roger Codling and, in view of John's response explaining the complexities of the situation, we are now inclined to recommend that Pedals should withdraw our objection to the closure. Since Nottingham Park Estates Ltd. are still very much opposed to it, we feel that we should not do anything that might help them succeed, even if this means that the order as approved would, at least initially be only for a right of way on foot. In practice, we think it unlikely that anyone will stop cyclists going through and we can, at just says, if the order is approved, then later on discuss the possibility of changing its status to e.g. restricted byway.

Let me know what you think and, if you agree, we can then formally decide at the next Pedals meeting to agree this and let John know in time for the deadline a few days later.

Hugh

....and Susan's reply (25 Feb):

"I agree - in light of the full explanation we need to withdraw our objection. It is so important to keep the route open and as John said, let's secure this and maybe then extend it. To have the route cut off would be a major blow to so many people and would only stir up more hostility towards cyclists.
Susan"

....update from John Lee (4 March):

"Hugh, thanks for the update, I should also add that; if the modification order is confirmed and the route is recorded as footpath on the definitive map, the status of footpath would coexist with the current use of Park Road and Lenton Road as a carriageway and because cyclists can use a carriageway they would still be able to cycle along Park Road and Lenton Road, so nothing would change from a cycling point of view
Look Look forward to Pedals response, Regards, John

Cooperation between Pedals and Transition Nottingham (local groups)

No response, at least so far, to my message following our last meeting to various of my TN contacts about their ideas on developing cooperation with Pedals.

Wilford Suspension Bridge repair work update

In response to our request for more information about the repair and reopening programme Severn Trent at last on Monday 2 March erected notices at both ends of the bridge, with the text also now on their website at: <http://www.stwater.co.uk/server.php?show=ConWebDoc.3544>

....comments of 9 March from Roland Backhouse and my reply:

"Roland

Thanks for this and for your suggestion, which I will mention at next Monday's Pedals meeting. I too was rather surprised that the notices by the bridge do not include even a rough starting date.
Hugh

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

From: "Roland Backhouse" <rcb@Cs.Nott.AC.UK>

To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>

Cc: "kevin spencer" <ks2509@hotmail.com>; "Richard Wheldon" <Richard.Wheldon@nottinghamcity.gov.uk>; "John Bannister" <johnbann24@ntlworld.com>; "Dave Clark" <davidclark_71@hotmail.com>; "Cathy Melia" <cat15@melia15.freemove.co.uk>; "Pat Thomas" <patgutt@hotmail.com>; "Hilary Tinley" <hilary.tinley@ntlworld.com>; "Hilary Silvester" <hilarysilvester2002@yahoo.co.uk>

Sent: Monday, March 09, 2009 1:24 PM

Subject: Re: Wilford Suspension Bridge - delayed opening

> Dear All,

> I would agree with Kevin that there is still appears to be a lack of

> urgency on the part of STW.

>

> I was very disappointed to see that the notices on the bridge do not

> mention precise start and/or finish dates for the project. This was

> something we explicitly campaigned for, and the letter from Tony Wray

> (CEO of STW) to Kenneth Clarke MP confirms that there are "fixed dates".

> There is also still no sign of activity. I think we should continue

> to press for the "fixed dates" to be published and then decide whether

> further action is needed once this has happened. It would also be

> useful if everyone could monitor activity on the bridge. Can something

> be set up on Pedal's website so that it can be recorded on a day-by-day

> basis? It is so that we can provide factual evidence if little or no

> progress is made.

> Roland

Pedals wish lists for Broxtowe, Gedling and Rushcliffe

Getting these ready for consultation with interested members in the different areas took a bit longer than expected but were emailed on 23 Feb with a request for comments by Monday 4 March. I have now had about 20 responses (which I have now sent to all 20 for them to see and add further comments if they wish, before next Monday) and will revise the lists in the light of these but that might take another week or two yet, especially with the newsletter soon to get to press.

Clive Wood at the County Council had asked me for final versions of these 3 lists 2 weeks before the next County Council Highways South Working Group meeting which he said would be "around the end of the month." However, despite reminding him about this I still have no date.

Meanwhile could I thank all those who responded. I am very much aware that the draft wish list for Rushcliffe is much longer than those for Broxtowe and Gedling but would emphasise that this reflects the balance of suggestions we have had over the years from different local members rather than just the fact that I personally happen to live in Rushcliffe!

Pedals 30th birthday celebrations: 14 November National Campaigners Conference possible subgroup and theme

I had a phone discussion recently with Andre Curtis (Chair of Cyclenation) about the procedures for starting to plan the details of the autumn conference we are hosting, in conjunction with the local and national CTC, and Cyclenation.

He said that he would like to have an initial subgroup meeting about this in the first week of June, a few days after the previous (30 May) spring campaigners' conference in Manchester and I intend soon to sort out a provisional date with him (I don't yet know who will be involved from national CTC, as they seem to keep changing roles).

