

## **AGENDA FOR PEDALS MONTHLY MEETING:**

**7.30 p.m. on**

**Monday 19 October 2009**

**in the upper room of The Globe PH,**

152 London Road, NG2 3BQ (between London Road and Meadows Way, on corner with Ryehill Street, just north of Trent Bridge)

## **AGENDA**

### **1. Welcome, and apologies for absence**

### **2. Discussion on City Council cycle map revision with Keith Morgan and Steve Brewer, City Council (up to 60 minutes)**

*(15 minute break)*

### **3. Minutes of the Pedals Meeting of Monday 21 September 2009 and matters arising / update**

- Confirmation of new Treasurer (Chris Gardner) and Membership Secretary (Dave Clark)
- Wilford Suspension Bridge extra costs and extra time setback
- Report on Greater Nottm Cycling Development Group meeting on 15 Oct
- Sustrans / Cycling England / Nottingham City Council Higher Education Cycling Project (2 local Universities and the QMC)
- progress in addressing the dangers for cyclists on roundabout by Nottm Univ west entrance – my exchange of messages (5-13 Oct) with Justine Ramowski and John Lee, City Council
- Addressing cycling on pavement issues: Beeston Road pavement cycling fines blitz
- improving cycle parking at local Coop stores:
- NET Phase 2 alignment drawings: detailed comments
- Proposed post conference Pedals meal, Monday 30 November
- Proposed Pedals Roadshow in Sherwood, January 2010:

### **4. Finance (Chris Gardner / Susan Young to report) and including:**

#### **5. Forthcoming meetings / events etc.**

##### **(Speakers at and other arrangements for) Pedals monthly meetings**

- 16 November, 21 December, 18 January, 15 February etc.

##### **Other meetings / events:**

- Big green debate 20 October between 5.30pm-8.30pm in the Council House, Market Square.
- Invitation to have a Pedals stall at the Pedal it Pink event, Holme Pierrepont, on Sunday 25<sup>th</sup> October.
- Greater Nottm Transport Partnership Business seminar on Local Transport Plans, The Council House, Tuesday 4 November: 8.30-11.00
- Possible Edwalton cycling event
- 12 December CANN Climate Change event: possible Pedals stall.
- 3 June 2010: request for Pedals stall at Nottm Community Housing Association Service Users Day, Long Eaton School (10.00-15.00)

### **6. Cycle facility and traffic management matters:**

- **Major matters:-**
- Reopening the link past the Low Level Station between London Road and Manvers Street, Sneinton: meeting of 14 Sept with John Rhodes and Tom Huggon.
- Use of local cycle paths: my response to letter in the NEP
- 2009 City cycle maps revision: change in alignment of riverside path by the west end of the Nottm Sailing Club, Holme Pierrepont on the South sheet
- Comments of 30 Sept on the 'On Trent' consultation on the Trent Valley Way route feasibility study
- reinstatement of the "cyclists tram tracks bypass" on Middle Hill below Weekday Cross with the imminent completion of Nottingham Contemporary
- Nottm City Council latest Broad Marsh redevelopment plans: comments needed by 28 Oct please.
- Nottm City Council: Proposed changes to the road layout around Nottm Railway Station (ref TMP6760/TMP6761M) (responses needed by 6 Nov)
- Respect for ASLs by taxi drivers: my exchange of emails with Jim Mortell, City Council (14 Oct)
- Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs) – details below in the background notes.

### **7. Autumn newsletter printing and dispatch delay and feedback**

## 8. Pedals website updating and monitoring

### 9. Miscellaneous items

- Press release re reminder to check cycle lights in the run up to putting the clocks back to GMT
- CTC 'Smidsy' Stop 'Sorry Mate, I Didn't See You' site now live:
- National Cycle Plan consultation: CTC survey
- Encouraging cycling among young people in the Meadows: approach from Pat Thomas of the Meadows Regeneration Trust
- Reminder from Lee Todd about his Cycle Rickshaw service
- Report from Richard Mallender on the CANN (Climate Action Network Nottinghamshire) EGM on 3 Oct and possible display at CANN event on 12 Dec.
- Proposed Respect for the Road campaign to encourage more respect between cyclists, drivers and pedestrians.

