

AGENDA FOR PEDALS ANNUAL GENERAL MEETING AND MARCH MONTHLY MEETING:

7.30 p.m. on

Monday 15 March 2010

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 2010 AGM

A1. Welcome, apologies for absence and brief introductions

A2. Minutes of the 2009 AGM and matters arising

A3. Minutes of the special meeting of 17 Feb 2010 to discuss the restructuring of Pedals.

A4. Chairman's Annual Report and discussion

A5. Treasurer's Annual Report and discussion

A6. Election of office-holders including Chairman / Facilitator and Secretary

A7. Possible amendments to Constitution

A8. Future of the Pedals newsletter

A9. Pedals scrapbooks – where to keep them now?

A10. Any other AGM business.

(15-minute break)

AGENDA FOR MARCH MONTHLY MEETING

B1. Welcome, apologies for absence and brief introductions

B2. Minutes of Pedals meeting of 15 February 2010 and matters arising including:-

- Proposed campaign on improving cycle parking at shops: need for more images on the Pedals website please!
- Wilford Suspension Bridge reopening and right of way update including meeting arranged with Tom Huggon on 17 March to get more legal advice and coordinate campaigning with Nottm Civic Society
- Gritting of cycle facilities: City Council Scrutiny Panel review hearing of 11 March
- Workplace Cycle Challenge Scheme
- Comments on current relevance of CTC/AA/RAC Ride Safe Drive Safe leaflet and possible local application
- Publicising Sherwood Bike Day, Saturday 27 March (10am-2pm)
- Revision to draft Pedals wish list for Nottingham including suggested priorities
- Suggested change of venue for Pedals meetings to the Lincolnshire Poacher
- Competition to win the saddles and seat posts donated by John Rhodes (postponed from last meeting)

B3. Forthcoming Events / meetings including:-

- Pedals meetings on 19 April, 17 May, 21 June and 19 July: invitations to speakers
- Other meetings:
 - Greater Nottingham Aligned Core Strategy 'Option for Consultation' event. Nottingham Arena on Thursday 1 April
 - Items to raise at the next (14 April) Greater Nottm Cycling Development Group meeting
 - Proposed Edwalton Cycling event in late April / May
 - Rural Rides 2010 and 2011?
 - Bike Week 2010: 19-27 June
 - Ride and Stride (Notts. Historic Churches Bike Ride), Sat. 11 Sept.
 - Moves to get Pedals readmitted to the Nottingham Green Festival

B5. Cycle facility and traffic management matters including:-

- Oundle Drive cycle path junction, Middleton Boulevard, Wollaton Park
- River Leen corridor walking and cycling improvement ideas: request from Keith Morgan, City Council
- Turning Point East (Phase 1): proposed changes on Bath Street and Brook Street
- Connecting Eastside: Proposed Hockley pedestrian and traffic management scheme

- Possible change in Broad Marsh redevelopment plans and potential for Listergate-Carrington Street through cycle route
- Discussions on 4 Feb with bidder for the contract to design and build the NET extension lines
- tacks and nails along riverside path between Beeston Marina and Attenborough
- Barriers on cycle paths in West Bridgford (Karina Wells)
- Cycling in Trunk Road schemes: Proposed Highways Agency Area 7 Managing Agents Virtual Customer Forum (message of 10 March from Nicola Jones, Sustrans East Midlands)
- Minor schemes / Traffic Regulation Orders (TROs) etc.

B6. Miscellaneous items

- Cyclist awareness training for lorry drivers: possible local relevance of new London scheme
- City Council Local Air Management Assessment consultation (message of 18 Feb from Christopher Washington)
- New Government Active Travel Strategy
- Learning a language while promoting cycling

B7. Any other business

BACKGROUND NOTES FOR 2010 AGM

*** means feedback especially wanted please**

**** means help please!**

A1. Welcome, apologies for absence and introductions

Apologies for absence from

Mara Ozolins, John Wilson,

A2. Minutes of the Pedals Annual General Meeting Held 16th March 2009 at The Globe_

Present: Hugh McClintock, Peter Osborne, David Miller, Andrew Martin, Eve Parker, Susan Young, Roland Backhouse, Hilary Backhouse, Karen Fry, Mara Ozolins, Robert Murray, Chris Gardner, John Bannister, Arthur Williams, David Clark, Liz Kirk, Andrew Househam, Martin Quarton, Nigel Lee and Roger Codling.

Apologies for absence: Malcolm & Margaret Kennerley, Coral Simpson, John Wilson, and Roy Wilson.

Treasurer's Report. Sponsorship of the newsletter has been lost and is now down to two issues per year. Costs will be further reduced by producing the newsletter as an email and a news sheet for those without internet access. A £75 payment from Google ads has been received. Sue will continue as Co-Treasurer while the new Treasurer becomes familiar with the job. Thanks were expressed for Susan's efforts over the years.

Election of Officers. Alison Russell was elected as the new **Treasurer**. Susan Young was thanked very warmly for all her outstanding efforts over many years.

The offices of **Secretary and Publicity Officer** remain vacant.

Chairman: There being no other candidates Hugh said he was willing to take this on for another year but that he thought it essential, after 30 years in the job, that he then found a successor, even if he continued to be active in some other Pedals role, including possible Secretary or Vice-Chairman. In any case, he emphasised, he did not in any want to leave Pedals in the lurch but rather to do everything possible to ensure a smooth handover.

With a year's notice we should have plenty of time to discuss possible new arrangements, in the wider context of reviewing our campaigning priorities, our ways of handling business, and how best to divide up the most important tasks.

Future Pedals Meetings. In April break out sessions will be trialled so that specific issues can be better discussed.

Topics will be:

Pedals Roadshows (to raise Pedals profile)

Pedal 17 point plan

City wish list

Pedals management / future of Pedals

Hugh, Sue and Andrew will facilitate. Groups will meet for 30 to 45 mins before reporting back to the main group.

Miscellaneous. An online questionnaire may be trialled to encourage greater involvement of the Pedals membership.

Links with Transition groups – can these be developed further?

Park Road – Lenton Footpath modification order. Pedals is withdrawing its opposition to this.

Castle Marina Canal Bridge – the replacement is underway.

Cycle path by QMC car park – demolition work starts on March 23rd. Sustrans Route 6 which is affected by this work will reopen on July 10th.

Newsletter. Larry Neylon (Pedals webmaster) has found a way of publishing on line an attractive newsletter. This will be pursued with some help from the Cyclenation editor.

Forthcoming meetings:

Cycling for Health Project Stakeholder Event, 25 March, Targeting Health Professionals – Pedals will have a stall there.

8th April – Boots host the launch of this year's Great Notts Bike Ride

31st May. Spring Campaigners Conference in Manchester

Thirty Years of Pedals. The AGM concluded with Hugh presenting a slide show about the last thirty years of Pedals.

(The second half of the meeting was devoted to 'Break-out session small discussion groups

Timing (approx);

- 45 minutes for small group discussions
- 5 minutes for each group to report back (15 minutes)
- 30 minutes for general discussion on the feedback

Volunteer facilitators (volunteers to take notes and report back can be sorted out at the start of each group's session):

- Andrew Martin
- Susan Young
- Hugh McClintock

Topics:

- Ways of improving Pedals profile, and finding more volunteers, with particular reference to organising 'Pedals Roadshows' in different areas such as Beeston, Sherwood, Arnold, etc. in conjunction with interested local Pedals members and other people/groups, e.g. local Transition Nottingham groups.
- Ways of improving handling of Pedals business and running meetings
- Revising the Pedals 17-point plan, compiled in c2000 (and on our website at http://www.pedals.org.uk/pedals_plan NB: In considering this one possible source of inspiration may be the recent CTC 'New Vision for Cycling' document on their website at: www.ctc.org.uk/campaigns

**A3. Minutes of the special meeting on 17 Feb 2010 to discuss the restructuring of Pedals
Notes of special meeting held at The Globe PH on Wed 17 February to discuss
the restructuring of Pedals from the AGM on 15 March 2010**

Present:

Hugh McClintock, Susan Young, Andrew Martin, Arthur Williams, Peter Briggs, Peter Osborne and Larry Neylon,

Introduction

Hugh explained the purpose of the meeting as being not just to decide on the appropriate structure for handling Pedals business following his stepping down from being Chairman but also more generally to help Pedals get to grips with the need to find better ways of handling the ever-increasing 'tide' of business in recent years.

There was a real danger, he realised, that we could become swamped by this, particularly passing on the larger number of emails that people might want to have the chance to make comments on. On the other hand, if this was not done, they might then resent being left out of the loop, not being consulted and decisions being made behind their backs without giving people a reasonable opportunity to comment! He tried now to strike a balance between emails of likely general interest and those likely to be of interest only to a few people but it was hard to be sure that he had been getting this right!

Much of this increase in business, in addition to an increased number of requests for help, for information, and of invitations to meetings, was because we had become victims of our own success, in helping to bring about some very significant projects such as the Cycling for Health Project, the FHA Bike Club bike recycling scheme and the Sustrans / Cycling England Ucycle Projects. All of these it was important for us to support and encourage, whether or not we were invited to be represented on a specific Steering Committee.

This special meeting was also intended, in advance of the AGM, to put some flesh on the suggestion made at the Pedals meeting last July, and generally supported, for a specific Committee to supplement the Pedals monthly meetings and to discuss some of the Pedals internal affairs in more detail than there was time for at the present meetings.

This should involve a wider number of people than the office holders and this should include some people who were still fairly new meeting attenders, to help make the most of the new blood that Pedals badly needed.

As regards his own future involvement Hugh said that the soundings he had so far taken indicated a preference for him to remain active in the group rather than clear right away and let the new committee start afresh without him continuing to 'lurk around'.

He was quite prepared to do this, if that was indeed the general wish, provided that it was accepted that he was definitely stepping down as Chairman.

He would be quite willing to be on the new committee, and also to continue representing Pedals at some meetings where had had some particular local or specific interest, e.g. the Greater Nottm Cycling Development Group, the LRT Advisory Committee, the West Bridgford Local Traffic and Transport Forum and the Rushcliffe Environmental Partnership, as well as to pick up invitations to some of the one-off meetings we got invited to, on various planning, transport and environmental issues.

Many of these were held during the day time and he recognised that this made it often difficult for other people to attend. He said that he was also willing to maintain some role in relation to liaison with the local media, though at the same time involving more people so that the local media were familiar with a wider range of contacts within Pedals.

He could also, when around, continue to contribute more broadly in terms of liaising with local authorities etc. and managing our responses to consultations, if people wished, while at the same time encouraging other people to be more involved in this, in coordination with our more diverse representation on different local committees.

Hugh said that it was important in discussing this restructuring to take account of some of the changes we had already made in recent years. These included:-

- Having more meetings with invited speakers, or special topic discussions. We had since 2007 freed up time for this by dropping the idea of having mini-rides before general business meetings between April and July, giving more slots for speakers, although still trying to leave both the September and January meetings for general catching up after the summer and Christmas breaks, and leaving December for the Christmas Social evening.

The change, he said, had produced various benefits, increasing numbers attending meetings from about 8-10 to 15-20 and enabling the people we invited, mostly from local authorities etc., to have contact with a wider range of Pedals activists.

A possible downside however, was that meetings had become more unwieldy, with increased risk of informal side discussions and not keeping strictly to the agenda!

- Making more use of email to exchange ideas and comments between meetings (some sent out generally to activists and most targeted to individuals or subgroups likely to have most interest in the particular area / issue) and putting more background material in background notes sent out with the agenda

This was done in response to comments at meetings 4-5 years ago that meetings were getting too long and that we needed to make more effort to avoid getting bogged down in details of little interest to the majority.

Along with the inclusion of a fuller description of agenda items, at the beginning of the agenda notes, it meant that people could more easily think about issues in advance and also then focus at the meetings on the items of most interest to them, recognising that most of our business is of great concern to a few people but often of little interest to others without detailed knowledge of that area or that location! (Experience shows that only a few of our agenda items are of great interest to the majority!)

The change had helped us to focus on the items needing particular discussion and therefore to get through business more quickly, although the value of this improvement has perhaps somewhat been eroded by the increased number of items brought to our attention, including requests for comments on a wide range of consultations, and requests for help in running events and invitations to meetings, etc.

Suggested changes:

- Make wider use of the 'Contact Pedals' email address, rather than Hugh's personal email address, to encourage communications with Pedals, as had been done already on the most recent revised City cycle maps contact details. This general email address, first set up about 2 years ago, sent such messages to Arthur, Andrew, Susan and Larry, as well as Hugh and could now be changed to include all committee members.
- In time for the AGM Hugh agreed to produce a schedule of all the committees and regular and occasional meetings to which we were now invited, including names of people now representing us, and the names of the key people responsible for organising those meetings. At the AGM a wider range of people would be

encouraged to volunteer to be the regular reps at these, or substitutes, depending on what time they had and their particular interests and wider affiliations / connections.

- The new Committee would be particularly concerned with handling Pedals internal business, saving the time needed to be spent on these at monthly meetings where their conclusions would be reported and could still be discussed. The Committee's responsibilities would include fixing a programme of visiting speakers or special topic discussions for the monthly meetings.
- It was agreed that we should make the most of the extra, but still limited, number of slots we have for visiting speakers (as a general rule in February, April, May, June, July, September, October and November only) including ones we might want to invite at fairly short notice in response to a current issue, e.g. the current proposal for Keith Morgan and other speakers to come along in April to discuss the plans for the Nottingham Station Secure Bike Compound due to open that month.

Our programme of speakers should include new people we had not previously had at meetings, e.g. Yvonne Gilligan, the Regional Manager for Sustrans for the East and West Midlands, as well as regular slots for key people like Chris Carter and John Lee of the City Council, Helen Hemstock from the Big Wheel, Murat Basaran from the Cycling for Health Project, and Alan Williams / Kevin Fleming from the FHA Bike Club bike recycling scheme.

We should also consider inviting speakers from other teams / organisations, e.g. the NET and the Driving Standards Agency, as well as journalists / media folk such as John Holmes of BBC Radio Nottingham, Jon Robinson and Caroline Lowbridge (NEP) to help them get to know a wider range of Pedals activists.

It was agreed that being able to hear speakers in key policy and implementation roles in relation to cycling, and have discussions with them, was very important for attracting people to meetings and also for the speakers to meet and get to know a wider range of Pedals activists.

The website was now the key point for information about meeting details, including last minute changes as were sometimes necessary.

- The office holders on the committee would encourage other people to work with them on their particular responsibilities, e.g. publicity, and a list of all of these, including assistants / substitutes would be publicised on the website. Anyone involved in publicity should make sure that what they say is consistent with the overall aims of Pedals as set out in the revised Pedals Strategic Vision, downloadable from the website
- Larry Neylon, our webmaster, would arrange for a wider number of people (from the committee) to have access to the website, to make changes and help keep particular sections up to date.
- Larry would also arrange a private area on the website, to which only committee members had access, and which included up to date information on membership and also the most important people (with contacts details) in local authorities and other organisations with whom Pedals liaises regularly.

It could also include the special groupings / address lists of Pedals members in different areas with whom Hugh regularly contacted about specific issues relating to their areas.

It was recognised that it was important to make more widely available some of the information on contacts etc. that Hugh had in his head!

- In getting newer blood actively involved we should be prepared to recognise that that they would not just be 'clones' of the older activists, and that they should be expected to have their own fresh approach to doing things!

The old activists should be prepared to give advice and information on the past history of and background to our current activities, where the newer blood asked for it.

- In introducing the new structure and committee, we should be prepared to make changes in the titles of current office holders. For example, Andrew Martin said that he was not comfortable with the title of 'Chairman' but would be happier taking on the title of 'Facilitator' or 'Meeting Chair'.

If he did become Meeting Chair he would want it clearly understood that he would only be able to devote limited time to do this, and also that he would want to do it in combination with a few other volunteers being willing to assist with this role. This should be specifically agreed at the AGM.

Andrew also said that he strongly preferred to have a consensus style of decision making, although some felt that this was what we already tended to do in Pedals, with votes only rarely being taken!

- Peter Osborne indicated that he would be willing to expand his current role as Minutes Secretary to become Secretary, although making clear just how much time he could devote to this, so that other people appreciated that they still needed to volunteer too, even if they were not designated post holders.
- An early task for the Committee would be to consider the need for revisions to the Pedals Constitution, last revised in 1997, particularly with regard to any changes that might help us in applying for charitable status. Peter Briggs has experience of this and recommended that it could give us substantial financial advantages.
- The Committee would not need necessarily to have regular meetings, apart from perhaps once or twice a year, but could conduct most of its business by email or phone. Ad hoc meetings could be organised if necessary.