He also asked me if I had any ideas for a theme and I said that I had been thinking of something like 'Cycle campaign groups working in partnership, at local and national levels.' He said that he quite liked that and thought that it would provide scope for interesting national as well as local examples. Any other comments please?*

Report of 26 Feb. Cycling for health project steering committee: 26 March project launch event plans and request for Pedals help with bike buddies and group rides route advice in Aspley, Bulwell etc.

(See item below on the launch event and community cycling events plans).

I was asked by Helen Ross if people from Pedals would be willing to help provide route advice for possible group rides in various areas including Aspley and Bulwell, in association with the proposed community events in the next few months. Any offers please?*

Report of 4 March Greater Nottm Cycling Development Group meeting

(Full minutes will be circulated later)

As well as discussing possible revisions to the 2007 Pedals position statement on Cycling on Pavements (see below) several other things were discussed including:-

- Movers and Shakers Projects: letters inviting people to take part had been sent out the week before by Gary S-W with a good initial response. One initial event is a special Big Track ride on 1 April.
- Castle Marina canal basin bridge replacement: new bridge being built off site and will be lifted into place. Completion likely around late April.
- Victoria Embankment – canal link (by Trent Bridge and Turney's Quay). Work started on 22 Feb on this 24 week contract.
- Nottingham Station secure bike compound proposals: By April/May the City Council should be in a position to discuss these with us.
- St. Mary's Gate improved cycle link, including 2-way cycling through the Lace Market including Warser Gate: Traffic Regulation Order for this scheme (on which we were consulted last year) now approved.
- 'bus plug' at top of Carlton Street (to stop high levels of traffic abuse) including CCTV coverage: "should be imminent" and should help to reduce conflict between buses and cyclists in the contraflow bus lane.
- City centre cycle routes: a map showing the main cross city centre routes will be included in the City Council's new 'Parksmart' map, showing the new system of City Centre car parking zones, which are also now being shown on car park etc. signs.
- Section of cycle path by River Leen between Derby Road and Stores Road (by QMC and part of Sustrans route 6): still no news on when the QMC car park will be demolished and this path reopened, despite Chris Carter chasing it several times at my request.
- Reducing driver abuse of (some) cycle lanes: City Council still looking at the best way to do this, e.g. by more use of double yellow lines rather than having 'mandatory' as opposed to current 'advisory' cycle lanes.
- Advance Stop Line violations: Chris Carter said that they propose to target these in the new improvements in the Hucknall Road corridor.
- Hucknall 'commuter cycling corridor' improvements (following January 2008 'Cycle route Inspection Meeting' and discussion) should be completed by the end of March
- Strelley to City Centre 'commuter cycling corridor'; City Council hope to have finance next year to implement some of the improvements coming out of last October's 'Cycle route Inspection Meeting' and discussion in which Roger Codling and I took part.
- Highways Agency proposals for changes to A52 bus lanes etc. between Bramcote Island and QMC island: agreed that the HA (and their current Managing Agents Consultancy, AMScott) need to be strongly encouraged to include proper cycling provision which clearly has so far been ignored.
- Greater Nottingham Transport Survey carried out last October/November should considerable willingness to change to more 'sustainable modes' including cycling but also many concerns, e.g. about perceived "hassle factors" when cycling and walking.
- Cycling information packs should soon be available (on requests) for new cyclists.
- Bid to EMDA for £200,000 projects to put bike racks by some bus stops in the Beeston and Wollaton areas has been successful and NCT Route 36, Ecolink and Indigo services will be given priority.

B3. Spring / summer newsletter: printing and contents, etc.

Artwork preparation and printing of next issue

Chris Gardner has said that he might be able to take on artwork preparation, depending on how well he does with 'playing around' with the Microsoft Publisher software which Derrick Hankey has been using but in the end decided he had not got time to take it on so I have now (after getting 5 quotations) made arrangements with Portshel, the printers based at Portland College, to do both artwork and printing. (I do think it important that the artwork preparation is done locally so that I can keep a closer eye on it, rather than in Warrington where our newsletters have recently been printed)

Derrick Hankey finally confirmed to me last week that he is not in a position now to do this any more, for health reasons, and I said that we were trying to find someone else. Since he has been doing this since 1993 I think that we ought to make some special gesture of appreciation for his efforts over the years and would welcome any suggestions please.*

I aim to get this issue to press 2-3 days after the AGM and, all being well, to get it out before Easter. The mailout will include flyers for the Framework Housing Association 'Bike Club' recycling scheme.