### 10. Cyclenation/ CTC national campaigners' conference, to be hosted by Pedals and Notts CTC on 14 November

- Including update on:-
- Progress with registration
- Volunteers roles and briefing session at Byron House on 4 Nov
- Draft detailed list of jobs for the month before the conference and on the day, and timing

### 11. Any other business

## BACKGROUND NOTES (including extracts from some relevant emails)

\* means feedback especially wanted please

\*\* means help please!

### 1. Welcome and apologies for absence

#### Apologies for absence from

Mara Ozolins, Alison Russell, Peter Briggs, Roland & Hilary Backhouse John Wilson,

### 2. Discussion with Keith Morgan and Steve Brewer (City Council) re revised cycle mapping. (up to 60 minutes)

( 15-minute break)

### 3 Minutes of the Pedals Meeting held at 7.30pm in the Globe Public House, London Road, Nottingham on **Monday, 21 September 2009.**

**Present:** Hugh McClintock, David Clark, Susan Young, Andrew Househam, David Miller, Arthur Williams, Andrew Martin, Chris Gardener, Coral Simpson, Terry Scott, Martin Quarton, Peter Briggs, Kevin Fleming, Roland & Hilary Backhouse.

**Apologies** were received from: John Bannister, Richard Mallender, Malcolm Kennerley, Alison Russell, Peter Osborne, Liz Kirk, John Wilson.

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

**Matters Arising** from the minutes of 17<sup>th</sup> August, 2009.

a) Riverside Path: The path following part of the Trent Valley Way from Trent Bridge to Holme Pierrepont is open to cyclists on a temporary basis. This permission had lapsed, but has now been renewed. The County Council appear to be keen to maintain paths properly and it is hoped that improvements may be made to the path surface. Hugh has also raised the issue of poor lighting between the Suspension Bridge and Wilford.

b) Wilford Suspension Bridge: There is still no confirmation from Severn-Trent Water that the repairs will be complete by the target of end of October. Hugh is to follow up with Mr Pithie, who has just returned from holiday. He will also raise the issue of the "No Cycling" sign that has been re-erected in error.

c) Tram Extension: Hugh has met the county council Tram team and has hard copies of the detailed drawings for anyone to view and will then return comments. Chilwell High Road is recognized as a major problem, with no satisfactory proposals regarding cycling provision.

d) Bingham: Although not in our usual area, Hugh has passed on comments on a new scheme made by cycling friends of Malcolm Kennerley.

e) **Treasurer:** Alison is unable to continue to take over the treasurer role from Susan due to health problems. Chris Gardener has offered to take this on, if he can hand over most of the Membership Secretary duties, which Dave Clark has offered to cover. Dave said that he is also willing to continue running stalls at events. Hugh suggested that the issue should be put to the wider membership, as it would normally be decided at an AGM. This was agreed, noting the offers available and the need to cover treasurer and membership roles between now and March 2010.

Susan reported that the finances are still Ok, but that there is not enough income relative to expenses. Andrew Martin raised the need to sell the City, County, Forest books as soon as possible in order to use up the stock with a return for Pedals.

**Bike Club** At this stage in the meeting, Kevin Fleming talked about his new role in running the Framework housing "Bike Club", which runs every Wednesday 10.30 am – 3.30 pm. Kevin works 3 days per week, so is also involved in other skills training workshops at Framework. The main funding for the Bike Club comes through Nottingham PCT and there has been good demand for bikes from the Cycling for Health project. The supply of unwanted bikes has been enough to meet demand, so far, but offers of bikes are always welcome.

**Universities/QMC Cycling Project:** A press release is expected very soon. Three Bike-It Officers have already been appointed but are not yet in post. It was agreed that these people should be invited to come to the Pedals meeting in February.

**Events/Meetings:** The Big Day Out (27<sup>th</sup> September) will be a major event for publicity and attracting potential members. Martin, Andrew M, Peter Briggs, Hilary and Roland all offered to help with the stall at various times during the day.

For the October meeting Keith Morgan and/or Steve Brewer from the City Council will be joining us to discuss the future format of cycle maps for Nottingham.  
November's meeting will be dedicated to a post-conference evaluation.

A celebration meal was also proposed, possibly at the University Staff Club on 23<sup>rd</sup> or 30<sup>th</sup> November.

The Christmas Social meeting is planned for 21<sup>st</sup> December.