The main purpose would be to make decisions on matters for which there was only limited time at monthly meetings. This might then mean that we had more time at monthly meetings, either for discussions with speakers to continue for more than one hour, or for general socialising after the conclusion of business.

- Another function of the Committee would be to keep under review different areas of Pedals activity and to identify where more help was required so that any new volunteers could be encouraged, if interested, to help with those and the 'cluster' (or subgroup) of people involved in them, e.g. publicity and running stalls.
- We should make a special effort to find out from Pedals members who had particular interests in other organisations we wanted to work closely with, e.g. Sustrans, the FHA Bike Club, Transition Nottingham, etc., to help us identify the best people to help us develop these contacts and mutual cooperation.
- The question of who would be in charge of the newsletter in future was to be left to the AGM, following our decision then on what format it should take.
- Peter Briggs raised the issue of a possible change of venue since the location of The Globe was somewhat inconvenient for those living on the north side of the city, and the lighting was poor.

It was agreed that we should keep this under review but also that changes were not desirable unless we could be sure of a distinct advantage in going elsewhere.

Past experience showed that messages about changes in venue, however widely publicised, did not get through to some people, resulting in confusion and irritation!

The Globe was at least fairly accessible, if not right in the City Centre like our previous venue, The Vat and Fiddle, which we had to leave at short notice in 2005 and had the advantages of more space (including space for bikes to be brought in) and good beer.

As we were now using data projectors more it was regrettable that we still had to bring in one from outside and one reason for moving would be that we could use a facility where such equipment was directly available. The Lincolnshire Poacher was considered as an alternative venue and Andrew Martin said he would discuss this with them.

- Susan said that, once we had got the new structure in place, it was important to keep our wider membership fully abreast of these changes and to introduce the new people involved. This could include having a special Social event, perhaps in the autumn. A subgroup could be asked to plan it.
- All those present were thanked for making a special effort to come to this extra meeting and it was agreed that it had been very useful.

HMCC, 23.2.10

A4. Chairman's Annual Report and discussion

**For discussion at Pedals AGM on
Monday 15 March 2010**

**PEDALS
(NOTTINGHAM CYCLING CAMPAIGN)
CHAIRMAN'S ANNUAL REPORT
FOR 2009-2010**

So this is it then – my last Annual Report! Great sighs of relief all round, no doubt!

One of the big achievements for Pedals this year, in close cooperation with several other organisations, has been to see the Wilford Suspension Bridge reopened. Indeed we have had much praise for Pedals role in taking the lead in the reopening campaign.

During the 19-month closure period many people (including Colin Hazeldene of the BBC at a Pedals meeting last year) not only expressed their great frustration at the bridge being out of action but also wondered how on earth such a vital link, for pedestrians as well as cyclists, could have been allowed to be closed for so long. Surely, many have asked, this would not have been the case with such a vital link for motor vehicles!

Such very fair questions make me all too aware of yet another of the many weaknesses of my period as Chairman, to have allowed such a situation in Nottingham when, as Colin remarked to us, it would have been quite unthinkable in a place like York where he lived before. I quite accept that this shows all too well how badly I have failed over the years, since I took over the Chairmanship in 1980, to create strong enough political support for cycling locally.

In complete contrast to this clear personal failure was our collective great success of our hosting in Nottingham last November the national Cyclenation-CTC campaigners' conference. This success was the result of a great deal of effort by a lot of people, from the local CTC as well as Pedals, and all working closely together.

As with the last time we hosted such an event, in 1995, we had record attendance, and the weekend as a whole was thoroughly enjoyable as well as enabling more people to join in the Pedals 30th birthday celebrations! We have had much very appreciative feedback!

Among several people who worked particularly hard for this event were Susan Young, Andrew Martin, Arthur Williams and Chris Gardner but backed up by a very strong wider team and some very useful support from Helen Hemstock at The Big Wheel.

The seminar on the previous day at The Broadway, for local authorities, was also successful.

As well as the two very enjoyable Pedals 30th birthday celebration meals, other highlights of the past year included the opening of the improved cycle bridge on The Big Track route at Castle Marina last May and, in November, a further Big Track improvement with the opening of the Meadow Lane canal lock cycle bridge. Both are real quality facilities!

Other very encouraging developments have been the expansion of the Framework Housing Association Bike Club bike recycling project, and their move into larger premises, in Hyson Green, with funding for a dedicated coordinator.

I hope that the success of this venture may provide the basis for the expansion of other forms of cycling promotion, perhaps along the lines of the similar Bike Workshop started several years ago by our Edinburgh counterparts, 'Spokes'. It is good to learn already that it is attracting people to come along and use the equipment to fix their own bikes.

Also very welcome is the new Ucycle Project, funded by Sustrans, Cycling England, Nottingham City Council and the 3 other local partner institutions. This is the most ambitious project so far in the UK to promote cycling intensively.

Over the next 2 years, as well as delivering a series of on-campus improvements, we very much hope that it will at last help us to see the implementation of some of the new facilities and improved road layouts off-campus that we have long campaigned for.

The advent of these projects and others that have started in the last year or two, such as the Cycling for Health Project, and soon the Nottingham Station Secure Bike Project, all mean that there is more work for Pedals in relation to them. Even if not all have formal Project Steering Committees on which we are represented, we still want to liaise with and support them, as well as generally keeping in touch with their progress.

This underlines the urgent need for more people from Pedals to be actively involved in this way as well as in other ways to help raise Pedals profile. The need for more efforts on this has often been mentioned in the last year. The Pedals Roadshow in Beeston last June was one fruit of this, and we have also started to get more invitations to talk at workplaces.

I had been hoping that one result of the publicity we have had for our 30th birthday and for the national campaigners' conference would be to help us attract new people to our activists' ranks but it does not appear to have worked that way!

About two years ago we agreed to make changes to the format of our spring and summer meetings to free up more space for visiting speakers or special topic discussion and break-out slots. I do think that this change has been successful, adding to the variety and interest of meetings and helping to boost the numbers attending.

However, a downside has been that it has made our subsequent general meetings that much more unwieldy and in danger of fragmenting and going off at a tangent. This can make it harder to chair meetings and get through the business, without a firm hand, while at the same time not giving some people the feeling that they were being inhibited from expressing their views!

Even before this change I was always aware that most items on our agenda are of great interest only to a few and yet feel it is important to ensure that the group as a whole, and other people, have a chance to make comments, and not just those who I have consulted in advance on the basis that I think they are the people most likely to have an interest in that particular topic or area.

It has therefore now become even more of a challenge to know how best to manage this increased flow of business and communications that comes our way!

I hope that the new Committee we have agreed on will be one important contribution towards meeting this challenge, and particularly if it can bring in some new blood. No doubt it will take time to get established and to find the right balance between face to face and electronic meetings as well as to see how it best relates to the existing monthly meetings.

I hope that introducing the Committee may reduce the time that needs to be spent at these on discussing internal matters or any more difficult matters which need addressing over several meetings and particularly careful consideration, to help achieve a consensus.

It could also then perhaps even free up a bit more time at monthly meetings, either to extend the discussions with speakers or just for informal chatting and networking before we all go home. People do seem to value this, I know, as well as ensuring that meetings do not go on and on.

Some years ago I remember frustration being expressed at the way the same items kept appearing on the Pedals agenda at several meetings rather than just being addressed once and then got out of the way.

I can well understand this frustration but unfortunately campaigning life is not like that for us. We are usually dealing with local government or other public agencies where it can take a lot of sustained effort, at least over months if not years or decades before things get done! I wish certainly that it was not like that!

This does mean however that so much of our business is about chasing up and following through things that we have been on about for a long time. In maintaining the pressure we also need to keep interested people informed about any new developments or setbacks and frustrations, if only to assure them that these matters have not been forgotten about altogether!

The current production of a comprehensive wish list for Nottingham is another way, more systematically, to help keep track of the numerous suggestions for improvements made over the years, to make sure that we do not forget them and that we watch out for new opportunities to get them introduced at last! This wish list will need regular monitoring, reviewing, updating and chasing up if it is to be used properly in this way.

Dealing with the increased amount of business also means addressing the challenge of how to manage better the large amount of both printed and electronic mail we get.

Although I do now, I know, send on many emails which I think would be of general interest, these do in fact form only a small proportion of the emails I get on Pedals matters. In principle these can help reduce the amount of time we need to spend discussing them at our meetings by giving people a chance to consider them carefully first.

Most of the email messages I get, and where I feel it important to get some wider comments and feedback, I do send on, if at all, only to particular people or groups of people who I think, from previous experience, would be interested in commenting.

All this, I know, does mean a lot of emails, and in some cases going to people with little interest in the matter and the risk of swamping peoples inboxes.

On the other hand, the danger in cutting down a lot on forwarding is that some people think that decisions are being taken just by me or a small group behind their back and without giving them the opportunity to be involved and express their views or indeed to know about events or developments that might appeal to them.

The comments I get in reply can add greatly to the quality of the responses I make to consultations, trying to use different people's detailed local knowledge of both problems and opportunities.

Many of the emails are about requests for help, with information or with attending meetings or bringing the Pedals stall to events and again, with many of these, I think it important to give more people a chance to respond, other than for the simpler requests.

Much of the increased amount of business is the result of the new momentum for cycling in Nottingham since the establishment of the Greater Nottingham Cycling Development Group in 2007, chaired by Gary Smerdon-White. We have benefitted greatly from his extensive contacts and networking and negotiating skills, particularly with regard to tapping funding.

This increase in our business could be seen as reflecting the fact that we have become victims of our own success in the last few years!

In complete contrast to the steadily increased commitment of the City Council, I have become more and more despondent in the last year about the lack of strong commitment to cycling from the County Council. True, they still run the Great Notts Bike Ride (helped by the strong personal interest of the relevant Cabinet Member, Cllr. John Cottee, and it is true that the new administration kept to the pledge of significant financial support offered by their predecessors for the Suspension Bridge repair.

However, in other ways their interest in cycling seems to be getting weaker and weaker, with a big question mark over the future of the Rural Rides programme from next year. Securing the future of these rides, via the involvement of other organisations, should, I suggest be one of our priorities for the year ahead.

Having encouraged us 2-3 years to produce comprehensive wish lists of just what we wanted to see in Broxtowe, Gedling and Rushcliffe Boroughs, and having asked us early last year to refine and priorities for these, which we did, the County Council have not in fact followed up any of these suggestions.

Having asked us two years ago for our detailed views on improvements to cycle access to and from the Ruddington Fields Business Park they have taken any of our ideas further, despite our involvement in regular meetings and the survey they carried out, as well as a special event in Bike Week nearly two years ago.!

Moreover, as far as I know, they have not acted on any of the many detailed recommendations from Paul Rea of Realistic Solutions in his comprehensive cycle audit reports for several areas 2-3 years ago.

All this very useful work, including many detailed recommendations for improvements, appears to have been wasted, so far at least!

The one scheme they have recently been installing, in Ruddington, is likely to be of dubious value to the majority of cyclists, as we pointed out in the consultation last summer.

Getting the south bank riverside path from Trent Bridge to the NWSC improved as a proper all-weather route seems to be as elusive as ever, despite a lot of increased lobbying of the County Council recently over this. The same is true of our efforts to get proper lighting on the riverside path between the Suspension Bridge and Wilford, which at the very least are proving incredibly slow!

How very disappointing it is to see this gradual decline, with now so little political interest by most County Councils in cycling, bearing in mind particularly that for much of the 1980s and 1990s Nottinghamshire County Councils was regarded as one of the leading authorities in the country for promoting cycling!

I am sure that this marked weakening of support is primarily the responsibility of the new politicians. Several County officers remain sympathetic, I know, but are now much constrained in what they can do to support us, I fear.

The imminent departure of Pete Jarman (Recreational Routes officer) and champion of the Rural Rides programme is a big blow for us.

Returning to more positive matters I have mentioned already the particularly strong support we had in running the conference last autumn but I ought also to give specific thanks to several other people who have made especially important contributions over the last year or so.

I would particularly like to thank Susan Young, who, though she stepped down from being Treasurer last year, has been an invaluable source of support in many ways, not least of all in helping first Alison Russell and then Chris Gardner achieve a smooth takeover of this vital role. It was also much appreciated that Dave Clark was willing to take over from Chris as Membership Secretary, in addition to continuing his longstanding efforts with Pedals displays, at such a large number of events, regularly assisted by Liz Kirk.

This continuing hard work is all a vital part of maintaining Pedals profile, as is that, increasingly of looking after our website, which Larry Neylon is so good at. However, given that the website is now so important I think that we could do with having more people involved in keeping it up to date and lively for this is too much to expect of Larry alone. It creates a very bad impression of Pedals if some of the content is obviously out of date or not regularly refreshed.

Andrew Martin's close involvement has also been of great value, not least of all in helping to chair meetings as has that of Peter Osborne in the very important but unglamorous work of taking minutes. This he does very promptly after the meetings so that we can circulate them and put them on our website while the proceedings are still fresh.

I should pay special tribute to another longstanding Pedals activist, Dave Miller, who is stepping down from looking after Pedals T-Shirt stocks over many years. He has also been a very regular meeting attender and contributor in many other ways to the work of Pedals, particularly in terms of leading rural rides and with publicity materials. Many thanks, David, for your steady attendance and support going back a good 25 years, I recall!

For me the most important part of my involvement with Pedals has been the sense of shared purpose and the friendship of working with so many people.

Having said that I fully admit that progress has not always been easy and that the group as a whole, as well as many individuals within it, have had very good reason to be irritated by and much disappointed with me over a long time.

Many things I could no doubt have handled much more quickly and competently and with a much clearer focus on promoting cycling.

For example I was very much aware that much of the publicity for the recent Suspension Bridge reopening campaign tended to focus on me personally rather than Pedals is general, giving the very unfortunate impression, yet again, that the main motive for my involvement was my own self-promotion, trying to hog the limelight for myself rather than for Pedals!

This very distorted impression, as well as being very unfair on other active members, does no good for Pedals image, I know, and this has also been tarred by my failure as Chairman to do anything effective to address the widespread belief of the public that most cyclists are an anti-social menace and that we all consider ourselves above the law!

I have also failed cyclists in general, as well as Pedals members in particular, through failing to do anything substantial to reduce bad behaviour by drivers and the intimidation that still so often discourages many people from cycling.

I can therefore only apologise for these failures and for letting you down, time and time again, in several other ways. I am well aware that I have so often seemed, smug and complacent and ineffective, for example in relation to getting sub-standard cycle facilities upgraded and proper maintenance arrangements in place.

No doubt my successor will wish to make many changes to rectify this situation. If it really is generally considered that I could still be of some use to the group, in helping the transition to our new chapter, I am very willing to keep helping, in some back seat and more modest role.

In stepping down I must thank everyone very warmly for all their contributions to Pedals over the years and also wish the best of luck to my successor and good wishes and thanks to the whole group!

Vive la Revolution!

Vive la Velo Revolution!

Vive Pedals!

Hugh McClintock,
March 2010

.....comments from Gary S-W (8 March) on the sections of this about the Suspension Bridge closure and lessons arising, and my reply to him of 11 March;

From: [Gary Smerdon-White](#)

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

Sent: Monday, March 08, 2010 11:20 AM

Subject: RE: 2010 Pedals AGM on Mon 15 Mar - Annual Report and List of Meetings needing Pedals representation

Hugh

I think this is overall a very good report but I would like to take you to task re one item:-

During the 19-month closure period many people (including Colin Hazeldene of the BBC at a Pedals meeting last year) not only expressed their great frustration at the bridge being out of action but also wondered how on earth such a vital link, for pedestrians as well as cyclists, could have been allowed to be closed for so long.....