The contents will include:-

- A Pedals timeline feature including images of important events in our 30-year history
- An item to encourage interest in getting members to volunteer with the 14 November national campaigners conference and to offer accommodation to visiting campaigners
- An appeal for people to act as 'Bike buddies' in relation to the proposed Cycling for health project Community cycling events (see above).
- A chance of people to give their view about the possible change of title or strapline to Pedals (requested by Cyclenation's Board last year), including 'CycleNottingham' as a new name or strapline.

Pedals newsletter: suggestion from Larry Neylon (Pedals Webmaster) (4 March):

"Hi Hugh,

One thing that struck me the other day was looking into creating a more regular HTML e-mail newsletter which we could send out.

There appears to be a plugin module for the Drupal Web application that we use <http://drupal.org/project/simplenews> that would allow us to create the newsletter (using stories we've probably already written for the normal newsletter).

We could collate all the e-mails you have with all the e-mails from everyone who has signed up to the site (141 people at the mo) and send out the newsletter every couple of months.

I've written one of these newsletter applications for my company, so I'm assuming that this one has the same features which will allow people to unsubscribe should they no longer wish to receive the newsletter. We could also encourage any new members to give their e-mail to receive these newsletters.

Basically it would be a free way of publishing a more frequent newsletter. I'm sure with some work I could create a nice looking template so that people would want to read it.

Only issue yet again is my time, but if you think this is an idea worth investigating then let me know and I'll try and escape the clutches of small children long enough to install this and get some testing done.
Cheers, Larry."

Comments please on this suggestion?*

B4. Forthcoming meetings and other events:

Nottingham University 'Eco Action week' focus on sustainable transport on Monday 16 March:

Susan Young, Dave Clark and I will be running a Pedals stall in the Portland Building from 10- 2 p.m.

Cycling for Health project launch on 25 March and Community cycling events in April and May: message of 25

Feb. from Murat Basaran, CfH Project Officer:

"From: Murat Basaran [mailto:cyclingforhealth@hotmail.co.uk]

Sent: 12 February 2009 14:38

To: cyclingforhealth@hotmail.co.uk

Subject: please pencil these dates into your diaries.....

Dear All

We will be sending you a meeting planner to confirm which dates you can do so please don't reply to this email with your availability – this is just a "letting you know" email.....so,

Thanks very much to everyone I've managed to speak to about this so far...

Just to confirm,

We are holding a Launch event for all old and new stakeholders on **Wednesday 25th March 11 – 2 at John Carroll Leisure Centre**

It will be exactly like the community event only there won't be children and there will be presentations but the idea is to show exactly what we are doing at the community events and to get them involved and trying it all out for themselves - with the intention that some people do then take up cycling and cycle training as well as referring clients into our programme

Then we have **four community cycling events** which have been provisionally booked

Sat 4th - Portland Leisure Centre - Meadows 11 - 3

Sat 25th April - Noel St Leisure Centre - Forest Fields 11 - 3

Sat 2nd May - Bulwell Vision, Bulwell 11 - 3

Sat 30th May - Harvey Hadden Sports Centre, Aspley/Bilborough 11 - 3

These events will be very much family orientated, there will be lots of freebies including lunch, various attractions like fun bikes to try out, cycling games/activities for the kids, smoothie bike, WATT bike, pedal powered scaletrix, Health MOT's, pedal powered sound system, pedal powered computer games and films, cycling assessments, group rides, free bike repairs, free prize draw etc and hopefully sign people up to the cycle training programme

we would really like to have your presence and/or support at all the events if possible including our partners from the Health Trainer teams, YMCA, CCA, Age Concern etc as this may well prove good recruiting ground for you guys and will add to the event too.

Let me know if you are able to help with any publicity of the event and any good ideas of how to promote these in the local areas –

Kind regards, Murat

- **Any suggestions please for any health professionals who might like to be invited to the launch event on 26 March?***

Friday 24 April: Green Street West Bridgford launch:

Karina Wells has organised a range of events for this launch, at different venues, and including a display in the WB Library and 10-minute slots about the work of different organisations including one I will be doing on Pedals.

For more information see: <http://www.greenstreetswb.blogspot.com/>

Saturday 30 May: Spring national cycle campaigners' conference, Manchester, hosted by the Greater Manchester Cycling Campaign.

Read more at <http://www.gmcc.org.uk>

Book online at <http://www.cyclenation.org.uk/conference/>

Andrew Martin and I intend to go. Is anyone else interested please?*

Sat. 13 June: request for Pedals stall at Lenton Community Festival

Susan Young says it will be a bit difficult for her to get to this event this year but Dave Clark says that he and Liz have already agreed to take our display.

Dave mentioned to me that he already has had several other requests for Pedals stalls at various events this spring and summer.

Do we need, as last year in late March, to have a **special subgroup meeting to update our displays**, I wonder?*

Ride and Stride 2009 (Notts. Historic Churches Bike Ride), Sat. 12 Sept.

The Organiser, Mike Elliot, has sent me some information this event.