#### **Autumn Cycle Campaigners Conference:**

In addition to the specific tasks already agreed, general help will be needed on the day, particularly with meeting/greeting, putting up signs and notices and moving furniture. 11 people have offered, with a back up of 4 CTC members recruited by Terry. All volunteers were requested to pass on mobile numbers to Hugh, and are invited to join the social event on Friday night (at Lincolnshire Poacher).

Susan has booked ASK restaurant for Saturday night. Arthur agreed to check with Trinity Square Car Park to see if it is possible to book space for cycles (including folding bikes) for that evening.

Susan still needs more offers of accommodation. Liz Kirk has found a source of large urns for making tea. Susan suggested that large thermos coffee dispensers would also be useful.

**CANN link:** Richard Mallender has offered to represent Pedals at the forthcoming CANN Extraordinary AGM.

#### **Cycle facility and other traffic management matters**

- a) **Meadows – Station Route:** This proposed route has the support of John Rhodes and others.
- b) **Co-operative Stores Parking:** Hugh has had contact with Co-op West Bridgford regarding sub-standard cycle parking and discovered that parking at other Co-op stores is also poor or non-existent. He encouraged others to attend the Co-op AGM on 10<sup>th</sup> October to raise the issue in relation to Co-ops sustainability profile.

**Newsletter:** Hugh reported that this is just about to go to print.

The meeting closed at 9.40 pm.

#### **Update**

##### **New Treasurer and Membership Secretary**

There were no other nominations from members to take over these two jobs so that means that we can now confirm Chris Gardner as the new Treasurer and Dave Clark as the new Membership Secretary. Many thanks to them both for offering and I am sure that we will all now want to give both our strong support.

Particular thanks are also due to Chris for making a big effort to update all our records, including members email addresses, in preparation for a smooth handover.

**Wilford Suspension Bridge closure and repair latest setback - possible renewal of campaign to mobilise public pressure – my message of 16 Sept to Pedals activist and those in my Suspension Bridge campaign address book**

“It looks as though we now face a very difficult struggle to ensure not only that the repair work on the Wilford Suspension Bridge is completed by the latest date Severn Trent Water plc are quoting (i.e. January/February 2010) but also that it is then actually reopened to the public.

Since my message on Thursday evening about the latest setback in the likely date for completion, because of the recent discovery of substantial extra decay, and the consequent extra (£400,000) costs of the repair bill, taking the total to £1.9 million, I have gathered that STW is having considerable problems in getting increased contributions from the various stakeholders who have supported them in the past, particularly as the bridge is apparently no longer needed for electricity cables which can now be routed safely via the riverbed. The local authorities it seems are very reluctant to increase the size of the contributions they had already promised, particularly in view of the ever clearer evidence that STW had failed very seriously over many years to look after the bridge properly and to nip problems in the bud before they become too extensive and far more costly to sort out.

Negotiations over contributions are continuing, as is repair work on the bridge, I understand, but look like being very difficult and it is quite possible that we may face a situation early next year in which the repair work has been completed but people still cannot use it again, which would be quite intolerable, when it will by then anyway have been a year and a half since the bridge was closed.

In liaison with the other interested organisations we will continue to watch the situation very closely but we may well need soon to renew our campaign to get public support to increase pressure to avoid this intolerable situation and to get all the interested parties to give far more priority to addressing the situation and getting the bridge back in action.

We have already got good publicity, from the Evening Post (Saturday 26th September) - online at <http://www.thisisnottingham.co.uk/news/Suspension-bridge-closed-early-2010/article-1370543-detail/article.html> for the Pedals reaction to the latest news but it would help asap for a wider range of people and organisations, whether cyclists, walkers, runners and others who value the bridge as a major local landmark to make their feelings known. Please help therefore by writing to the Evening Post (letters can be emailed to [letters&poems@nottinghameveningpost.co.uk](mailto:letters&poems@nottinghameveningpost.co.uk)) and do also please encourage other people to do so.

Many thanks for your support - we will continue to keep you posted  
Hugh McClintock  
Chairman, Pedals

**Report on Greater Nottm Cycling Development Group meeting on 15 Oct**

Full report at the meeting on Monday.

**Sustrans Nottingham HE cycling project – my message of 28 Sept sent out with the press release from Sustrans**

At last here is a copy of the eagerly awaited Sustrans HE cycling project press release. Please pass on to anyone interested.

I was just able, thanks to the LTT article, to give this a brief mention in the Pedals newsletter which has just gone to press.