"I disagree with this view of Colin Hazeldene and your taking of responsibility for it. My position is backed by quite a few years of Asset, Disaster and Contingency Management in the Electricity Industry

Its worth considering a few of the issues

- Context
 - The asset/bridge – is multi-purpose (part of the water network and part of the transport network of 3 LA's). It's owned by a Water utility who are no longer in the public sector so will fight every threat to its profit and won't much be moved by the LA's.
 - Transport asset maintenance is by visual inspection ensuring no visible safety hazards for cycling or walking
 - Water asset maintenance by visual inspection plus maybe a bit of technical
 - Bridge maintenance – visible is easy whilst structural is very technical and probably in need of hi-tech equipment to ensure safety. These latter skills are rare and probably outsourced. Its likely insufficient regular structural inspection took place
 - Pushing for speedier completion will be refuted by need for safe design, value for money
- What happened
 - Visible problems identified with the bridge – poor transport surface and something 'fell off'
 - Structural expertise needed to ensure bridge is safe
 - Bridge considered unsafe and closure continues
 - There is no planned scheme on the back burner and it is a one-off. Central Networks, for example, with the sub-station at Castle Road will have had mostly standard gear and transformers and a call

- o down with manufacturers for the equipment in the event of emergencies – its what is classified as a repeater and way back some of my teams worked on standardising as it saved money and time – STW have no such luxury in the public domain with old assets like the bridge
- o Its possible STW maintenance regime is inadequate?
- How to get the bridge into use again
 - o Technical requirement has to be identified and designed – it's a complex one-off and its likely parts will be manufactured and tailored plans and work schedules needed
 - o Cost will be high thus
 - Lengthy Tendering and Procurement processes
 - Lengthy negotiations and capital funding decisions between LA's and STW
 - o Receive parts , start work, problems extend work schedule – no challenge possible as H&S and VfM will be the response

So my take is that your pressure did speed things up and keep the profile high even if it was the guy you dealt with having to get progress checks on the scheme. It could have taken a lot longer as there was a lot to do

It was clear to STW that you and the LA's valued the asset and they have, from what Chris has told me, done some elements of improvement from the perspective of standardisation, inspection and maintenance, longevity until next renovation – the surface is much better as are the approaches.

I don't think York would have done much better and I don't think politicians would have made any difference at all. In a negotiation if I was the STW manager I'd be asking for more money from the Councils to go faster and offering that the Council takes the H&S responsibilities!

Anyway, this bit of your report is based on a journalist reminiscing rather than thinking it through. You beat yourself up rather than explain **it was an unexpected incident leading to a high cost unexpected project which , now its been done will do the job for a long time to come – Pedals played a positive part in getting the work done as soon as possible.**

If you as Pedals Chairman consider what you might have done better it would have been that before the 'disaster' happened I'd suggest you'd have needed

- A list of the 'most important' bits of the cycling infrastructure (not your wish lists for this particular piece of work)
- Regular confirmation from the infrastructure owners that
 - o inspection and appropriate maintenance is taking place
 - o there is a contingency plan for the asset if subject to loss
 - o in the event of loss there is a plan to rapidly replace the asset

This might have avoided the disaster but in the event of the disaster there would have been a short-term contingency plan and a scheme to get going on immediately. However even with that I'd have thought it was still going to be a long project.

Taking your point about Road Disasters – in Cumberland with the Workington floods Royal Engineers have put a temporary bridge in as there was threat to life and no access for learning, work and other services. I suspect the replacement bridge will be many years away. The impact of the Suspension Bridge was that people had an extra mile or so to cycle.

Any way I'm happy for you to say that I disagree with this Para of your report and that you should only take our thanks for your efforts
Gary “

And my reply to Gary (11 March)

Gary

I was interested to hear your views based on your own experience in the Electricity Industry and indeed many of the points you raised did also feature in the various exchange of emails etc. with STW and others over the closure period, particularly when it became quite clear that there had been no regular and thorough inspection of the condition of the bridge and that, until recently neither the County nor City Councils, despite the 1982 draft agreement (which first allowed cycling, on a concessionary basis) were monitoring the situation to ensure that STW were looking after it properly. I do however now feel confident that this lesson has at last been learned!

Although STW always claimed that the closure of the bridge, to pedestrians, cyclists and runners, was vital on health and safety grounds, they never seemed to provide a clear answer to why such a closure was not then equally necessary for people passing under rather over the bridge!
Hugh

A5. Treasurer's Annual Report and discussion

(to come from Chris Gardner)

A6. Election of office-holders including Chairman / Facilitator and Secretary

Hugh McClintock is standing down as Chairman. Andre Martin is interested in taking over, but subject to conditions (see email below), including the title to 'Meeting Facilitator'.

Message of 25 Feb 2010 from Andrew Martin re Pedals new Chapter:

"Dear Hugh and colleagues

Further to the two meetings last week, here are the results of my action points, which might inspire others (including those present on Monday evening, if Hugh would like to remind them?)

1. My current interest groups for which I am happy to be consulted, include Ridewise Cycling Instructor, Notts CC Cycling Instructor, CTC member, Sustrans Volunteer Ranger, Framework Bike Club Volunteer.
2. Nottingham City areas I know well include, Basford, Bulwell, Sherwood, Mapperley, Forest Fields.
3. My interest in helping Pedals to function

Regular Meeting Facilitator (share with two others)

One (of five?) Local Media Contacts (Tel 07854 198331)

Help with Publicity and Secretarial roles

Best wishes to all
Andrew

Peter Osborne has expressed interest in taking over as **Secretary**.

I am not aware of any other nominations or expressions of interest but we can of course take nominations at the meeting.

As far as I know, Chris Gardner is willing to continue as **Treasurer**, and Dave Clark as **Membership Secretary**, in which case we need formally to reelect them.

We also need to review **Editorship of the Newsletter** (which our Constitution says we should have), in combination with the discussion (see item below) on the future format and distribution of the newsletter.

Offer from Susan Young: "I would be interested in getting involved in helping with the website, special events and am quite happy to liaise with the press."

In this part of the meeting we also need to consider this message from David Miller who would like hand over **managing the stocks of Pedals T-Shirts:**

Pedals merchandising: message of 23 Feb from Dave Miller:

"Dear all,

With all the new ideas and restructuring of Pedals I would like to step down as the T shirt stockist and request my name to be removed from the news letter contacts list.

I would like to propose the roll of merchandising officer should be offered to the members. We could have various products to publicise Pedals e.g. T shirts, Pens, Key rings, torches, bike lights, puncture outfits, toolkits, stickers, etc I am sure if some items were available they would enhance the stand at the local events

I will continue to support Pedal by attending meetings and events wherever possible

I wish all the new committee and volunteers every success for the future in keeping the Pedals profile alive.
David

At the special meeting on 17 Feb to discuss the restructuring of Pedals (minutes of which have already been circulated) we agreed to set up a **Committee**, with some face to face meetings but mainly relying on email discussions, and with a role to focus more on internal Pedals matters, especially ones that we do not have time to cover properly at monthly meetings.

This also we need to discuss, both in terms of confirming the appropriate size of the Committee and also who should be on it. I suggested that the main office holders should be ex officio members and that it should include at least two newcomers, perhaps in addition to myself as ex-Chairman and Susan as ex-Treasurer.

We now need to agree this and then to ask for other nominations.

List of volunteers and committees/ events (as circulated already, on 7 March)

**PEDALS REPRESENTATION AT MEETINGS:
CURRENT VOLUNTEERS AND OPPORTUNITIES FOR NEW PEOPLE TO
GET INVOLVED IN MEETINGS AND OTHER ACTIVITIES**

NB In finding an increased number of volunteers to take on attending these meetings we also need to be aware of the need for all volunteers to keep in touch with the group as a whole about

- a) items to raise at meetings (with any background briefing they need) and
- b) what comes out of them that the rest of the group ought to know about, via email and/or a brief report at the next monthly meeting and follow-up, etc.

REGULAR DAYTIME MEETINGS	
Essential	Optional
Greater Nottm. Cycling Development Group: 6 / year <i>(current Pedals reps: HMcC & Arthur Williams (since 2008), as well as John Cutler for CTC and Nicola Jones for Sustrans, and the City & County Council), NHS Nottm City & Police etc.) HMcC willing to continue with this</i> <i>The CDG was set up in June 2007 to provide a more strategic focus for promoting cycling and is chaired by Gary Smerdon-White of the Greater Nottm Transport Partnership (The Big Wheel) and Ridewise: representation has been in response to invitations from Gary to particular people.</i>	Broxtowe Transport Group: 4 / year <i>(current Pedals rep: Robin Phillips and HMcC attends some meetings ; Peter Briggs has expressed interest in being involved too</i> Stapleford Local Transport Group: <i>Pedals has never been able to find anyone to ensure any more than occasional representation at these quarterly meetings</i>
Notts. County Council Highways South Cycle Working Group: 3-4 / year <i>(currently appears in abeyance, despite Clive Wood's indication, on taking over the Notts CC cycling job in October 2008 that it would be resumed, but with broader membership)</i>	Greater Nottm Light Rapid Transit Advisory Committee: 4 / year <i>(current Pedals rep: HMcC – Pedals was guaranteed membership under the original legislation authorising NET Line One, and the GNLRTAC has now been extended to fulfil the same role for the two NET extension lines) (HMcC willing to continue with this)</i>
Ad hoc meetings (including site meetings) on particular issues with City & County Councils, e.g. NET Phase 2 detailed alignment issues, Turning Point East (July 2008), Commuter cycling corridor route inspection meetings, etc. (e.g. Hucknall Rd & Strelley corridors, 2008-9; further one for Clifton likely in spring/summer 2010), 'wish lists' and Local Transport Plan funding priorities, etc. <i>HMcC currently does most of these, with Arthur Williams also involved in some, especially in relation to City Centre cycling issues</i> <i>Roger Codling has also attended the commuter corridor inspection meetings so far</i> <i>HMcC willing to continue with this</i>	Greater Nottingham Transport Partnership Breakfast Briefing Events (e.g. on Travel Plans or Nottm Station Redevelopment Plans): 2-3 / year <i>useful for helping to keep abreast of some wider transport issues and projects where a cycling input is needed, as well as for general networking, e.g. with private sector, etc.)</i>
City Local Access Forum (set up in 2000) to give a voice of rights of way user groups: <i>Pedals has never had separate representation but Roger Codling represents Notts CTC and therefore Pedals indirectly</i>	Cycling for Health Project Steering Committee: 6 / year <i>Current Pedals rep: Peter Briggs recently took over from HMcC as the main Pedals rep on this committee</i> <i>Project funding now extended to 2011</i>
	Rushcliffe Environmental Partnership: <i>Pedals invited to its quarterly meetings from January 2010, at the suggestion of Karina Wells: (HMcC represented Pedals at Jan 2010 meeting)</i> <i>HMcC willing to continue with this</i>
	Broxtowe Environmental Partnership (parent body of the Broxtowe Transport Group) <i>We get regular emails and minutes but noone from Pedals has attended any of these as far as I know</i>
	CANN (Climate Action Network Nottinghamshire): 12 / year <i>(no current regular Pedals representation although we have provided stalls at some of their events and helped with items about Pedals for their newsletter and NEP features, etc; some uncertainty as to whether this will</i>

	<i>continue with the departure of Callie Lister from the FOE East Midlands Office in March 2010: quite possibly without any successor being appointed)</i>
REGULAR EVENING (AND SATURDAY*) MEETINGS	
Essential	Optional
	West Bridgford Local Traffic and Transport Forum: 4 / year <i>Group started in 1997 as a result of Notts CC Local Agenda 21 initiative in WB, and is a subgroup of the WB Local Area Forum, chaired by John Bannister</i> <i>Current Pedals rep: HMCC</i> <i>HMCC willing to continue with this</i>
	*EMTAR (East Midlands Transport Activists' Roundtable) 6 / year <i>Includes rep of various transport and environmental groups, e.g. CBT, CPRE, Railfuture as well as John Cutler from CTC Northants:</i> <i>Current Pedals rep (not all meetings): HMCC</i>
OCCASIONAL MEETINGS AND OTHER ACTIVITIES (of varying degrees of importance)	
Greater Nottm Transport Partnership (GNTP) Cycling Forum (June): <i>HMCC has attended all of these and several other members have in different years, including in 2009 Arthur Williams and Peter Briggs.</i>	(County) / City / District Council Scrutiny Panels, e.g. to discuss progress on City Cycling Action Plan. Major Projects such as the NET Extension or the Nottm Station redevelopment, and other issues including the revised City Urban Design Guide (2008) and Winter gritting (2010)
CTC/ Cyclenation Spring and Autumn Campaigners' Conferences:	East Midlands Cycling Forum: 2 / year <i>started meeting twice a year in 2006; the initiative of John Stubbs, the former chair of the Derby Cycling Group, with further such meetings in 2007 and 2008.</i> <i>Now keeps in touch mainly by email and may have further meetings in 2010; tbc</i> <i>HMCC willing to arrange one more meeting to discuss the future of the group, should it be possible to find a generally convenient date this spring / summer, though this has so far proved hard</i>
County Council Rural Rides Debrief and Planning evening meeting each November/December for all Ride leader volunteers (though future of these uncertain with the possible cutting of the Rural Rides programme from 2011)	Other regional meetings, e.g. DfT / GOEM consultations: <i>HMCC usually represents Pedals, if available, and sometimes also the EMCF</i>
GNTP/Big Wheel liaison, e.g. over Bike Week and other cycling promotion	Public Inquiries, e.g. A46 dualling plans, July 2007, NET extension plans, December 2007
Bike Club (Framework Housing Association local bike recycling project) Steering Committee set up in July 2009 and other occasional meetings, e.g. as on 19 Feb 2010 <i>Andrew Martin has a special interest in this project and in liaising with FHA</i>	Attending exhibitions on various proposals, e.g. A453 & A46 Trunk Road widening schemes (more than one event each) in 2008-9, and liaising with other interested organisations including CTC & Sustrans to coordinate responses on cyclists' views
Proposed Workplace Cycle Challenge to be rolled out from April 2010 (3 planning meetings since Nov. 2009, <i>attended by HMCC</i>)	East Midlands Road Users and Environmental Committee (Highways Agency) opportunity to discuss cycling issues in trunk road schemes: HMCC invited to attend meeting on 5 Feb 2010: Pedals now invited to these quarterly meetings
Ridewise Annual Forum (Sept): 2 hours <i>started in Sept 2008 with aim of having an annual forum but in fact there have been no subsequent meetings</i>	Assisting other (local) groups with cycling etc. events, e.g. Transition Sherwood and Mapperley Cycling Roadshow on 27 March (<i>Andrew Martin and Arthur Williams</i>), Green Streets Initiative and West Bridgford Greening Campaign (<i>Hugh McClintock with Karina Wells</i>) West Bridgford Local Traffic and Transport Group Bridgford 20 campaign (since 2009): <i>Hugh McClintock with John Bannister and Richard Mallender</i>
	Monitoring planning applications (County Council, City Council, and Broxtowe, Gedling and Rushcliffe Borough Councils): <i>agreed in principle in 2008 but proper system (as opposed to some ad hoc responses by HMCC) not yet implemented!</i>