Pedals meetings on 20 April, 18 May, 15 June and 20 July

20 April

We agreed at this meeting to experiment with breakout small group discussions in the second half of the meeting but, I suggest, we need to prepare for this carefully, including ensuring that the topics discussed are ones of general interest rather than being of real interest only to 2-3 people (as I think is often the case with most items on our agenda!). I therefore suggest that we have 2 or perhaps 3 groups (depending on space and on volunteers to facilitate them and act as note takers to report back). These might include:-

- Ways of improving the organisation of Pedals business and meetings

- Ways of raising our profile, and finding volunteers to do this
- Ways of getting fresh blood into the ranks of Pedals activists.
- Revising the Pedals 17-point plan (agreed many years ago and available on our website at: http://www.pedals.org.uk/pedals_plan - in doing this we might wish to take account of the CTC's New Vision for Cycling available on their website at www.ctc.org.uk/campaigns
- Starting the ball rolling on compiling a comprehensive Pedals wish list for the City, to complement those now being produced for Broxtowe, Gedling and Rushcliffe.

What do people think of these ideas?

Which should we go for and how many?

Should we combine any or just drop some?

How much room have we got realistically or do we just see on the night, depending on the numbers that turn up?

Who will offer to facilitate each group and who will offer to take notes and report back?

What timing should we allow? I suggest that each group has (at least) half an hour for their discussions and then 5 minutes each to report back, with another 15-20 minutes for general discussion of what they come up with. Is this about right please?*

Pedals meeting on 18 May

Discussion with Colin Hazeldene, BBC East Midlands Today.

Pedals meeting on 15 June

Last month we agreed to alternate meetings with speakers with ones when we devoted theme second half to break out sessions or just discussed things generally, so we have not fixed any speaker for this slot.

However, since our last meeting, Dave Clark has suggested that we ought to invite John Hindle from the Environment Agency, who he has met, to talk about the impact on cycle routes in The Meadows area of their proposed Nottingham Trent Left Bank Flood Alleviation Scheme, which, in principle I think is a good idea. The question then is when we do that, given that we have no time this month, with the AGM etc, or next month with Colin Hazeldene coming. Could we give him half an hour in June, I wonder?

It does underline the need for some flexibility in our meeting arrangements, often in response to issues that suddenly arise. I also had a request recently from John Lee at the City Council to come and discuss the Park Road (Lenton) path order but turned him down because I did not think we would have time to fit him in, especially at a meeting before objections to the Order have to be submitted.

Comments, please!*

Pedals meeting on 20 July

Nicola Jones from Sustrans, whom we invited, says that time is rather awkward as she has various things on which by then will not have come to fruition but which should have by the autumn. I have therefore 'pencilled in' an invitation to her for the 19 October meeting, assuming that we want not to have a speaker on 15 September, the first 'normal' monthly meeting after our summer break.

B5. Cycle facility and traffic management matters

Cycling in bus lane incident and helpful response from Andy Gibbons of the City Council Public Transport Team (mentioned briefly at Pedals meeting on 16 Feb but not included in agenda and background notes sent out beforehand):

"This exchange of emails about an incident when a cyclist was riding in a bus lane (quite legally!) may be of interest, including the helpful response from Andy Gibbons, Public Transport Manager of the City Council, who also happens to be a longstanding Pedals member!"

> From: "Andy Gibbons" <Andy.Gibbons@nottinghamcity.gov.uk>
 > To: <jsamuelsmith2005@yahoo.co.uk>
 > Cc: "Gary Smerdon-White" <garysmerdon-white@supanet.com>; "Stewart Thompson" <Stewart.Thompson@nottinghamcity.gov.uk>; "Chris Carter" <Chris.Carter@nottinghamcity.gov.uk>; "Hugh McClintock" <Hugh.McClintock@ntlworld.com>