The new Project Manager, Joanna Ward, started work today, I know, as she mentioned this when she happened to come along to the Pedals stand at The Big Day Out on Saturday. She has worked on travel plans in the transport consultancy sector for several years and I have met her on several previous occasions. I am sure that she is a very good choice for this project and I made clear to her that there are lots of people very keen to work with her and give her lots of support.

She will be in charge of a team of 3 Bike-It officers (similar in concept to those who Sustrans has used very successfully at schools - though not in Nottingham unfortunately, for about 5 years now), funded by Cycling England. For this project the 3 will be based at Nottingham University, Nottm Trent University and the QMC, to help develop a concentrated programme to promote cycling over the next 3 years.

The project is a great boost for cycling in Nottingham, with an input of major new funding at a time of general cutbacks, and we must do all we can to help make it successful.

When all the team are in post and have had a chance to settle in I am sure that we will want to get to know them and make them fully aware of Pedals' views on what needs to be done at each of these institutions to see that promoting cycling is seriously promoted. We have already pencilled in a slot to invite them along for a discussion, at the Pedals monthly meeting in February.

I also proposed that we start a special section about this project on the Pedals website and have some appropriate images to let our Webmaster, Larry Neylon, have to use for this.  
Hugh”

PS. I have suggested to Joanna Ward, the Project leader, that they have a display at our campaigners' conference on 14 November. I know that she is keen for all the team to attend.

**progress in addressing the dangers for cyclists on roundabout by Nottm Univ west entrance – my exchange of messages (5-13 Oct) with Justine Ramowski and John Lee, Nottm City Council:**

" Hugh,  
I still intend to implement as much as possible from what we discussed.

Our cycling officer intends to have a look for himself this week, along with some official visitors from Germany who have a keen interest in solving cycling problems, he thinks he has spotted some further improvements which could be made.

Will let you know what we actually plan to implement quite soon  
Justine

---

**From:** John Lee  
**Sent:** 05 October 2009 13:04  
**To:** Justine Ramowski  
**Subject:** FW: progress in addressing the dangers for cyclists on roundabout by Nottm Univ west entrance [Scanned]

Justine, a timely email from Hugh, can you update him please  
John Lee  
Public Rights of Way  
Traffic Management  
Environment and Regeneration  
Tele: 0115 9156078

---

**From:** Hugh McClintock (Dell) [Hugh.McClintock@ntlworld.com]  
**Sent:** 05 October 2009 09:25  
**To:** John Lee  
**Cc:** Kirstie Coolin; Mara Ozolins; Roland & Hilary Backhouse (h); Susan Young (g); Arthur Williams; Gary Smerdon-White; Robin Phillips; John Delaney; Clive Wood; Stan Heptinstall; Joanna Ward (hm); Steve Barber  
**Subject:** progress in addressing the dangers for cyclists on roundabout by Nottm Univ west entrance [Scanned]

John  
I realise that it now almost a year since Robin Phillips and I from Pedals met you and Justine Ramowski on site last November to discuss your proposed changes to the Woodside Road cycle paths, and also on the Broxtowe/City boundary, the concerns about the dangers for cyclists on the roundabout by the west entrance to Nottingham University which Robin had mentioned at a meeting earlier last year of the Broxtowe Transport group. Has there been any progress since then please with plans to address these concerns?

Action to improve the safety of cyclists on this roundabout is now of course all the more important in view of the recently announced Cycling England / City Council / Sustrans Higher Education £3mn cycling project to achieve a major growth in cycling at the University (and NTU and QMC) which includes improved access routes to and from the University campuses as well as several other measures.  
Please therefore can let me know the current position?  
Thanks, Hugh"

**Cycling on pavements – messages re fining blitz on Beeston Road, forwarded to Leona Scurr and PC David Silverwood of Notts Police, as well as Chris Carter (City Council) and Gary Smerdon-White, chair of the Greater Nottm Cycling Development Group:**

I have now had several messages about this blitz on cycling on the footway on Beeston Road, just east of the point where the eastbound cycle route is suddenly (and not very clearly) signed left, after being a shared path from by the south entrance to Nottingham University, as I pointed out last week.  
Hugh