**OTHER PEDALS JOBS NEEDING VOLUNTEERS
AND INCLUDING LIAISON WITH PARTICULAR ORGANISATIONS (as of March 2010)**

OFFICE HOLDER TITLE	CURRENT OFFICE HOLDER / VOLUNTEER (and possible new volunteers)
*Chairman / Chair / Facilitator	Hugh McClintock (now stepping down) <i>?Andrew Martin, provided that 2 other people volunteer to help act as meetings chairs and that the title of 'Chairman' is replaced by 'Facilitator'</i>
*Secretary (vacant since 2000, though Peter Osborne has taken minutes for some years, with Arthur Williams acting as substitute)	<i>?Peter Osborne, with help from Andrew Martin</i>
* Publicity Officer (vacant since 2005)	<i>(?Andrew Martin, as part of a pool of 5, to be formed following invitation to Jon Robinson of the NEP to a Pedals meeting to help reduce reliance on HMcC) Susan Young also willing to help with this</i>
*Treasurer	Chris Gardner (since October 2009)
Membership Secretary	Dave Clark (since October 2009)
Stalls and displays	Dave Clark (since c2004?) Susan interested in getting involved in helping with special events.
Pedals T-Shirts / merchandise stocks management	Dave Miller (stepping down) <i>Dave suggests that his successor is given the title of 'Merchandising Officer'</i>
City County Forest books stocks management	Lawrence Geary
Webmaster	Larry Neylon (with some input by Hugh McClintock) <i>could do with a subgroup to help monitor the site and ensure it is up to date, lively and attractive, including new images Susan Young willing to help with this and Hugh also willing to continue to assist with updating</i>
Newsletter Editor	Hugh McClintock <i>In the absence of any other volunteer HMcC willing to continue with this, though on a much reduced scale, e.g. 4 page and not 16 page issue twice a year, in addition regular electronic updates</i>
?2-3 Committee members (other than the main office-holders e.g. those marked *)	<i>Committee to be set up at AGM, with regular electronic and occasional face to face meetings, to concentrate on internal Pedals affairs.</i>
Liaison with other (mostly non local government) organisations:-	
Ridewise	Susan Young, Andrew Martin (trainers)
CTC (Notts)	Terry Scott & Roger Geffen
Sustrans East Midlands	Hugh McClintock, Peter Osborne,
Sustrans Volunteer Rangers	Andrew Martin, Peter Osborne
Framework Housing Association Bike Club bike recycling scheme	Andrew Martin (and Graham Lansdell)
Transition Nottingham and its local groups, especially WB & Sherwood	Hugh McClintock, Andrew Martin, Arthur Williams, Karen Fry, Karina Wells, Richard Mallender
Friends of the Earth	?Nigel Lee
CBT (Campaign for Better Transport Nottinghamshire (Dave Thornhill))	Hugh McClintock
EMTAR (East Midlands Transport Activists Roundtable)	Hugh McClintock
Cycling for Health Project (Cycling England & NHS Nottm City)	Peter Briggs (& Hugh McClintock)
Greater Nottm Transport Partnership (The Big Wheel)	Hugh McClintock
Notts CC Cycling Instructor	Andrew Martin
Sustrans / Cycling England etc. Ucycle Project	Hugh McClintock, Arthur Williams and Susan Young have some contact
CTC nationally and regionally	Hugh McClintock liaises especially with Roger Geffen and Dave Holladay et al. (nationally) and with John Cutler (regionally)
Cyclenation	Hugh McClintock and Andrew Martin have some contact but Andrew is no longer a Cyclenation Board Member

A7. Possible amendments to Constitution and procedures for agreeing any changes

In formalising agreement to the proposed changes, to the title of offices, and introducing the new Committee, we need, as I mentioned in my email of 28 Feb (copied in below) to Andrew and other people who attended the special meeting on 17 February, to have regard to the Pedals Constitution (last revised in 1997) and available on our website at: http://www.pedals.org.uk/pedals_policy_documents

"I was taking a fresh look at the Pedals Constitution (last revised in 1997 and on our website at <http://www.pedals.org.uk/search/node/Constitution>) in the light of our proposed changes and, in particular whether its wording might provide the basis of an objection from anyone (taking a strict interpretation of its provisions) to us dropping having a "Chairman" and now having a "Facilitator".

Para 2 says:

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

In view of that it could be argued that we are acting unconstitutionally in continuing in existence without having a Chairman. On the other hand, given that we have had no Secretary in post for about ten years, it could also be argued that we have been acting unconstitutionally in continuing in existence without having a Secretary as well and therefore that all our proceedings and decisions since 2000 are illegal

Similarly we also need to consider whether we could be challenged in starting a system of Committee meetings which is separate from the present general monthly meetings.

Para 9 says:

"The management of the Association shall be conducted only in General Open Meetings or by Officers of the Association insofar as they are empowered by majority vote in a General Open Meeting.

- a) Meetings
All meetings are to be General Open Meetings, that is to say they shall be open to all members"

Both these proposed changes then raise the question of how we go about amending the Constitution to make them safely unchallengeable and this means taking on board the provisions of Para 12, i.e.

"13. ALTERATIONS TO THE CONSTITUTION

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."

What we could now do, at the AGM on 15 March, I suggest, to avoid allegations that we are playing "fast and loose" with the Constitution, is to agree these changes then, provisionally, subject to their being ratified formally at the following meeting, on 19th April, assuming that 2/3 of those present do agree. I was anyway intending to send another general email to all members soon after the AGM about the changes and, if we do this fairly promptly, we can easily ensure that we meet the requirement for a minimum of 28 days notice to be given.

I wonder what you and others copied in think about this? I hope that we can get some general agreement in advance of the AGM on the best way of getting these changes ratified, to save time at that meeting and to help ensure a smooth transition to the new arrangements. It might anyway be useful for you and the others of us most involved in discussing and introducing these changes to have a fresh read through the Constitution before the 15th.
Hugh

....comments from Susan Young (1 March)

"We need to take some of this slowly as we need to change the constitution. We can make an amendment to mandate decisions by committees (Para 9) and drop the need for a chair (Para 2).

We can present these as possible changes due to demands on Pedals volunteers and I agree we must not look as if we have made decisions, only presenting ideas from our experiences more recently due to our involvement with the group.

Other comments welcome please on the procedures for going about this and the timescale. **

We could perhaps incorporate giving all members the notice required by including the proposed amendments with the mailout for the next newsletter, if indeed we are going ahead with some (shorter) version of the newsletter this May.

A8. Future of the Pedals newsletter

This topic has featured already quite a lot in our discussions over the last year, with broad agreement that we need to cut back on the escalating costs of sending out even just two (no longer 3) printed issues a year, and that we should make much more use of emails to members and updates on the website. Larry Neylon some months ago kindly volunteered to format an e-newsletter, similar to that sent out monthly by the Big Wheel.

However, as well as facing up the unsupportable costs involved in sending out 2 issues of 16 pages each year, we also have to face up to the fact that there are nearly 90 members for whom, despite much recent chasing, we have no (valid) email address. They would be missing out if now only send out email newsletters or pdf versions.

If these members now get no newsletter many of them might well rightly feel aggrieved that we are not bothering to communicate with them any more and then also query what is the point of their continuing their membership.

I therefore propose, if we can find a volunteer to be editor, that we continue to produce a much shorter paper newsletter twice a year (in May, subs renewal time, and November) and that we continue to mail these to all members and also the current complimentary copy recipients, while making clear to all members that we are now relying mainly on emails and the website for updates and that they should, if at all possible, regularly check the website as well as ensuring that we have an up to date email address for them, if they have one at all.

If we agree this, and if no one else is prepared to take over from me as Editor, I am willing to continue doing this but on this much reduced basis. I have already got quotations from our current printer, David Brittain of Portshel Press for both 4-page and 8-page sizes (an A5 sized issue length has to be some multiple of 4 pages):-

"Dear Hugh

Quotes as follows, pages have to be divisible by 4, i.e 1 x A4 leaf folded in half gives 4 pages of A5 or 4pp.

Quote no 32147 4pp A5 printed full colour and folded to A5 £135.00

Quote no 32149 8pp A5 printed full colour and folded or stapled together £227.00 both quotes zero rated vat

Regards, David

Future of Pedals newsletter and communication with members: my exchange of messages with David Rhead, following my general update sent on 24 Feb with the notice of the AGM:

"David

Thanks for your comments which we will consider carefully.

I do also get the CTC Newsnet bulletin each Friday which is very useful and could perhaps provide a model for us, as could the Greater Nottm Transport Partnership (Big Wheel) monthly e-newsletter which Larry Neylon has already suggested. In any case I would have thought that something like a monthly (at most for most members other than the main activists / regular meeting attenders) interval would be more appropriate for Pedals but this also depends on the time that any prospective newsletter editor can put in to it, following our decision at the AGM on what format and frequency we now want to go for.

We could also explore with Notts CTC the idea of a Pedals corner in Cyclonda.

I thought that we did already have a link from the Pedals website to the local CTC website, which I certainly suggested some time ago, but, in view of your message will now check this with Larry.

best wishes
Hugh

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

From: "David Rhead" <David.Rhead@nottingham.ac.uk>

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

Cc: <lneylon@ntlworld.com>; <davidclark_71@hotmail.com>

Sent: Wednesday, February 24, 2010 6:39 PM

Subject: Re: notice of Pedals AGM 2010 on Mon 15 March and general update

> A couple of ideas ...

>

> * As a CTC member I get a weekly newsy e-mail digest from the CTC.

> I'll forward you an example.

>

> Though an analogous Pedals digest wouldn't cater for "members not on e-mail", I wonder whether it might provide a component of a way forward.

>

> Pedals might not have enough material (or editorial staff-time) for a weekly Pedals e-mail digest. Perhaps 4-weekly (it's quite nice always getting the CTC one on a Friday)? Or monthly?

>

> * The CTC Nottinghamshire District Association publishes a

> bi-monthly magazine called "Cyclonda", which is available for 80p
 > in bike-shops (or by post for #6.75 per annum).
 > Perhaps:
 > - The Nottinghamshire DA might feel sufficiently fraternal to
 > Pedals to create a "Pedals corner" in Cyclonda, through
 > which Pedals could publish Pedals news. (E.g. two sides of A5?)
 > After all, a high proportion of Nottinghamshire CTC members
 > will live in the Nottingham conurbation, and have a personal
 > interest in the quality of the things about which Pedals
 > campaigns.
 > - Such a "Pedals corner" in an "ink on paper" publication would
 > help address Pedals' problem of "can no longer afford to do a
 > long printed newsletter" for "members not on e-mail".
 > - The CTC already has a distribution mechanism, via bike-shops and
 > by post.
 > - Perhaps the Pedals budget would run to sending "one Cyclonda
 > per year" - the issue whose "Pedals corner" contains notice
 > of the Pedals AGM - out by post to Pedals members.
 > - Such an arrangement might be mutually beneficial for both
 > CTC and Pedals. CTC may get a few more 80p's, which will
 > help with the viability of Cyclonda. Pedals may get an "ink
 > on paper" publishing/distribution/publicity mechanism (for, say,
 > a couple of sides bi-monthly rather than the previous "lots of
 > sides" six-monthly), and might attract a few more members.
 > - Admittedly this approach would not be perfect (Pedals
 > members might gripe about having to pay 80p or 6.75 for
 > something they used to get included in their Pedals
 > subscription).
 > But it seems tangible, it might be feasible, and better than
 > having to a situation where there's no "ink on paper" info
 > at all for Pedals members who don't have e-mail.
 >
 > Incidentally, why not have a link from the Pedals website to the Notts
 > CTC site, nottsctc.org.uk, and suggest that the Notts CTC put a link
 > from their site to the Pedals site?
 > David Rhead

...and further comments from David on 25 Feb:

"If Notts CTC is generally sympathetic to the idea, another possible title would be "Campaigns Corner" (an allusion to CTC being "cycle touring and campaigning", a phrase I think I've seen on the cover of "Cycle").

A title of "Campaigns Corner" would enable the Cyclonda editor to optionally include details of non-Pedals lobbying within the Notts DA's area (e.g. in urban areas other than Nottingham, or in relation to rural bridleways). The effect from the Pedals point-of-view could still be much the same as if it was called "Pedals corner": an "ink on paper" way to get information published and distributed bi-monthly about Pedals' lobbying in the geographical area covered by Pedals.

Larry> I've added a link to the Contacts page if you want to have a
 Larry> look now. Let me know if you want to change any of the link
 Larry> descriptions, etc.

So Pedals now has links to the Notts CTC site, but (as far as I can see) the Notts CTC site doesn't (yet) have a link to the Pedals site.

There seems a precedent in the form of the link from www.nottsctc.org.uk to the "NATS mountain bike club". A link to the Pedals site might go nicely next to the link to NATS.
 David"

....and comments from Cathy Melia, Editor of CTC Cyclonda:

"Hi Folks,
 As editor of Cyclonda (the CTC magazine that David refers to) I am interesting in hearing the ideas put forward by David Rhead!

I am extremely busy at present, and I am due to be away a lot of March, so not able to enter into a long e-mail discussion at the moment. However, I

will certainly take the idea to the next Notts CTC Committee mtg (early April) for discussion - Terry Scott is Secretary of Notts CTC and I note that he is copied in to this discussion.

Cathy Melia
Editor "Cyclonda"

A9. Pedals scrapbooks – where to keep them now?

I recently updated the Pedals scrapbooks of which there are now 14, going back to our launch in 1979.

I will try to bring them along to the meeting, space permitting, and would please welcome suggestions on what now to do with them, as they are taking up rather a lot of space in my house!*

A10. Any other AGM business.

Any other AGM business.

(15 minute break)

BACKGROUND NOTES FOR MONTHLY MEETING (including extracts from some relevant emails)

* means feedback especially wanted please

** means help please!

B1. Welcome, apologies for absence, and including brief introductions!

B2 Minutes of the Pedals Meeting held on 15th February 2010 at The Globe.

Present: Hugh McClintock, Peter Osborne, David Miller, Susan Young, David Clark, Terry Scott, Peter Briggs, Andrew Househan, John Bannister, Andrew Martin, Roger Codling, Arthur Williams, Hilary Backhouse, Roland Backhouse, David Earnshaw, Coral Simpson, Henry Twigger, Michael Boator, Malcolm Kennerley, Martin Quarton and Roy Wilson.

Apologies for absence: Lynne Booth, Elizabeth Kirk, Chris Gardner, John Wilson, and Mara Ozolins.

There was no speaker this month and much of the meeting was allocated to a discussion on ways of raising Pedals profile.

Cycling Development Group.

Hugh attended a recent meeting. Issues discussed included: the Broxtowe Canal Towpath and other more 'strategic' network plans, sustainable urban extension (housing developments), the Nottingham Station Secure Bike Compound Plans, and the Cycling Workplace Challenge. Funding for all transport is likely to be severely cut in future.

Finance.

John Rhodes has donated seat posts and saddles to Pedals for fund raising. Could these items be auctioned at a social event? This will be dealt with after the AGM, to which Hugh will bring the items.

Finances are sound at the moment. There are still a few outstanding invoices from the Autumn conference which Susan is chasing.

Wilford Suspension Bridge repair and reopening.

This opened on February 12th. About one hundred people attended the opening and there have been many positive comments on the reopening, the improvements to the bridge and also on Pedals role in leading the campaign to get the bridge back in use.

Better legal protection for the bridge as a right of way for walkers and cyclists now needs to be sought and we will be working closely with Tom Huggon of the Nottingham Civic Society etc. to campaign for this. Roger Codling would be raising the issue at Thursday's meeting of the Nottingham Local Access Forum.

Andrew suggested that we encourage all involved in the Bridge reopening campaign to write to Severn Trent's CEO to congratulate them on the improvements and to thank for all their efforts. Hugh would send round contact details, and also write on behalf of Pedals.

Gritting of Cycle facilities.

Cycle lanes were not gritted during the recent icy weather. Even busy routes such as University Boulevard and Wilford Bridge were left ungritted. As a publicity stunt, Pedals members could do some gritting in future.

Hugh mentioned that the subject of gritting was soon to be discussed by a City Council Review and Scrutiny Panel Inquiry and he would press for our views on this to be considered.

Nottingham Railway Station Secure Bike Compound.

Secure cycle parking is progressing. Cycle stands could be installed by the end of April. CCTV will be installed. The Sheffield stands will be under cover. Further stands will be installed in the bell shaped area of Port Cochere. The rest of Port Cochere will be replaced with shops and cafes.

City Council new link plans, reported by John Lee

Funding is being sought for a scheme next year to improve the **Big Track between Clifton Bridge and Grove Farm**, and this was much welcomed.

John Lee had also told Hugh that work was due to start very soon on a scheme for an improved surface **link between Wilford village and Gresham Park** near the new Becket School. John's first proposal had been dropped because of local opposition on grounds of security but the alternative link had proved more acceptable. PS This link, off Holly Avenue, has now been completed.

Finalising the Draft Pedals Nottingham wish list

Agreed to give more time for people to make comments on the draft list which Hugh had circulated recently and, in particular, to wait until after the Sherwood Cycling Roadshow on 27 March when people would be encouraged to use the Pedals composite map (from the Pedals Pushers Guide) to make further suggestions for improvements.

Chris Carter had told Hugh that it would be very helpful, politically, if we could include a better balance between areas with more suggestions for improvements on the north and east sides of Nottingham City. In terms of priorities he suggested that we emphasise the more strategic longer routes as opposed to more specific local schemes on which the views of the local Councillors on priorities would be that much more important.

Agreed that the revised version of this draft list could be regarded as a first edition, with a review next year. This would give an opportunity to take account of changing developments including the extent to which schemes such as 'Connecting Eastside' had satisfied some of the needs we had identified.

Meetings and Events.

Spring meeting of East Mids Cycling Forum – this has proved hard to organise as there is so much going on and it is proving hard to find a generally convenient date.

Hugh will attend a meeting on 19 Feb to discuss FHA Bike Club proposed Community Rides.