> Sent: Friday, February 13, 2009 11:53 AM
> Subject: RE: Cycling incident - council contact? [Scanned]
>
> Sam.
> Thanks for this. Do you have the number of the localink service. We have 12 of these
> services, run under contract to different operators. I suspect it was the
> L12. Also, the time of day please, so we can identify the driver.
>
> In addition, could you tell me whether the bus driver was trying to pull
> into a bus stop and whether the cyclist was moving and not stationary.
> Thanks, Andy
> Andy Gibbons
> Public Transport Manager
> Nottingham City Council
> 0115 9155143
>
> UKBus Award 2008/9 : Infrastructure
> Beacon Authority 2008/9 : Accessibility
> -----Original Message-----
> From: Hugh McClintock [mailto:Hugh.McClintock@ntlworld.com]
> Sent: 13 February 2009 11:46
> To: jsamuelsmith2005@yahoo.co.uk
> Cc: Gary Smerdon-White; Stewart Thompson; Chris Carter; Andy Gibbons
> Subject: Re: Cycling incident - council contact? [Scanned]
>
> Dear Samuel Smith
> Thank you for your message. I was very sorry to hear about this very
> disturbing incident. I am surprised to hear that this bus driver was
> apparently so ignorant about the general availability of bus lanes for
> pedal cyclists locally.
>
> You need to contact the City Council, not the County Council, and I am
> copying this message to three people from the City Council, Chris Carter,
> Stewart Thompson and Andy Gibbons (of the Public Transport Section). I
> would suggest you contact any of these to discuss this incident further.
> Good luck
> Hugh, (Chairman, Pedals)
>
> ----- Original Message -----
> From: "Samuel Smith" <jsamuelsmith2005@yahoo.co.uk>
> To: <Hugh.McClintock@ntlworld.com>
> Sent: Thursday, February 12, 2009 10:13 PM
> Subject: Cycling incident - council contact?
>
> Dear Hugh,
> I would be grateful if you could provide me with a further council/police
> road traffic contact for the attached email regarding road safety in
> Nottingham. I have sent the message below to the cycling/walking officer
> in the Communities Department. urban.cycling@nottscc.gov.uk
> Regards
> Samuel Smith
>
> Dear Sir or Madam,
> I would like to know if the bus lane on Derby road approaching the QMC
> near the University has shared use with cyclists.
>
> Today I was in a Locallink bus going to the University from Forest Fields
> and the bus driver used his horn to ask the cyclist ahead of us to leave
> the lane and use the car lane (usual traffic lane) instead. The cyclist was
> obliged to move into the car lane and it appeared to be a very dangerous
> manoeuvre as there was traffic approaching her. As I am an experienced
> cyclist and motorist myself (on this occasion I used the bus as I had a
> cold) I am normally used to cyclists sharing bus lanes. Provided the buses
> overtake correctly this is a safer position to be in.
>
> I am not from Nottingham and would like to know the law and position
> regarding the bus lane in the city as 1) I was concerned for the safety of
> the female cyclist 2) I would like to know how bus drivers will behave in
> Nottingham when I am in the lane when I am back on my bike.
>

> If the traffic in the car lane had been much nearer or parallel with the
> cyclist there would clearly have been a collision and potentially a
> fatality.
>
> I asked the bus driver his view of whether the lane was shared or not, and
> he was of the opinion that it was bus only use.
>
> I am a postgraduate student in Ergonomics at the University and study
> safety and accident causation. In my view this was a dangerous incident that
> could have ended in tragedy. I am considering writing to the local MP about this
> event with regard to inner-city cycling in Nottingham and bus driver
> behaviour.
> Your reply would be gratefully received.
> Regards, Samuel Smith"

Cycling on Pavements - discussions at 3 March Cycling Development Group meeting – my message of 4 March to Chris Carter, Council:

"Chris

I have now circulated to Pedals activists copies of the 2007 Pedals position statement on Cycling on Pavements in response to your request at yesterday's CDG meeting for us to revise it to make clearer what local as opposed to national responses were required, and this will be on the agenda for the next Pedals meeting on Monday week.

Reflecting on our discussions yesterday about examples of situations where signing and marking of areas where cyclists could and could not legally cycle off-road is unclear I think I may have not explained clearly the point I was trying to make about the situation at the Carrington Street end of Queen's Bridge Road, opposite the Station where I know that cycling on the pavement has become more common and where it is, I agree, very likely to cause aggravation to pedestrians. I agree that the situation is very different from the other location I mentioned (Woodhouse Way between Strelley and the Chilwell Dam Business Park) where there is far more traffic, including many HGVs, and far higher speeds, as well as far fewer pedestrians and it is understandable that cyclists there should often take to the pavement to feel safer).

The point I was making about Queen's Bridge Road/Carrington Street is that the apparent increase in riding on the pavement opposite the station is probably the result of several factors including the fact that the exact route that cyclists (especially northbound) are intended to follow has become less clear than it was until about 3-4 years ago when there was a tarmac path at the top end of Queen's Bridge Road, very clearly differentiated from the nearby pavement. Since that area was resurfaced with paving slabs, the alignment of the cycle route has become less distinct in the general paved area, marked only by studs which are less easy to pick out, especially after dark. This has given some pretext (though not an adequate justification, I agree) for some cyclist to stray from the official route, and to yield to their temptations to take a short cut towards the bridge over the railway)

This tendency was probably increased last year by the extension of the newly paved area to include the footway over the bridge, as part of the railway bridge strengthening work and also by the prolonged disruption of the work itself, closing off half the carriageway for several months at a time. As I recall the footway resurfacing work was completed well before that of the rest of the bridge work so its use as a safe and convenient short cut became all the more tempting, regardless of how that affected pedestrians.