Hugh, Dave Clark and Peter Briggs will attend the Nottingham PCT Cycling for health staff launch day on March 18th.

Transition Sherwood and Mapperley Cycling Road Show, 27 March – Arthur and Andrew are involved in this.

Andrew, Susan and Roger may attend the Spring CTC-Cyclenation conference in Portsmouth on April 17th.

Hugh, Richard Mallender and Martin Querton will help with leading rides for the West Bridgford Greening Campaign launch.

Rural Rides.

There is uncertainty about the future of the County Council's Rural Rides programme in 2011. Ridewise may take it on next year. Gary and Hugh were also sounding out other bodies for possible future support, e.g. the PCTs and also Sport Nottingham, for inclusion in their ongoing 'Shape Up Notts' campaign.

proposed improvement of The Big Track route between Clifton Bridge and Grove Farm (near Sat Bains): message of 17 Feb from Chris Carter:

“Hugh

Please be clear the funding for this scheme is not yet secured.

We have submitted an Expression of Interest for Growth Point Funding for part of the cost but this has not yet been approved.

Please do not raise expectations at this stage – there is still some way to go until we can say this scheme can go ahead.
Chris

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

Proposed local Cyclists and Drivers' campaign:

The AA-CTC Drive Safe Cycle Safe leaflet from 1994 may be revived and updated by GNTP. Hugh had agreed to check with CTC what if any study had been done of the impact of this campaign and whether they were considering any such campaign in future. One idea was to target distribution of revised advice to Driving Schools, at least as a first step.

Pedals Restructuring Meeting.

This will take place on February 17th at 7.30pm at the Globe

Discussion on Pedals Publicity and Ways of Raising Pedals Profile

There was much discussion about how to raise Pedals profile, including a proposal to produce an eNewsletter as opposed to a printed newsletter as happens currently. It costs about £1 per copy to produce the printed newsletter, which some people (not just those not on email) clearly prefer. We could therefore still consider doing a two-page issue, or even possibly one larger (16 pages) once a year. The next letter is due in April/May. The future of the newsletter will be discussed further at the AGM and we need then to make a firm decision.

Other suggestions to raise Pedals profile included: posters –

- ask art/design students to produce A4 and A5 posters,
- slips of paper (with appropriate message) attached to bikes (Chesterfield had a good response to this),
- talks at work sites,
- better liaison with local media,
- cooperation with Transition Nottingham/ West Bridgford, letters column of Nottingham Evening Post,
- better use of Facebook and Twitter,
- more effort in responding to local authority consultations (including planning applications),
- publicity stunts
- getting individual members to adopt a library, adopt a cycle shop and keep them supplied with Pedals business cards etc.
- keeping the Pedals website as fresh and up to date as possible, including new images and ensuring the prompt removal of redundant content (a subgroup could help ensure this was done properly, if there was interest in forming one)
- finding a replacement Publicity Officer to coordinate and spearhead all these efforts

Pedals receives an increasing number of invitations to meetings and other events and needs to be selective in order to meet as many people as possible. At the AGM we should agree which were the most important ones and try to find more people to take responsibility for each.

Should Pedals concentrate on some activities and drop others? Should we adapt new ideas?

How can we get more people involved? As ever, Pedals is short of volunteers.

Proposed campaign on cycle parking

Peter Briggs gave a presentation on his thoughts for a cycle parking campaign. Agreed that a high profile campaign would help Pedals publicity, and highlighting the lack of good cycle provision would be an effective campaign.

Agreed that, as a next step, we need to bring this to the attention of the wider membership and to encourage people to let us have images of what they considered good and bad practice in different areas, with a selection of these going on the website.

Update

Proposed campaign on cycle parking

As agreed, Peter Briggs and I have now put some images of local examples, good and not so good, on the Pedals website at http://www.pedals.org.uk/current_issues but we do now need other people to send us more please*

....and comments of 3 March from Peter Osborne on his experience in getting improved cycle parking at Sainsbury's in Cotgrave:

"Hugh - for your info. Maybe a targetted email campaign from Pedals members (even if they do not shop there - Sainsbugs won't know) would help. They just don't seem to get it, they are losing business simply by not having a couple of cycle stands.

Peter

From: peterozz@hotmail.co.uk
To: customerservice@sainsburys.co.uk
Subject: RE: Other questions [SR 1-229168475]
Date: Tue, 2 Mar 2010 13:08:55 +0000

Dear Maureen,

Thank you for your prompt reply. I have to say that I am very disappointed as it would appear that there is no intention to cater for the needs of potential cyclist customers. It is worth noting that there is nothing to chain a bicycle to other than a "Give Way" sign, which is unsatisfactory, and at the very most would only accommodate one cycle; and also one car parking space can accommodate over a dozen cycles. So Sainsbury's nearest competitor in Cotgrave will continue to receive the thousands of pounds I spend each year on groceries.

Yours,

Peter Osborne

Date: Mon, 1 Mar 2010 13:44:05 +0000
From: customerservice@sainsburys.co.uk
Subject: RE: Other questions [SR 1-229168475]
To: peterozz@hotmail.co.uk

Dear Peter

Thanks for your email. I'm sorry that your Local store doesn't have any cyclist parking. I can certainly understand why this would deter you from coming to our store.

I have spoken to Angie Smith, the Store Manager. Angie has advised me that the parking at our Cotgrave store is very small and is a shared facility. This does not allow for any addition parking facilities to be added. She has said that a bicycle can be parked next to the trolley bay and chained up there.

All our superstores in the area have parking facilities for bicycles.
I hope this information is helpful, and we look forward to seeing you instore again soon.
Kind regards
Maureen Dinning
Customer Manager

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

From: peterozz@hotmail.co.uk
Sent: 26.02.2010 03:14:19 PM
To: "Customer.Service" <Customer.Service@sainsburys.co.uk>
Subject: Other questions
The following comments have been made:
Full Name: Peter Osborne
Email: peterozz@hotmail.co.uk
Telephone:
Subject: Customer Parking

User's Comments: The website for the Cotgrave store says that there is customer parking. There is no parking for cyclists, so it can only be assumed that Sainsbury's does not consider cyclists to be customers. I spend thousands of pounds a year on groceries at Sainsbury's nearest competitor in Cotgrave simply because I can park my bike securely nearby. Perhaps Sainsbury's might like to reflect on how much business it is losing because it does not consider cyclists to be its customers.
Address: 51, Daleside, Cotgrave, NG12 3QN

Wilford Suspension Bridge reopening: my exchange of messages with Tony Wray, Chief Executive of Severn Trent Water plc (16 Feb):

From: "Hugh McClintock \(\Dell\)" [Hugh.McClintock@ntlworld.com]
Sent: 16/02/2010 17:59 GMT
To: Tony Wray
Cc: "Cllr. Kay Cutts" <cldr.kathrine.cutts@nottscc.gov.uk>; "Cllr. Richard Jackson" <cldr.richard.jackson@nottscc.gov.uk>; "Barrie Cooper" <barrie.cooper83@ntlworld.com>; "Gordon Wheeler" <gordonwheeler1@hotmail.com>; "Cllr. Jane Urquhart" <jane.urquhart@nottinghamcity.gov.uk>; "Gary Smerdon-White" <garysmerdon-white@supanet.com>; Fraser Pithie; "Clive Wood" <clive.wood@nottscc.gov.uk>; "Chris Capewell" <Chris.Capewell@nottinghamcity.gov.uk>; "Chris Carter" <chris.carter@nottinghamcity.gov.uk>; "Gary Wood" <gary.wood@nottscc.gov.uk>; "Roland & Hilary Backhouse \(\h\)" <hilary.backhouse@ntlbusiness.com>; "Richard Wheldon" <Richard.Wheldon@nottinghamcity.gov.uk>; "Richard Mallender" <mallender1968@gmail.com>; "Pat Thomas" <patgutt@hotmail.com>; "Karina Wells" <karina.wells@ntlworld.com>; "John Bannister" <johnbann24@ntlworld.com>; "Hilary Tinley" <hilary.tinley@ntlworld.com>; "Hilary Silvester" <hilarysilvester2002@yahoo.co.uk>; "Arthur Williams" <Arthur.Williams@nottingham.ac.uk>
Subject: Wilford Suspension Bridge repair and reopening - very many thanks and congratulations to Severn Trent and your partners!

Dear Mr. Wray

Over the last few days since Friday's reopening of the Wilford Suspension Bridge I have had many expressions of appreciation for all your efforts in repairing and reopening the bridge and for the distinct improvements made as part of this, especially the decking and spacing of the bollards as well as the complete repainting.

It has also be very good to see so many different people using the Bridge again and clearly very much enjoying be able to do so, even with the weather still being still so chilly! I have also noticed lots of people lingering on or near the bridge to admire the changes.

On behalf of all those involved in the campaign to reopen the Bridge please convey our warmest thanks and appreciation to all those involved in the project and also to your various stakeholders whose role was also vital.

Yours sincerely,
Hugh McClintock
Chairman, Pedals (Nottingham Cycling Campaign)
162 Musters Road
West Bridgford
Nottingham
NG2 7AA

...and response from Tony Wray, CEO, Severn Trent:

” Dear Mr McClintock,

We are delighted that we have been able, along with others, to restore the amenity provided by the bridge. I know it was not a straightforward accomplishment but I hope that we have demonstrated to you our genuine commitment to achieve the right outcome.

Thank you for taking the time to write to me and letting me know how the bridge is once again back in productive use.

Best Regards
Tony Wray
CEO Severn Trent

PS. I have at last manage to arrange a **meeting with Tom Huggon** of the Nottingham Civic Society Footpaths Group, and a very experienced environmental lawyer and campaigner, to discuss how to go about **campaigning for a more secure status for the right of way for pedestrians and cyclists across the Suspension Bridge.**

The meeting will be on Wed 17 March at 4pm at the Trent Navigation Inn, half way between where I live and where Tom lives in Sneinton.

I did ask Roger Codling to raise this issue at the recent (18 Feb) meeting of the City Council's Local Access Forum (where he represents CTC directly and, indirectly, Pedals), and also attended by Tom Huggon for the Civic Society, but I gather that he did not in fact get a chance to bring this up.

gritting of cycle facilities and forthcoming City Council Scrutiny Panel review of gritting – my exchange of messages with Cllr. Jane Urquhart, (16 Feb)

Hi Hugh,

Thanks for these comments. I will make sure that scrutiny contact you about the review. Sorry I was away for the re opening of the bridge last week, I hear it went very well.

Jane Urquhart

Cllr Sherwood Ward and Portfolio Holder for Transport and Area Working

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

Sent: 16 February 2010 17:10

To: Jane Urquhart

Cc: Nicola Jones; Roland & Hilary Backhouse (h); Jonathan Shewell-Cooper; Chris Carter; Gary Smerdon-White; David Litchfield; Joanna Ward

Subject: gritting of cycle facilities and forthcoming City Council Scrutiny Panel review of gritting

Jane

At yesterday's Greater Nottm Cycling Development Group meeting I raised the issue of the gritting of cycle facilities in icy weather.

We of course appreciate that the City Council's gritting resources have been under severe strain recently but would like ask please that the needs of cyclists are not overlooked. Even if it is not realistic to grit all cycle facilities we do think it very important that there is gritting of the best used cycle paths such as those on University Boulevard.

Also very important are facilities over water like Wilford Toll Bridge where ice tends to linger for sometime after it has thawed on approach routes, making it likely that some cyclists will get caught by surprise when they slip on the bridge. Indeed I understand that, until about two years ago, Wilford Toll Bridge used to be gritted but that it was for some reason dropped from the gritting schedule. As it is a key link in the cycle network we think that it should please be reinstated.

Chris Carter mentioned yesterday that the general issue of gritting is soon to be the subject of a Scrutiny Panel Review in which case we would much appreciate the chance to give evidence on these points.

best wishes, Hugh

PS. This meeting is on the afternoon of Thursday (11 Feb).

Workplace Cycle Challenge Scheme

Plans for a local version of this, with the main responsibility being taken by GNTP and Sports Nottinghamshire (with likely support from the City and County Councils, and the Energy Saving Trust) are going ahead, with a launch probably in April. Watch this space!

The main Pedals role will then be in helping to publicise the scheme, via our website and emails to members etc.

query re impact of the 1994 CTC-AA-RAC-DOT Drive Safe Cycle Safe Advice Leaflet: My exchange of messages with Roger Geffen, CTC (16 Feb):

"Hugh

As Chris is on leave for another fortnight, I'm responding briefly.

I don't know of any research done on the impact of the Drive Safe Cycle Safe leaflet.

We do however intend to open up discussions with the AA Foundation to seek common ground for what we're calling for as part of our Stop Smidsy campaign (www.stop-smidsy.org.uk). We know that, if we are to gain public acceptance for stronger action to tackle bad driving (from the police, prosecutors etc), then our campaign will also need to put out positive messages about promoting "good driving" and indeed about responsible sharing of the road by all road users. The AA have indicated that they are keen to talk to us about this. So, although we don't presently have specific plans to update the "Drive safe cycle safe leaflet", I am aware that such a leaflet could be a very useful outcome of that discussion!

Thanks for the positive feedback on the old leaflet. I'd agree that it wouldn't need a huge amount of updating.

N.B. I'm dropping Chris out of this thread:

- a) to spare him an even more overloaded inbox on his return from leave and
- b) because my colleague Debra Rolfe is co-ordinating Stop Smidsy, not Chris!

Best wishes

Roger Geffen

Campaigns & Policy Director
CTC, the national cyclists' organisation

Tel: 01483 238322

Switchboard: 0844 736 8450

Fax: 0844 736 8454

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

Sent: 16 February 2010 16:28

To: Chris Peck

Cc: Nicola Jones; Leona Scurr; Keith Morgan; Sara Basterfield; Ridewise; Roger Geffen; Gary Smerdon-White; Chris Carter; John Cutler; Adrian Juffs; Arthur Williams; Andrew Martin; Susan Young (g)

Subject: query re impact of the 1983 CTC-AA-RAC-DOT Drive Safe Cycle Safe Advice Leaflet

Chris

Several weeks ago you kindly sent me a pdf copy of the 'Drive Safe - Cycle Safe' leaflet which the CTC produced in about 1983 in conjunction with the AA and DoT etc.

I passed this on to members of the Greater Nottm Cycling Development Group and we discussed it at the latest CDG meeting yesterday. Our impression was that, although some of the advice would need updating, e.g. on getting drivers to respect cycle lanes and ASLs, most of it was still quite valid.

We also wondered what the attitude of the CTC to it now is and whether you knew if anyone had ever done any study of the impact of the leaflet.

The background to this discussion is a request from last June's Greater Nottm Transport Partnership Cycle Forum for a campaign to get drivers to be more cyclist-aware and this suggestion in turn stimulated the idea that such a campaign might be more acceptable if it was accompanied by a wider one to encourage cyclists to be aware of the needs of drivers as well.

Before we discuss this further, and its possible use in some kind of campaign locally (perhaps focusing initially on driving schools) we would be very interested please in your comments on the current relevance of this advice and to know if the CTC has any plans for updating it and using it again in a similar sort of campaign.

best wishes

Hugh

Transition Sherwood and Nottingham Cycling Event, Saturday 27 Feb:

Poster for this now on our website at: http://www.pedals.org.uk/other_local_events. Please spread the word!

Andrew Martin and Arthur Williams are helping the main organisers, Pamela Davis, Richard Cooper and Karen Fry but I hope that others will be able to get along for some of the time, as I intend to do.

Dave Clark is taking the Pedals display and also the composite map, from the last edition of the Pedal Pushers' Guide, showing (in red) 'all the route that cyclists use', i.e. back streets as well as cycle paths etc. This, experience shows, can be a good focus for discussion and getting people to make suggestions on where the problems are, and the opportunities for improvements.

I am keen to get a record of any such comments we get at this event so that I can then include them in the final version of the Nottingham Pedals wish list. I have already revised the version I sent round last month, taking account of comments already made, but we could still do with more suggestions, especially for wards in the north and east sides of the city please!

Pedals Nottingham wish list revision including priorities

I showed a copy of the first draft to Chris Carter at the City Council. As well as asking us to come up with more ideas for the north and east sides of Nottingham, he said it would be helpful for us to make clear our priorities, particular in terms of the longer and more 'strategic' routes, covering more than one ward.

I have therefore added this extra wording and would welcome comments (by 31 March) please before I finalise the list.