Last May, when there was a blitz on stopping pavement cyclists at several locations, including people riding on the footway on the railway bridge, I was surprised to get a phone call or email from someone who complained about being stopped for 'riding on the cycle path opposite the Station!' At the time I could not think what they were referring to but, having looked again on site, I could see how it was now more possible for someone to get the impression that the paved area through which they could legally cycle at the top end of Queen's Bridge Road now extended along Carrington Street past the Station because of the reduce signing and marking in that area. I do not, I would repeat, condone this pavement cycling, but I think it does underline the point about the importance of clear and consistent signing of just where cyclists can and cannot legally cycle, particularly in an area like this where, I also know, some less confident cyclists, though benefitting from the general reduction of traffic on Carrington Street, are clearly intimidated by the numbers of buses, and they solid queues they form, at least in peak periods and the consequent extra pressure on narrow road space.
Hugh

....comments from Susan Young (4 Mar) on the 2007 position statement and its possible revision:

"Susan

Thanks for your comments. Yes, I know it is often more of a perceived than an actual problem but it keeps being raised at various meetings, especially by some councillors, so we are under pressure to be seen to be doing something to help address the issue, whatever our arguments about the need for comprehensive and long-term solutions!

Hugh

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

From: [Young Susan](#)

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

Sent: Thursday, March 05, 2009 10:05 AM

Subject: RE: possible revisions to 2007 Pedals position statement on Cycling on Pavements - comments please!

Hugh

This issue is on just about every agenda of the Dunkirk & Lenton Forum as one of the issues that concerns residents.

We know it's more of a perceived problem than actual danger to people but it may be one of those issues that people don't seem to want the truth about. When I speak to people they always talk about 'near misses' and it is rare to find someone who has been hurt. Many say it makes them jump when a cyclist passes and equally this happens when a bell is rung.
Susan

...and from Robin Phillips (4 Mar):

"Dear Hugh,

Many thanks for circulating again this useful document! In your list of SOLUTIONS, point 4, starting with the phrase TRAINING DRIVERS needs "all too easily" replaced by "all too easily". This is a tiny nit-picking about an excellent policy document. My feeling is that we should do 2 things, (a) try to shorten it and (b) take energetic steps to publicise it.

I have not yet checked, but am I right in thinking it is on the Pedals web-site? Could we persuade the police and others partners to put it also on their web-sites?
Best wishes, Robin.

....and from Henry (Reg.) Twigger (4 Mar)

"It needs to be considered that the more aggressive motorists think it should be compulsory to ride on the pavement, or in a cycle lane if one exists.

Riding in a cycle lane is very dangerous.

Motorists don't see or ignore cyclists in the riding in the gutter.

The edge of the road is covered in broken glass and other debris, and recessed grates etc.

But young children and the elderly and infirm who ride very slowly, should not be riding in traffic.

These issues need common sense not government laws and more plastic policemen.

You're negotiating with the people who arrested me and are prosecuting me in Maidstone crown court for having a pocket knife packed in my luggage on a cycling/camping trip.

The police are a waste of time. If it's not political, their leadership isn't interested.

Good luck ;), Henry (Reg.) Twigger."

provision for cycling in Trunk Road schemes - the case of the A52T between Bramcote Island and the QMC roundabout (Notts-Nottm) – my message of 27 Feb to Roger Geffen, CTC:

"Roger

Since I know that the CTC is very keen to keep closely in touch with the extent to which cyclists' needs are now taken properly into account in the detailed planning of Trunk Road schemes you might like to know about one current case in the A52 in Nottinghamshire and Nottingham city where, amazingly, cyclists' needs have not been considered at all.

This is the plans drawn up by AMScott, the current (until 1 July) Managing Agency Consultants for the Highways Agency in this part of the country, Area 7, for a series of changes on the A52T on the west side of Nottingham, between Bramcote Island (in Broxtowe Borough) and the Queen's Medical Centre (QMC) roundabout on the Nottingham Outer Ring Road near Nottingham University's main campus.

This is mainly designed to speed up the flow of motor traffic and involves the shortening of several sections of inbound bus (and cycle) lane, to increase capacity at several junctions. It also involves one short section of new bus lane (outbound) by the QMC roundabout. The inbound bus lanes (between Bramcote Island and the Priory roundabout on the City/Broxtowe (County) boundary have been in place for several years now and go give cyclists some measure of protection, although there can still be conflicts at main junctions, with motor traffic turning left.

The first I knew of this scheme was early in December when Roger Codling, local CTC Right to Ride rep, happened to mention it to me and a couple of days later I had a letter from AMScott including the wording that "We hope you are now happy with the proposals!". In my reply on behalf of Pedals I made clear that we were not at all happy with the proposals which, in several respects, would make life worse for cyclists and fail to grasp several opportunities for improvement, e.g. by upgrading pelican crossings to toucan crossings, with good connections and, most of all, by their utter failure to propose anything to improve conditions for westbound cyclists on the fast and hilly stretch of the A52 on the approach to Bramcote Island when heading towards Stapleford. This is one of the most dangerous locations for cyclists anywhere in the Greater Nottingham area.