"General priorities

We would like to see priority given to the more strategic proposals, i.e.:-

- Upgrading, extending and comprehensively signing the riverside path on the north bank of the Trent all the way through the City from the Broxtowe Borough boundary west of Clifton Bridge and Grove Farm through to Colwick Park and including a link towards Netherfield and Stoke Bardolph in Gedling Borough.
- Improvements to signing and marking of the main cross City Centre routes (as shown on the new Parksmart Pedestrian Navigation / Tourist Information panels) and including safe and coherent links across the Inner Ring Road to connect to radial and other main routes.
- The systematic development and improvement of cycle routes to and from Nottingham Station, from different directions, and particularly to and from the new Secure Bike Compound on Station Street and other cycle parking provision on different sides of the Station including in the new multi-storey car park on Queen's Road.
- The development of various types of cycle facility, including cycle paths and cycle lanes where possible (e.g. between Silverdale and Clifton and through Clifton), as an integral part of the NET extension lines towards Clifton and Beeston / Chilwell and including cycle lockers at the NET termini park and ride sites at Clifton and Toton."

If anyone would like to see a copy of the revised draft let me know and I will email it to them.**

Suggested change of meeting place for Pedals: message of 25 Feb 2010 from Andrew Martin following up his suggestion at the special meeting on 17 Feb

"I have spoken with Karen, the Manager at The Lincolnshire Poacher regarding regular hire of the function room. We can have the room for free subject to other one-off paying users taking priority. I emphasised that we need a monthly booking in a centrally-located venue, for which the Lincs P hire fee would be £10 per meeting. I stated I would contact her again after the AGM."

This suggestion followed comments at the special meeting on 17 Feb that The Globe is not that including the room (with plenty of space for storing bikes, and no room charge) and the beer (though not the lighting!)

We had to move to The Globe rather suddenly in July when the landlady of our previous venue, the Vat and Fiddle, decided to use our meeting room as a bed room for her daughter. We only had a few weeks to look at alternatives and make a decision.

From our previous experience of changing meeting places going back over the last 31 years I would comment that it is best not to change unless a) we definitely need to and b) we are sure that the new venue will overall be more satisfactory.

I do recall from previous moves that, however hard we thought we had tried to let everyone know, some people failed to get the message and then felt annoyed that no one had told them!

One reason for making a change now, in addition to finding somewhere more convenient for those on the north side of the city, would be if it had a projector available for the increased number of meetings (with speakers etc) where we now use this. It is rather a hassle to have to arrange to bring one in from outside, as I do now from the Rushcliffe Council for Voluntary Service.

What do other people think please?***

Competition to win the saddles and seat posts donated by John Rhodes (postponed from last meeting)
We still need to get this sorted please!*

B3. Forthcoming meetings / events

Pedals monthly meetings

Speakers suggested at the special meeting on 17 Feb 2010:

- Yvonne Gilligan, the Regional Manager for Sustrans for the East and West Midlands, regular slots for key people like
- Chris Carter and John Lee of the City Council,
- Helen Hemstock from the Big Wheel,
- Murat Basaran from the Cycling for Health Project,
- Alan Williams / Kevin Fleming from the FHA Bike Club bike recycling scheme.

Agreed also that we should also consider inviting speakers from other teams / organisations, e.g. the NET and the Driving Standards Agency, as well as journalists / media folk such as John Holmes of BBC Radio Nottingham, Jon Robinson and Caroline Lowbridge (NEP) to help them get to know a wider range of Pedals activists.

I have now invited Keith Morgan from the City Council to come to the 19 April meeting for a discussion on the new Secure Bike Compound at Nottingham Station.

I intend soon to approach Jon Robinson from the NEP to come along to the 17 May meeting for a discussion on his work with the Evening Post and how Pedals can get better publicity. The idea would also be to introduce him to a wider range of people in Pedals willing to be used as media contacts.

Other meetings / events

Greater Nottingham Aligned Core Strategy 'Option for Consultation' event. Nottingham Arena on Thursday 1 April 2010: invitation of 4 March from Steve Ryder, City Council:

"I write to invite you to the above event, which will be held at the Nottingham Arena in the Platinum Suite (floor 4) from 9.30 am to 12.00 on Thursday 1st April 2010.

The session is for Councillors, key partners and officers and forms a key part of the consultation of the Greater Nottingham Aligned Core Strategy 'Option for Consultation' document. The morning will consist of an introduction and short presentation on the document followed by workshops to discuss the key themes of the plan.

Tea/coffee will be served from 9.30 am and the session will start from 10:00 am prompt. (No lunch is being provided). Further details of this event will follow ASAP.

I would be grateful if you could advise by return e-mail by 12th March if you are able to attend the event.
Many thanks, Steve Ryder"

PS. I am already committed that day, Is there anyone else who is interested in attending please?

Items to raise at the next (14 April) Greater Nottm Cycling Development Group meeting

Suggestions welcome please for this meeting, at which Arthur Williams and I normally represent Pedals.*

Proposed cycling event in Edwalton – end of April / May: message of 25 Feb from Catherine Sowter, Rushcliffe Borough Council

Good afternoon,

I am contacting you about the cycling event I am trying to organise in Edwalton at end of April/early May. I have attached a few ideas I have had and some background to give you an idea of what I have been thinking for it.

I am hoping that we can find a suitable base for the event to run from and there we will have information stands and other activities that people can get involved in. Do you think that Pedals could get involved with this event? Possibly just by attending on the day to share some information or by leading a ride or any other way you could help.

Kind regards,

Catherine

Catherine Sowter

Community Safety Projects Officer

"Edwalton Community Event 2010

Background

In April 2009 an Area Based Initiative (ABI) was launched in Edwalton, ABI's are partnership projects that aim to reduce the levels of crime and ASB in an area to help improve the quality of life for residents. The initial stage of the project was consultation to find out what the issues were for local residents.

During the analysis of the responses from residents the majority of people said that more activities for young people and more community events would benefit Edwalton. Along with this a number of people mentioned issues of poor parking particularly around the shopping area on Earlswood Drive and the lack of cyclists in the area. This is despite the fact that the area is on the whole very flat and within easy reach of both the city and the countryside.

Therefore it was felt that a community event in a central location that would appeal to all age groups with a theme around cycling would be a popular option.

The event

Some ideas for the event so far include:

- A couple of cycle rides led by volunteers from the community. One to be a little further for more advanced riders and a shorter route for children and beginners. Need to look into the Health and safety issues with this (need entry form with parental consent for children)
- The cycle ride could incorporate a treasure hunt to get people exploring their local area
- The meeting point could be Alford Road which would be the area for the rest of the activities on the day. This could include some stalls with advice including Dr Bike, Bike safety e.g. bike locks, high vis, helmets etc, booklets containing bike routes in the area, other activities for young families and food and refreshments
- Advertising would need to be as wide as possible with particular encouragement for Edwalton residents to attend. It should include posters and leaflets, adverts on RBC and SNCSP website and any other relevant ones
- It needs to be agreed what day of the week to hold the event and when this should happen. The only option to get young people attending is school holidays or weekends – Easter holiday – Easter egg hunt?
- Involve RBC health to have some information on the day also could link in cyclist with the smoothie maker.

....my reply of 25 Feb

"Catherine

Thanks for this message which I am hereby forwarding to other Pedals activists and which I will mention at our next monthly meeting on Monday 15 March before getting back to you with any suggestions / offers of help.

I do recall when you approached me about this idea several months ago that Julian Bentley in particular expressed interest so you might also like to discuss it directly with him.
best wishes, Hugh"

Rural rides 2010 (and 2011?) – my message sent around on 2 March

This year's Notts County Council Rural Rides brochure is now available, in electronic and printed form. See <http://www.nottinghamshire.gov.uk/home/environment/countryside/cycling/ruralrides.htm>

It looks as though this could well be the last Guided Rural Rides Programme, at least in its present form, as we understand that, with the County Council cutbacks, there is a big question mark over their continuing to offer this programme from next year. Meanwhile, Pedals is exploring the possibility of a wider range of local organisations taking on the future running of the programme, e.g. Ridewise, The Big Wheel (Greater Nottm Transport Partnership) and Sport Nottinghamshire etc., with continued the involvement of volunteer ride leaders from Pedals and Notts CTC etc.

Do please pass on these details of this year's programme and help us to make sure that the rides are all well-supported and thoroughly enjoyed!
Hugh

Bike Week 2010 – new dates: 19-27 June

Get your diaries out as the dates for Bike Week 2010 have changed. It will now take place from 19-27 June 2010. Bike Week, which has just announced Team Green Britain as its sponsor, has also [relaunched its website](http://www.bikeweek.org.uk/) "http://www.bikeweek.org.uk/

Ride and Stride (Notts. Historic Churches Bike Ride), Sat. 11 Sept.

Details of this event now available from Mike Elliott, Organiser, tel. (0115) 937 6506, email: elliottnews@btinternet.com or via www.nottshistoricchurchtrust.org.uk

Moves to get Pedals readmitted to the Nottingham Green Festival

Andrew Martin is very keen at last to find a solution to the very long running dispute some years between Pedals and one of the Green Festival organisers which has meant that Pedals has been banned from taking part because of allegations of the rudeness of one of the then Pedals helpers at an event about 10 years ago after repeated problem with the failure of the organisers to keep the agreed allocation of pitches.

Thanks to Andrew's efforts I have been in touch with one of the Committee organisers, Jeremy Jago, who I spoke to on the phone and who I found very keen to help. I agreed to an early meeting with him and John Truscott, to help find a resolution, hopefully in time for when it is due to take place, probably over the late Spring Bank Holiday.

I know that many people have expressed surprise at Pedals continued absence from the event and it would be great if we could at last now get this settled.

Since my phone discussion with Jeremy I have been told that the Green Festival may anyway not go ahead this year because of the withdrawal of financial support from the County and now also the City Councils.

B5. Cycle facility and traffic management matters including:-

Oundle Drive junction - possible changes to benefit cyclists: comments of 17 Feb from Susan Young in response to message from Justine Ramowski, City Council:

"Hugh
Initial thoughts.

Travelling south, there is already a bollard in the middle of a fairly narrow section of pavement and visibility is not good for cyclists either due to the high wall.

Cars also tend to travel fairly quickly as they are travelling onto or off the slip road.

I think a lot of issues need addressing by training and awareness, not more to look at or the make it all the more complex. As for a chicane - it's already complex with the bollards, trees and a bus stop fairly close.

We sometimes have to accept some junctions are crap - and there are plenty around that area - an encourage people to take care.

I, like many cyclists, treat the junction with caution but the whole area has a lot of people who cycle and have poor road skills. There are also many overseas students who may not be fully aware of our road etiquette and rules.

Slowing cyclists more I feel will send ever more cyclists onto the ring road, it will be safer too from hazards of street furniture, parked and moving cars, bollards, badly designed junctions, driveways, badly maintained cycle path, shall I go on.

Let me know if you going to be in this area and we can cycle it and have a look at these issues.

I do however, find the short section of cycle path useful as it saves me crossing the ring road twice in the short distance from Hawton Drive to Derby Road.

Susan

On 17 February 2010 15:52, Hugh McClintock (Dell) <Hugh.McClintock@ntlworld.com> wrote:

Justine

Thanks for this. I don't know the situation well myself but am copying my response to a few other Pedals activists who should be better placed to comment from their detailed local knowledge. I am also copying in Sarah Fraser, the UCycle Project Officer for Nottingham University.

I will pass on any comments I get.

best wishes

Hugh

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

From: [Justine Ramowski](mailto:Justine.Ramowski)

To: 'Hugh.McClintock@ntlworld.com'

Sent: Wednesday, February 17, 2010 3:29 PM

Subject: FW: Emailing: history-Caroline, can you please look into the attached and respond within 5 working days. Many thanks. [

Hi Hugh,
I'd love to have your initial thoughts on the Oundle Drive junction and the two suggestions made below as an indication to how they might be received by cyclists.

We at traffic management would have our own issues with mirrors and barriers on the pavements, but I'd also like to be able to present other opinions before the Area Committee invest themselves in either option.
Many thanks, Justine Ramowski

From: Chantelle Torode
Subject: LD/10934.1 : Dangerous Junction at Oundle Drive.

Please review the case and respond within 5 working days using the Members Casework System which can be found at <http://itappserver.nottinghamcity.gov.uk/cases/default.asp>.

Enquiry Regarding ENVIRONMENT AND REGENERATION (Traffic Management)
Details: Councillor Sutton has been approached by the Residents Association who held their AGM last week.

And an "issue that came up was the dangerous nature of the junction of Oundle Drive with the slip road. There had been 3 accidents with cyclists during last year, one resulting in a trip to the hospital for one. Fortunately so far there has been no really serious accident.

However the residents were concerned enough to raise it at the meeting. In the past we had been told by the authority that the cyclists have right of way and the markings on the road were improved to emphasis the need for cars to stop. The problem with this is that unless the driver moves beyond the lines, there is a very limited view of what is coming, and as most cyclists do not slow down at the junction, accidents will happen.

Two suggestions were put forward, which you might be able to help with implementation. One was the provision of two convex mirrors so sited that drivers could see easily what is coming along the pavements. Also it was suggested that some form of chicane (not sure if that's the correct spelling!) could be positioned to slow the cyclists down."

Can you please look into the two possible proposals and get back to me as soon as possible.
Thank you
Chantelle Torode
t: 55408

PS response of 18 Feb from Justine to query from Susan:

"Road Safety have no records of the alleged accidents at the Oundle junction so we can not help you with this query

From: Susan Young [mailto:abiandsus@googlemail.com]

Sent: 18 February 2010 14:27

To: Hugh McClintock (Dell)

Cc: Justine Ramowski; Keith Morgan; Joanna Ward; Roland & Hilary Backhouse (h); Angie Gilbert; Sarah Fraser

Subject: Re: Oundle Drive junction - possible changes to benefit cyclists [Scanned]

Were all the accidents to people travelling in one particular section?

Thanks, Susan

car parking on the riverside path east of Clifton Bridge: my exchange of emails with John Lee, City Council (21-22 Feb):

"John

On how much of the riverside path by the park and ride site east of Clifton Bridge are the anglers' cars allowed? I asked this because yesterday, for the first time, I noticed one parked right along at the far end of the bit of path by the river before it goes up to Queen's Drive. I had thought that such cars were not allowed to go beyond the turning head about 3/4 of the way along, near the link from the park and ride site. There is anyway the danger of too many such vehicles making the path quite rough unless it is regularly regraded!

Could you please clarify the situation?

Thanks and best wishes

Hugh

.....John's reply (22 Feb):

"Hugh, the section you refer to is owned by Nottingham and District Federation of Angling Societies. We agreed they could drive along their section of path, partly as a trade off to encourage them to dedicate the path as a public right of way, so effectively they have a private right of way to their land by vehicles, and as far as I am aware, a permissive right of way to cross the section of council land from Clifton bridge to their land, also by vehicles. They should be parking on the lhs (opposite side of the path to the river) on the grass verge. Are there signs of the surface suffering?

John Lee

Traffic Management

Public Rights of Way
Environment and Regeneration
Direct Line: 0115 9156078

....and my response to John:

"John

Thanks for your reply. What I particularly noticed on Saturday afternoon was a car parked close to the river just east of the point where the harder surfaced path starts to climb up towards Queen's Drive.

The surface is suffering a bit, although some of that may well also be due to the large number of cyclists using it and the prolonged winter weather, making it all the flatter bit by the river a bit rutted and uneven.
Hugh"

River Leen corridor cycling improvement ideas – my exchange of messages with Keith Morgan, City Council (24 Feb):

"Keith

Thanks for this message which I am passing on to other Pedals activists and will put on the agenda for our next meeting, on Monday 15 March.

It reminds me that about 10-12 years ago Paul Saxton came along to a Pedals meeting with some ideas for cycling improvements along the River Leen corridor and indeed through to Daybrook which he showed on a long roll of wallpaper! I remember encouraging him to take this in and show them to Steve Brewer but don't recall hearing from either Paul or Steve whatever came of this. Perhaps Paul or Steve might now like to comment, as well as other people of course.
best wishes, Hugh

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

From: [Keith Morgan](#)

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

Sent: Wednesday, February 24, 2010 11:19 AM

Subject: River Leen [Scanned]

Hi Hugh,

I am finalising a report looking at aspirations for a walking and cycling corridor along the River Leen within the City.