Among the people I copied in on my comments was Councillor Stan Heptinstall, Chair of the Broxtowe Transport Group, who has been very supportive of Pedals concerns. He also had other concerns about the scheme and so arranged for two representatives of AMScott to attend the next meeting of the group, taking place this morning. Their presentation and answers to questions confirmed that they had not really attempted to make any real provision for cyclists and that this must now be addressed. Councillor Heptinstall repeated his view about the importance of their changing these aspects of the scheme (due to go ahead before the end of this calendar year, I understand) and this view was also supported by Clive Wood who has taken over recently dealing with cycling matters at Nottinghamshire County Council.

As it happened, later today, I was visiting the exhibition in to the Highways Agency's latest proposals for the A453 between Nottingham and the M1, where, after many years of effort, a much better standard of provision for cyclists (and non-motorised users in general) is now included. I could not but help on the complete contrast between this progress and the utter lack of awareness of the importance of cycling in the A52 scheme!

It was also in utter contrast with the tone of another item on the Broxtowe Transport Group's agenda this morning, the need for a comprehensive campaign to encourage much more selective use of cars in the Borough, I might add!
Hugh

A46 and A453 Highways Agency dualling proposals: exchange of messages with Peter Osborne (20 Feb)

"Peter

Thanks for the reminder about this. I had intended to mention both this and the A453 scheme at Monday's meeting but forgot. I will now do so next month.
Hugh

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

From: [peter osborne](#)

To: [Hugh McClintock](#)

Sent: Thursday, February 19, 2009 8:20 PM

Subject: A46 Improvement

Hugh - I have received the first newsletter on the Newark to Widmerpool Improvement scheme. Construction starts in April this year - five years ahead of schedule (part of the Government's fiscal stimulation plans). Those with an interest in this scheme can visit <http://www.highways.gov.uk/roads/projects/4403.aspx> where they can register for email alerts.
Peter

A453 proposals:

Roger Codling and I both attended the recent public exhibition in Clifton. The proposals for cycling are basically as agreed at the special meeting to discuss the requirements of non-motorised users which was held in Clifton in October 2006 which we had also attended, and are much better than their earlier plans.

We have until 30 April to make comments on the latest proposals and these might, I suggest, include comments on:-

- the surface to be used on the bridleway link (just inside Leics., in fact), west of the River Soar and west of East Midlands Parkway Station, on the north side of the new A453, linking to Kegworth.
- The need for a safe link between the old road (in future for local traffic only plus cyclists, pedestrians and horseriders) between the new Mill Hill roundabout on the edge of Clifton and the proposed NET extension park and ride site.
- The width of the cycle lanes to be included on the old road between the Mill Hill roundabout and the Ratcliffe on Soar Power Station
- The apparent lack of directness of the cycling provision on the north side of the new road near the EM Parkway Station turn and its possible inconvenience for people wishing to keep riding along the new A453 (towards Nottingham) rather than going to and from the new Station.

new link between Bassingfield Lane and Tollerton bridge – my message of 2 March to Clive Wood, Notts CC

"Clive

Glad to see work in progress on a new link between Tollerton Bridge (and the Tollerton Lane end of the Grantham canal path) and the corner of Tollerton Lane and Bassingfield Lane though I also noticed that it seemed a bit narrow for a shared cycle/footway. Is it indeed intended to be for shared use, as it certainly needs to be to give protection for cyclists riding between the canal towpath and the nearby toucan crossing over the A52T between Bassingfield Lane and Gamston?

It also of course needs clear signing, as part of the comprehensive signing needed of the canal towpath route, the toucan crossing, and Gamston, and starting way back on the road between Cotgrave and Stragglethorpe, as I think I have mentioned to you before.

Thanks, Hugh"

Trent Link Green Infrastructure (including new multi-user path between Holme Pierrepont and Cotgrave Country Park etc) – invitation to public meeting in Radcliffe on Trent on Thursday 19 March.

I unfortunately cannot make this meeting about this very important project. Roger Codling says he hopes to go but it would be good if anyone else could as well please. Any volunteers please?

The event will take place on Thursday 19 March from 7pm - 8.30pm (doors open at 6.30pm) at the Grange Hall, Vicarage Lane, Radcliffe on Trent, Nottingham, NG12 3JG. More information on the public meeting at: <http://www.rushcliffe.gov.uk/doc.asp?cat=105&doc=9567>

I now have a copy of the documents for the Grantham Canal Partnership Executive Committee about the project.