Is there any scheme or improvement that you would like considered as part of this study?

Thanks, Keith

Nottingham City Council, Turning Point East, Phase 1, Nottingham, Bath Street and Brook Street Closure (West) Traffic Regulation Order 2010 TMP 6832M. – comments of 23 Feb from Arthur Williams:

"Hugh,

Oh Dear. Another city council plan without cyclists needs taken into account! Send it back for a re-think.

1. Narrowing the effective carriageway width on Bath Street will have negative impact on cycling, especially when going uphill (west – east). At present, it is possible to pull over to the left hand side on the steepest bit of the uphill, because there are no cars parked. This allows motorised traffic to overtake cyclists while they are travelling relatively slowly and causes less conflict between road users. It's understandable to have a "pinch point" at the zebra crossing but I think that the carriageway build out by the park entrance is unnecessary. A short length of cycle lane for the steeper part of the uphill stretch would be a good idea.
2. I thought that the new city council rule was to make contra-flow cycle provision on one-way streets as standard. This should be implemented at the exit of Brook St. (in westerly direction). As this scheme develops, Beck Street is envisaged as one of the key entry points for cyclists from the east to get into the city centre. Cyclists coming from Sneinton Market area can use Brook Street as a quieter alternative to L. Parliament Street. However, if this scheme is implemented without a contraflow, they will have to detour up Cowan Street and round the block. I don't see any reason why a contra-flow cycle lane could not be implemented at this point.

Regards, Arthur"

PS. I have passed these comments on to the City Council with only minor amendments.

Connecting Eastside next phase (The Proposed Hockley Pedestrian and Traffic Management Improvements- TMP 6834) : my exchange of messages with Neil Harby, City Council

"Neil

Thanks for sending these details. We basically support this scheme but would like to suggest a couple of possible amendments please:

Currently, it is not possible to turn left from Belward Street into Goosegate, which is awkward meaning that cyclists have to dismount before they can turn. This could be made possible, by using a cyclist-only left filter signal. This signal could perhaps be phased to coincide with later part of the right turn for buses out of Hockley into Cranbrook Street. In this way, cyclists could turn left without clashing with pedestrians, or with cyclists crossing from Hockley into Goosegate. The left-hand signal could be quite short, going red on the main phase of the lights, at the same time that the pedestrian crossing across Goosegate would be at green. It would probably need a slight redesign of the kerb-line to enable a left turn.

It would also be useful to exempt cyclists from turning left on to Cranbrook Street at the bottom end of Cranbrook Street. Even with the proposed change of direction to the one-way working on Brightmoor Street this could be useful for some cyclists from lower down Goosegate and would again require a slight redesign of the kerbline. We very much agree that the proposed changes on the Hockley side of the junction would be helpful, particularly in creating a less convoluted westward link across Belward Street towards the Goosegate contraflow cycle lane.

best wishes, Hugh

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

From: [Neil Harby](#)

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

Cc: [Liz Hiskens](#) ; [Hayden Reed](#)

Sent: Wednesday, February 24, 2010 10:52 AM

Subject: RE: your letter of 22 Feb re Connecting Eastside next phase - TMP 6834

Hi Hugh,

Many thanks for your response and please see attached drawing as requested.

The improvement put forward on the proposal with respect to cycle access between Hockley and Goose Gate is due to the omission of the right filter lane on Belward Street into Hockley. As this section now becomes a footway area, this allows the cycle gateway to move forward further on from the bus stop giving better access to the feed-in lane leading to the cycle crossing. As can be seen from the plan this creates a less convoluted link traversing Belward Street to access the contra-flow section of Goose Gate. The modification of the junction in general has allowed for the provision of advanced stop lines to be installed, particularly at Hockley which as well as enjoying the facility of a bus gate for those travelling westbound also now allows a more accessible passage for those cyclists wishing to use the road network.

As an addition to this email may I also refer to the email you sent me on 31/01/10 regarding the Main Road, Wilford re-alignment of footway (TMP 6830). Just to let you know that I have put a contender for finance in to investigate the junction area. Funding for a work package now has to come via the area committee for the ward so I will keep you informed of the requests progress.

Thanks again for your comments on the Hockley scheme look forward to your further responses.

Best regards, Neil

Neil Harby - Senior Officer

Environment & Regeneration

Nottingham City Council

Traffic & Safety

Lawrence House

Talbot Street

Nottingham

NG1 5NT

Tel: 0115 9156452 Mob: 07949047668 Fax: 0115 9156150

....comments from Dave Hulson, City Council (2 March):

“Hugh,

Neil has asked me to respond to your two suggestions because they relate to the traffic signal element of the design for this junction. I've attached a copy of the proposed junction layout for clarity and as it stands the proposed method of operation of this junction is as follows:

Stage 1 – Belward St ahead and right turn traffic with pedestrians across Goose Gate.

Stage 2 – Goose Gate ahead traffic with ahead cyclists from Hockley and pedestrians across both Belward St and Cranbrook St.

Stage 3 – Right turn traffic and ahead cyclists from Hockley and pedestrians across Belward St.

I'm afraid that I do not think that it would be possible to safely signal the left turn from Belward St into Goose Gate. I can see that it would be possible to realign the pedestrian route across Belward St to create slightly more room between this crossing and Goose Gate and that this would allow an alteration to the kerb line so that cyclists could turn left into Goose Gate.

However, I do not think that there would be sufficient room between Belward St and the pedestrian crossing over Goose Gate to clearly indicate to left turning cyclists that they should stop before the pedestrian crossing and wait for a green signal (during stages 2 and 3) before proceeding.

The traffic signals that would be necessary to control cyclists over the pedestrian route across Goose Gate would only be visible as cyclists turned into Goose Gate and I do not believe that it would be clear that these signals related to cyclists from Belward St and weren't just additional (secondary) signals for cyclists from Hockley

All of the pedestrian crossings that we install have facilities for the visually impaired to tell them when it is 'safe' to cross the road and I would be very reluctant to install a facility where I felt that it was likely that cyclists would inadvertently be put in conflict with pedestrians.

The existing left turn from Goose Gate onto Cranbrook St is being removed in order that pedestrians, on what is seen as an important pedestrian link between St Ann's and the city centre, can have a simple, direct route that does not involve having to wait on islands. Cyclists can not be allowed to turn left from Goose Gate directly onto Cranbrook St because they would be in conflict with pedestrians crossing Cranbrook St. If a cycle 'cut through' were to be provided on the footway to bypass the actual pedestrian crossings then the overall arrangement would be similar to the undesirable arrangement that is currently there.

Regards, Dave

Dave Hulson

Senior Engineer – Traffic Signal Design

Tel: 0115 9156601

Fax: 0115 9156187

Nottingham City Council | Environment and Regeneration | Traffic Signal Design | Lawrence House | Talbot Street | Nottingham | NG1 5NT

....and comments on this from Arthur Williams (2 March):

"Dave,

Thanks for your detailed explanation. I was thinking that stage 3 could be used for the left turn into Goosegate, but there is conflict with other cyclists and with pedestrians crossing Belward St. I've also realized that for the left turn from Belward St. there is an alternative route into the Lace Market area by using Woolpack Lane.

I seem to remember that the road surface is far from ideal for cyclists, but next time I'm in the area I will have a detailed look to see if there are any obvious improvements that could be made.

Regards, Arthur

...and further comments from Dave Hulson, 2 March:

"Arthur,

I was also trying to think of alternative routes into the Lace Market and I'm afraid that the problem with both Woolpack Lane (which, as you say, is not ideal) and (if coming from further south) Short Hill and Plumtre St is the traffic restriction at the end of Stoney St that prevents you from getting through to Goose Gate.

The section of Stoney St between Woolpack Lane and Goose Gate is narrow and has poor visibility around tight bends and so a contra flow cycle lane through here would again be difficult.

The only 'legitimate' route is to use Heathcoat St, but I know that I was on my bike I'd not be impressed by that suggestion.

Dave

Dave Hulson

Senior Engineer – Traffic Signal Design"

...and further comments from Dave Hulson (3 March):

"Arthur,

Further to yesterday's e-mail I have been through Woolpack Lane's junction with Stoney St and it looks as though I was wrong about it not being possible to cycle from Woolpack Lane onto Goose Gate. It looks as though the traffic regulation orders have been changed in this area (presumably as part of the environmental works on Goose Gate) and that for certain restricted movements cycles have an exemption.

Having said that, despite standing looking at the signs for a while, I was left with the impression that cyclists could not turn right from Woolpack Lane onto Stoney St, but that they could continue (northbound) along Stoney St from the direction of Plumtre St onto Goose Gate. There are no road markings on the restricted section of Stoney St or Warser Gate to indicate to other vehicles that there appears to be provision for contra flow cyclists (although there is a triangular warning sign) which I think is unfortunate as it will simply reinforce many driver's perception that cyclists are ignoring the regulations (when they clearly wouldn't be, in this location).

Dave

Dave Hulson

Senior Engineer – Traffic Signal Design

...response to this from Arthur (3 March):

"Dave,

Thanks for this. I also took a look on my way home this evening. I can see the potential for conflict at the narrow section of Stoney Street just to the north of Woolpack Lane. If this is to be used as a through route for cyclists (and I don't see a sensible alternative) then it would be worth looking at the road markings and/or signs to see if some warning can be made to at least make drivers and cyclists aware of the conflict.

Unfortunately, there are still many drivers who ignore the "no motorized vehicles" on the short section through from Goosegate (one came through during the minute or two that I was there) and that makes it much more dangerous for cyclists, who have to reckon with traffic coming from two different directions.
Regards, Arthur

...and Arthur's further comments of 4 March:

"Hello Dave,

I had two further thoughts on this. One relates to the Hockley junction. If it is not possible to turn left from Belward St, what cyclists could do is turn right into Hockley, then cut across the ASL box into the cycle lane; wait for the next phase of the lights and cross over into Goosegate. Not the best solution, but perhaps better than a long detour round Heathcote St.

I'm not sure if the junction design would need to be changed in order for this to be a legal move.

The second thought relates to the Stoney Street/Warser Gate junction. It occurs to me that part of the problem at this point is the very high kerbs, which do a good job of separating cars and pedestrians. But maybe the whole layout could be improved by having a raised paved section, with ramps on either side, which would have the effect of slowing down the cars as they approach the corner and allow cyclists and pedestrians to circulate without fear of being trapped by the high kerbstones.

Regards, Arthur"

...and my comments of 4 March:

"Arthur

Dave

I have only just had time to catch up on this frenzied exchange of emails so thought I would put in a brief comment before the two of you resume!

1) The stretch of Stoney Street between Woolpack Lane and Goosegate is a very important through link for cyclists in this part of the city centre / Lace Market and any effective measures to reduce the number of those drivers who still abuse it would be very welcome in making it safer and encouraging people to use it.

2) Although the recent change to allow westbound cyclists on Warser Gate between Stoney Street and the top of St. Mary's Gate (consistent with the cross city centre cycle routes shown since last autumn on the bottom panel of the Parksmart pedestrian information / tourist navigation sites) is very welcome it does certainly (like the other cross city routes) need clearer signs and markings and including markings to warn drivers that cyclists can now legally be coming the other way, i.e. not just because they are "yet more cyclists who think they are above the law", an attitude that the present situation all too easily engenders, I agree.

3) If it is not practical to allow cyclists to turn left into Goosegate from Belward Street some alternative is definitely needed, e.g. by upgrading and encouraging the use of Woolpack Lane.

No doubt Arthur may wish to add further comments from his much greater detailed knowledge of this area than mine!
Hugh

City Centre cycle routes - Listergate to Nottm Station and the possible changes in the Broad Marsh redevelopment plans: my message of 3 March to Councillor Jane Urquhart, City Council Transport Portfolio Holder:

"Jane

I understand that the City Council and Westfield may well be changing the detailed plans for the redevelopment of the Broad Marsh Centre to include a more street-focused layout and less use of curtain walls etc., to reflect recent changes in thinking about major shopping redevelopments.

If this is indeed now being seriously considered could I please suggest that the needs of cyclists should also be given very careful consideration as part of this reappraisal? For example, Listergate is in principle easily the best route for cyclists to access the City Centre from the south, including Nottingham Station, being the most direct route and much less steep than going via Middle Hill and Fletchergate etc. We therefore think it very important that the final layout chosen for the Broad Marsh redevelopment should allow for this, as well as pedestrians, while still being closed to motor traffic. Currently of course cyclists are obliged to dismount and wheel their bikes through the Broad Marsh Centre, which discourages use of this route, but we would like to see a continuously rideable route between Carrington Street and the whole length of Listergate etc., with plenty of secure and convenient cycle parking nearby.

We would therefore welcome an opportunity, at your convenience, to discuss this and other aspects as further thinking about possible changes develops.
best wishes, Hugh

Discussions on 4 Feb with bidder for the contract to design and build the NET extension lines

Through a contact in Sustrans HQ in Bristol, Phil Insall, I was approached by one of the firms forming part of one of the consortia to design and build the two NET extension lines, keen to discuss cycling issues. For confidentiality reasons I

cannot name them but suffice it to say that Gary S-W (who joined me at my suggestion) and I had a good discussion with them.

tacks and nails along riverside path between Beeston Marina and Attenborough: message of 6 March from Steve Barber:

"Can anyone answer Steve's question please? It is the first I had heard about this menace.
Hugh

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

From: [Steve Barber](#)
To: [Hugh McClintock \(Dell\)](#)
Sent: Sunday, March 07, 2010 8:37 AM
Subject: FW: Environment Agency Newsletter

Has anyone come across this?

Cllr Steve Barber
Broxtowe Borough Council
Town Hall
Foster Ave
Beeston
Nottingham
NG9 1AE
0115 922 5806

Dear Steve,

A few people on bikes and walkers along the footpath from Beeston Marina towards Attenborough have told me that someone is putting tacks and nails down along the path, bikers have got punctures and animals have been injured, they tell me that it's to get at bikers, for not giving way, just thought I would bring this to your attention.

A

...comments from Paul Hill (7 Mar)

"Hi, first time I have heard about this. When I ride down there I always give way, and as a cyclist, I have seen other riders not giving way which gives the rest of us a bad name.

Thanks for the bringing this to my attention.

Regards, Paul"

....and comments from Peter Briggs (7 Mar):

"I use this route regularly. I have not been aware of such a nuisance. That does not mean to say it is not happening.

On another matter I notice that the Erewash canal path is currently being surfaced between Trent Lock to Long Eaton and on towards Stapleford. This is very good news as it replaces what was puddles and mud!

p"

.....comments from Gary S-W (8 March):

"Hi

As you'll both know I cycle along this section most days.

I've had some punctures but not from tacks – hawthorn seems the main culprit.

However before Xmas 2009 coming from Attenborough, as I got to the part which becomes a footpath at the Marina, a guy was walking his bike towards me saying someone had spread tacks and given him a puncture – I assumed this was in the Marina's 'footpath' bit rather than on the shared pedestrian and cycling bit. I always dismount and go through the pub car park and use the road back onto the canal avoiding the footpath so I just ensured there were no tacks around the dismount point. I've heard no more and I'm not convinced it is a regular and recurring issue – but I might just be lucky.

My bell and a good morning/thank you seem to reduce any antipathy towards me as a cyclist. Having said that my wife is a big walker on the reserve and cyclists without bells is often a talking point between us (we both agree at least corporal punishment is the answer – actually she goes as far as capital punishment! She also advocates the latter for a number of offences like spitting in the street and just being a QPR supporter)

More seriously I can understand the anger some of us draw out of some walkers and a 'use your bell' campaign around the Big Track would be sensible (I've copied in CDG and Ucycle). We need to recognise that there are a few cyclists who don't show safe and due regard to pedestrians – and that tack retaliation. is both dangerous to cyclists and animals – for instance in its most extreme what if a cyclist gets an instant puncture, falls off, hits head, dies – is it manslaughter?
Gary"

,,,,,from Helen Hemstock (The Big Wheel) (8 March)

"We're currently in the process of updating the Big Track map - and should have this year's print run completed within the next few weeks. We can include a bit of something in there to encourage good etiquette whilst using the route around courtesy for other users/bells...etc.

Gary, I'll have a chat with you about it when you're in the GNTF office tomorrow.
Helen"

.....from **Angie Gilbert (8 March)**

"Hi Hugh, Crikey, this is appalling. Someone has a sick mind.