... Trent Link Green Infrastructure report - potential link to a future Colwick Park-HP bridge and further Big Track extensions etc. – my exchange of messages of 6 June with Chris Carter, City Council:

"Chris

Yes, I agree that it would greatly strengthen the case for a (long dreamed of) ped and cycle bridge between HP and Colwick Park (which also has been mentioned recently in the County Council's plans for the future of the NWSC), a project that Pedals would very strongly support! It also of course would further increase the extent and value of The Big Track network.

Very glad to hear that you are starting to look at this again!
Hugh

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

From: [Chris Carter](#)

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

Cc: [Steve Brewer](#)

Sent: Friday, March 06, 2009 11:42 AM

Subject: RE: Trent Link GI report [Scanned]

Thanks for this – will follow this closely. Adds to the case for HP to Colwick ped/cycle crossing that we are starting to look at.

Chris

Chris Carter | Transport Strategy Manager
Environment and Regeneration| Nottingham City Council
Tel: 0115 915 5220

County Council Area Transport Study for Colwick, Netherfield and Gedling (deadline for comments: 31 March)

We have until 31 March to respond to this request for comments, which needs to be consistent with our proposed wish lists for those parts of Gedling Borough.

Proposed cycle route from Burton Joyce to Lowdham

The first I knew of this was a reference in the NEP last Thursday in an article in the County Council's agreed latest transport funding proposals, mostly public transport schemes, but also including a contribution of £95,000 towards the repair of the Suspension Bridge.

I have now emailed Clive Wood to ask for details but so far have had no reply. The fact that I have not heard about this is due at least in part to the lack of any recent County Council Cycle Working Group meeting such as we used to have regularly 3-4 times a year until late 2007 when Ed Ducker left. I hope that a date will soon be fixed for the next one and that the regular series will then resume.

Minor schemes / Traffic Regulation Orders (TROs) etc. including:-

- Hayden Lane, Hucknall
- Whittingham Road and Woodthorpe Drive, Mapperley.

I do not propose to make any comments about these on behalf of Pedals but will happily pass on the consultation letters to anyone who wishes to see them and perhaps make an individual response.

B7 Miscellaneous items:

St John Ambulance Nottingham Cycle Unit – message of 26 Feb from Peter Ralph and my response:

"Peter

Thanks for this very interesting message which I will think about carefully while passing it on to other Pedals activists.

I will also put it on the agenda for our next meeting, on Monday 16th March, and then get back to you with any comments raised then.

best wishes, Hugh McClintock
Chairman, Pedals

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

From: [Peter Ralph](#)

To: Hugh.McClintock@ntlworld.com

Sent: Tuesday, February 24, 2009 6:36 PM

Subject: St John Ambulance Nottingham Cycle Unit

Hi Hugh,

I am hoping you may be able to help promote our organisation a bit through Pedals. I am the co-ordinator for the St John Ambulance cycle response unit in Nottingham and in the process of organising a new initiative which may be of interest to you and some of the people you are involved with.

We are looking to expand the cycle response team in Nottingham, To that aim we are developing a program that will take individuals from basic first aid through to working as an emergency transport attendant on our response cycles. As part of this training will be given by experienced ambulance service staff, there will be nationally recognised cycle skills training that will equip cyclists to ride on emergency calls and we also intend to train the team to operate as urban search and rescue teams, which will also be to a nationally recognised standard.

In terms of practical application of these skills members will be able to operate at the broad range of events we attend as well as provide support to the ambulance service as cycle responders.

You may have seen the regional media coverage we recently received for the response operations we provided in Nottingham city centre over the Christmas period, we are currently in discussion with the ambulance service around extending this cover. We also intend to work with the association of lowland search and rescue organisations to integrate into their national call out scheme

If you believe that this is something that will be of interest to your organisation please feel free to contact me so that we can discuss this opportunity further

Kind Regards

Peter Ralph

Cycle Response Co-ordinator – Trent Area

St John Ambulance Nottinghamshire

...comments from Gary Smerdon-White (25 Feb)

"Hi

Actually this is good news – more cycling in a more exciting situation - BUT a threat to a small piece of RideWise business; we train these StJA cyclists in Nottingham at present and it's likely we are going to get Police in Bulwell (?) to do emergency/chase type training. I'd suggest Graham has a chat with Peter. Incidentally I know the chair of StJA locally, Roger Hursthouse, so if I need to get involved I can
Gary"

Broxtowe Borough Council proposed campaign to reduce car use (as discussed at Broxtowe Partnership Transport Group meeting on 27 Feb)

Both Gary Smerdon-White and I attended the Broxtowe Partnership Transport Group meeting when this campaign was discussed, as first proposed by the Broxtowe Partnership Environment Group. It was agreed that the key message should be about getting people to be more selective about when they used cars and when they used other modes.

B7. Any other business

B8. History of Pedals slide show (45 mins approx)

This will include lots of shots of the many people who over the years have contributed to Pedals achievements!

Hugh,
12 March 2009