.....from **Chris Gardner (8 March)**

"This needs to be reported to the police, reads like 'A' has heard the reason from someone who knows more. There is of course a section from the Marina that is not for cyclists. I would be asking the bloke in the cafe what he knows as he won't be too happy to see people not going by due to a 'tack menace'."

....from **Adrian Juffs (8 March)**

"Hi

I ride this area fairly regularly too - maybe 2-3 times a week. Haven't experienced this problem nor heard about it before now.

Similar experience and approach to Gary:

- at Marina I dismount then either ride via car park or walk via 'footpath' bit
- I have bells on all my bikes and find these are well received and particularly so when combined with a good morning/thank you, and a reduced/sensible passing pace
- I also walk around the area with friends/family too and hear comments directed at cyclists generally as a result of the few cyclists who don't show safe and due regard to pedestrians
- As I'm often on routes where there's more chance I'll suffer a puncture (thorn, glass, tack) I use tyres that offer better puncture resistance - they do seem to much reduce the occurrence
- I've been expecting to get a puncture as a result of the nearby flood prevention works - thankfully none yet!

Adrian

Barriers on cycle paths in West Bridgford: message of 15 and 16 Feb involving myself, Karina Wells and Kathy Shaw:

"Thanks, Karina.

Clive Wood already knows my name because, around a year ago, I asked for the two sets of barriers between Lydney Park (nr. the footbridge) and Rushcliffe Arena to be changed, to allow trailers to get through. (It's my school and Asda shopping run!) We traded a few emails, but no changes yet to the barriers.

While we're on the subject, I can just about get my single through the gate, heading towards Rugby Road, nr. the Wilford Lane / Bede Ling crossing. I should imagine it would be impossible for a double trailer. So that's another one to add to the list.

Also the barriers at the bottom of Syon Park Close and Finsbury Park Close are impossible, even for a single trailer.

The large, wooden gate at the bottom of Finsbury Park Close is rarely open, (usually chained up), so I have to 'go the long way round', through the barriers by Rushcliffe Arena and exiting on to Rugby Road - either to turn right, by the Rugby Road / Recycling Centre junction (often busy and dangerous in the mornings), or to turn left and then right, onto Greythorn Drive (again very busy with cars and buses in the mornings) to get my children, aged four-and-a-half (in the trailer) and seven-and-a-half (on his own bike), to Greythorn School.

It's not like the council don't know which type of barriers are good. I've already told them the ones between Collington Way and Northwold Avenue are okay (certainly for singles), as are the ones leading down to Asda, from Rugby Road. In fact Asda have obviously altered their barriers at some point, as you can see from the marks on the ground.

So if Asda and Severn Trent (Wilford Suspension Bridge) can alter barriers, why can't the local council? And surely many of these barriers affect people with larger mobility scooters and parents with larger buggies / pushchairs too?

Perhaps it might be worth doing some sort of survey with all those who have had your trailers, to find out if these barriers, or other issues, are discouraging them from using their trailers.

I know I prefer off road routes when I have my daughter in the trailer and my son on his bike. I will brave the roads alone, with my trailer for shopping, if I have to, but off road would be better.

Keep up the good work!

Kathy

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

From: [Karina Wells](#)

To: [Kathy Shaw](#)

Cc: [Richard Mallender](#)

Sent: Monday, February 15, 2010 7:05 PM

Subject: RE: Greening Campaign launch 20th March

Dear Kathy,

This is very useful feedback. I have forwarded it to Hugh McClintock of Pedals and asked him to contact Clive Woods of County Council to have a look into this.

How sad. It would have been so nice to have a whole lot of trailers arrive at the school that day for the launch, or even more importantly for people from Compton Acres to have easy and safe access to the river side.

I have contacted Richard Mallender into this email, he is the Green Party councillor who I believe raised the question of inviting the bike trailer owners.

Maybe he knows how to go about this, would be great if it could be done before the 20th of March but knowing the council things like this could take years!

I would have thought that if they can put up bollards on the suspension bridge that it would be fairly easy to take the barriers out and replace it with a bollard. But hey, that might be a bit too simple.

Speak soon

Regards, Karina

From: Kathy Shaw [mailto:kathy.shaw@ntlworld.com]

Sent: 15 February 2010 18:44

To: Karina.Wells

Subject: Re: Greening Campaign launch 20th March

Importance: High

Hi Karina,

I've just attempted a bike and (single seater) trailer ride along the new cycle path, from Beckett Way (straight on from Compton Acres, across Wilford Lane), to Coronation Avenue, near the Toll Bridge.

Sadly, I must report that it is not manageable - in fact it was so difficult for my single seater to get through the first set of silver metal barriers that I simply gave up and turned round when I saw the second set, at the Toll Bridge end of the path. I could not face physically lugging my bike and trailer, with Amy inside, through it. My shoulder was already hurting from persisting with the first barrier - and I knew I had to go through it again to get home.

Thankfully I had Mattie (aged seven-and-a-half) to help hold my bike up as I tried to wrangle the trailer through, scraping my tyres sideways over the ground, knocking the axles, etc. etc.

We also tried to get through the green metal barriers at the end of the cycle path at the Emmanuel School.

Same problems, I'm afraid.

So, I reckon we need to get on to whoever installed them and get them changed, or just turn up, en masse, and cause a huge traffic jam with our trailers, with the local press on hand to report it all.

Just thought you should know,

Kathy Shaw

....comments of 16 Feb from Richard Mallender:

"Hi Kathy,

Thanks for your emails, I'm just catching up with them now. I'll raise the matter of the incorrect types & inappropriate spacing of the bollards with the County Council. I'd like to get them sorted out asap, the bike trailers are too useful to be blocked in like this.

Best wishes, Councillor G. Richard Mallender

Green Party, Lady Bay ward, Rushcliffe Borough Council

www.greenparty.org.uk 0797

Cycling in Trunk Road schemes: Proposed Highways Agency Area 7 Managing Agents Virtual Customer Forum (message of 10 March from Nicola Jones, Sustrans East Midlands) and my reply:

In view of our recent experiences in trying to get the Highways Agency to give proper attention to cyclists' needs in the plans for their scheme on the A52 between Bramcote Island and the QMC (Ring Road) I think that we ought to respond positively to Nicola's suggestion. A One Plus are now the Managing Agents Consultancy for the HA for trunk roads in this area.

"Nicola

Thanks for this which I had not seen before. I will mention this at next Monday's Pedals meeting but meanwhile do please encourage them to approach Pedals as well.

Hugh"

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

From: Nicola Jones

To: Hugh McClintock

Sent: Thursday, March 11, 2010 9:26 AM

Subject: FW: Area 7 Managing Agents Virtual Customer Forum

Hi,
Have you received a similar email? If not, details below! Perhaps we could encourage the HA to approach a few Pedals members?
Nicola

From: Martin, Bruce [mailto:Bruce.Martin@aone.uk.com]
Sent: 09 March 2010 09:12
To: Nicola Jones
Subject: Area 7 Managing Agents Virtual Customer Forum

Dear Nicola

I am the customer and community relations manager at A-one+ the managing agents for the trunk roads and motorways in the East Midlands.

I have started a virtual customer forum to gather feedback on our performance and was wondering if you or a Sustrans representative would be interested in taking part.

We have a dozen people who have expressed an interest at the moment and will start to send out on line questionnaires soon, shouldn't take too long to complete them and we would only send them out once every 4-6 weeks.

I hope to hear from you soon.

Best wishes
Bruce Martin
Customer and Community
Relations Manager
A-one+
Building 1, Core 27
Sherwood Business Park, Nottingham. NG15 0EB

Tel: 01623 886655
Internal: 4115
Mob: 07540 701613
Fax: 01623 886768
email: Bruce.Martin@Aone.uk.com

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

- **City Council:** Proposed restriction of waiting and parking space along Sneinton Road and Beaumont Street (TMP 6835) (comments needed by Friday 12 March)
- **County Council:** Installation of new Zebra Crossing – Green's Lane, Kimberley (JH18068) (comments by 6 April)

B6. Miscellaneous items:

CTC Newsnet of 26 Feb – my exchange of emails with Gary S-W re item on cycle training for lorry drivers:

"Gary

Graham

NB the item below on 'Crossrail lorry drivers trained to put cycle safety first' - could there, I wonder be potential for similar training locally for lorry drivers, especially those involved in major project such as the Station redevelopment, NET extension and the Broad Marsh redevelopment, etc.?

Hugh

...and Gary's response of 1 March (copied to Grant Butterworth and Richard Wood at the City Council as well as Graham Hubbard at Ridewise:

"Hi

For ease here is the link to the article

<http://www.crossrail.co.uk/company/communications-centre/press-releases/crossrail-lorry-drivers-trained-to-put-cycle-safety-first>

I think the big difference is that TfL/DfT Crossrail are the one client for this massive great contract and so they can either pay for it themselves or they've stated that it has to be done in the contract. An accident by some of the 3,500 lorry drivers who are going to be doing millions of miles on the scheme obviously costs a lot and they'll be going through relatively busy London suburbs – you can see it has some benefits from safety, cost and image perspectives

Locally

- Network Rail will run major Station Works

- 1 of two consortia will run NET2 – procurement specs are already out.
- Westfield will do Broadmarsh (I've seen something that leads me to believe there are other main partners as well but....)

I think a couple of main options exist

- Bring the article to the attention of the Hub Board, both NET2 consortia and Westfield and hope they consider it and implement voluntarily
- Make the City aware of this so they put pressure on developers to consider it and get the City Council to introduce this as a 106 planning condition for all developments – I'm not sure but if this were to be achieved it might be too late on all those schemes

Thinking of other large schemes locally with lots of lorries and cyclists the left bank flood defences spring to mind - there are going to be 100's of lorries a day going through Attenborough, Attenborough Lane, Long Lane, Strand and all are used by cyclists (whatever the route). EA might be open to this?

I'd be keen to get Richard and Grant's view
Gary"

City Council Local Air quality management assessment consultation (message of 18 Feb from Christopher Washington)

"Dear Mr. McClintock

Please see the attached documents in relation to 'NOTTINGHAM CITY COUNCIL'S 'Local Air Quality Management – Detailed Assessment'.

Can you please forward this on to other interested parties within Pedals.

Kind Regards,
Chris Washington"

If anyone is interested let me know and I will forward his email with attachments.

**New Government Active Travel Strategy – message of 19 Feb from Rod King quoting article from Local Transport Today of 19 Feb:
'Khan unveils cycling pledges to improve the nation's fitness**

Measures to make England a cycling-friendly nation were being unveiled by the DfT just after LTT closed for press.

The Department's Active Travel strategy will pledge cycle parking at or within easy reach of every public building and 'secure' bike parking at every rail station. Cycle training will be provided to every child who wants it. The strategy will also set a target for every major public sector employer to join the Cycle to Work Guarantee scheme, the DfT's voluntary programme to make employers cycle-friendly.

In a letter to LTT transport minister Sadiq Khan urges partner bodies to join the Government's drive to encourage more walking and cycling. "How do we get people to swap the car for healthier and greener alternatives?," he asks. "Well I'm convinced the answer to this question can be summed up in two words:

active travel."

Rod King

07973 639781

rodk@20splentyforus.org.uk"

Government Active Travel Strategy launched on 20 Feb: extracts from DfT Press Release:

"The Government wants to see access to cycle training for every child, creating a generation of new, safe cyclists according to Transport Minister Sadiq Khan.

This is one of the aims of the 'Active Travel Strategy' - published today - which outlines plans to put walking and cycling at the heart of local transport and public health strategies over the next decade.

The other aims of the strategy include:

- Every major public sector employer to be signed up to the Cycle to Work Guarantee
- Cycle parking at or within easy reach of every public building
- Sufficient secure bike parking at every rail station
- Local authorities introducing 20mph zones and limits into more residential streets to improve safety for pedestrians and cyclists

Transport Minister Sadiq Khan said:

"Active travel means a transport system where walking and cycling become the norm.

"Instead of automatically reaching for their car keys, I want to see people feeling confident enough to jump on their bike or pull on a pair of trainers.

"I am confident that this strategy will achieve this, making active travel a genuine and viable option for everybody."

Public Health Minister Gillian Merron said:

"Walking and cycling are two of the easiest ways for people to build regular physical activity into their daily lives – whether it's riding to work, walking to school or simply having fun.

"This strategy demonstrates that even making small changes can bring about significant health benefits, and helps reinforce the message of the Government's Change4Life movement, which is helping people to eat well, move more and live longer."

Today's announcement is supported by a £12.5m package of investment which will secure cycle training for half a million additional school children by 2012.

The funding - which is part of the Government's £140m cycling budget over three years - will be provided to Local Authorities, the Government's Cycling Demonstration Towns, Youth Sport Trust, School Sports Partnerships and cycle trainers.

Also published today are results from an evaluation of the Government's Sustainable Travel Towns project, which aims to showcase towns that put walking, cycling and public transport firmly in the spotlight. Across three towns - Darlington, Peterborough and Worcester – there have been:

- 7% to 9% reductions in car trips
- 26% to 30% increases in cycling trips
- 10% to 13% increases in walking trips

Notes to editors

1. The Active Travel Strategy is cross-Governmental Strategy, led by Department for Transport and Department of Health, to get more people walking and cycling more often and more safely.
2. The evaluation of the "Sustainable Travel Town" demonstration projects was undertaken by an independent research team to review and assess the activities undertaken in Darlington, Peterborough and Worcester to promote increased walking, cycling and public transport use between 2004 and 2009. The Summary Report of the evaluation can be found at <http://www.dft.gov.uk/pgr/sustainable/smarterchoices/>. More detailed analysis of the projects will be made available in the same place in early March.
3. We are also publishing a number of research reports from the first six Cycling Demonstration Towns programme. These are an economic analysis of the programme which indicates that the investment delivered high value for money, a

survey of levels of physical activity in the Towns across the programme and a summary of the programmes in each of the six towns. The reports can be found at <http://www.dft.gov.uk/cyclingengland/cycling-cities-towns/results/>

4. We have announced a further package of measures costing over £12m in 2010-11. We have awarded the following grants:

- £6m to over 90 Local Authorities and Cycle Demonstration Towns;
- £6m to schools through the School Sports Partnerships; and
- £500k for bursary grants to train more trainers to deliver the increases in cycle training delivery.

To date we have funded over 300,000 additional training places. This package has the potential to deliver 300,000 further Bikeability training places in 2010-11 and will help us deliver our target of 500,000 places by 2012 a year early.

Press Enquires: 020 7944 3066

Out of Hours: 020 7944 4292

Public Enquiries: 0300 330 3000

Department for Transport Website: <http://www.dft.gov.uk>

Learning a language while promoting cycling – message of 17 Feb from Olga Avila Martorell, Director, PedaLabras

"Dear Mr. McClintock,

I have got your contact address from Mr. Mark Hidson, who did the environmental management masters at Nottingham University back in 1998 and worked at Nottingham City Council and Broxtowe Borough Council. You may or may not still remember him, but in any case, he sends you his best regards. He is now working at ICLEI-Local Governments for sustainability (www.iclei-europe.org), where I used to work as well.

Mr. Hidson told me you are one of the most active people promoting cycling in England, and therefore I am contacting you.

I would like to introduce you to "PedaLabras", an innovative way of combining a language course with cycling. PedaLabras is both, a bike tour and a Spanish course, and it is committed to promote bicycle as THE sustainable means of transport to discover a country - Spain in our case - specially its culture and landscapes. It is made for people who put an importance on sustainable behavior as well as activity and sports during their holidays, and who also want to allow themselves to engage with the local people in their own language. You can have more information at www.pedalabras.com

As a passionate cyclist myself, PedaLabras is my contribution to promote social recognition of the bike as a serious means of transport.

On May 23rd 2010, we are having our 2010 sneak preview: Al-Andalus tour, from Granada to Sevilla, 10 days/9nights, and are looking for engaged people who would like to join and get to know our services. Participants will get a special 20% discount. If you are interested on participating or you know of anybody who could be, let me know and I would be happy to send you more information.

I would also appreciate if you could let me know about any platform, association or any other kind of institution which you may think could be interested on our services.

Please, do not hesitate to contact me if you need any further information.

Looking forward to hearing from you!

Olga Avila Martorell

Director, PedaLabras

www.pedalabras.com

Tel. +49 761 88796638

Skype: pedalabras

Hugh, 11.3.10