"----- Original Message -----

**From:** [Kirstie Coolin](#)  
**To:** [Hugh McClintock \(Dell\)](#) ; [Gardner, Chris \(NSN - GB/Huntingdon\)](#)  
**Cc:** [Susan Young \(g\)](#) ; [Angie Gilbert](#) ; [Arthur Williams](#) ; [Kirstie Coolin](#) ; [Mara Ozolins](#) ; [ext m holmes](#)  
**Sent:** Friday, September 25, 2009 8:24 AM  
**Subject:** RE: cycling fine versus education

Hi all,

The paths are not that clear – especially for people new to the area. The area at the South Entrance (near the bus stop) is not clearly marked also; you tend to get pedestrians on the cycle paths. I would also agree that cycling on 'back streets' – e.g. through areas of Dunkirk, and the science park + under the underpass at Clifton Boulevard – does not feel like a safe option for a lone female cyclist.

It's a worry that people are being fined rather than warned.  
Thanks, Kirstie

**From:** Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]  
**Sent:** 24 September 2009 21:35  
**To:** Gardner, Chris (NSN - GB/Huntingdon)  
**Cc:** Susan Young (g); Angie Gilbert; Arthur Williams; Kirstie Coolin; Mara Ozolins; ext m holmes  
**Subject:** Re: cycling fine versus education

Chris

Thanks for this, the gist of which is very similar to another phone call and then email which I had a few days ago and then passed on to the City Council and Police. I will similarly forward this and also then send on this one, which seems an equally unfortunate incident.

Hugh

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

**From:** Gardner, Chris (NSN - GB/Huntingdon)  
**To:** ext Hugh McClintock (Dell)  
**Cc:** ext m holmes  
**Sent:** Thursday, September 24, 2009 9:23 PM  
**Subject:** cycling fine versus education

Hugh,

I received a call this evening from Pedals member to be, Cate Dymond, who unfortunately received a fine for cycling on the pavement today at Dunkirk Island. She accepts that she was in the wrong but questions the nature of this type of deterrent.

The fine was issued by a CSO (number 9929) who explained that they had received complaints of cyclists on this particular piece of pavement. Cate uses this piece of pavement in a kind and pedestrian friendly manner thanking folk as she passes. She feels that the CSO should be educating people on the danger and alternatives rather than issuing fines.

She saw one or two other folk also fined as she left and with the students starting back today, many new to the area, it certainly does not give a welcoming message to those fresh on their bikes. I imagine many were fined this morning.

The reason Cate uses this stretch is that she does not feel comfortable using the back streets or the cycle path near the science park especially as the nights continue to draw in and makes good use of the Pedestrian crossing some 100 yards from the island and a mere 10 yards from where the cycle path terminates on the north side of Beeston road. I have marked, in red, the part that Cate uses between cycle paths every day on her journey to and from work

What can be done to better educate not only keen commuter cyclists such as Cate but also the many students and perhaps most importantly the police and authorities who choose this heavy handed approach to 'educate' the many cyclists who are just trying to get to work, ease the traffic problem, keep fit and do their bit for the environment.

I daresay many new student cyclists will have been deterred from riding in the long term due to today's approach.

Regards,  
Chris (on behalf of Cate Dymond)

P.S - Is there a Council campaign against cyclists at present as this the second call this week that I have received from fined members?

**...from Susan Young**

Hi

Not good coming down so heavy handed at the beginning of term. The new Sustrans post holder needs to look at this type of thing. A series of rides showing students the area could be productive and ensuring access to cycle maps of the main areas students live & work in. The off campus officer, Melanie Futer may be able to help here too.

If you want me to meet with Cate, I could show her some alternatives (maybe a bit longer though).

Susan

**...and this response to Susan from Mark Holmes:**

"Hi Susan,

Thanks for the offer but after 5 years walking the kids to school and then cycling to work at the University the gas guzzler is back on the road! 2.3 petrol Ford Galaxy to be exact! It is a simple equation: If the police and the council are not

supporting us cyclists this equates to further dangers on the road. I was nearly killed on Priory Island two years ago ended up needing emergency surgery (rest is history).

I had cycled to work for over 10 years to the QMC and now do not. I strongly discourage people to cycle on or around the A52 or near ring round. We have children and no longer can be martyrs to the cause. We love cycling but now feel completely demoralised by the whole event. My bike is gathering dust and I will make sure Cate's does too.

The £30 fine Cate received could have been £30 in the petrol tank! Interestingly Cate is not the only employee of the University that has been fined she is aware of another this week. Not good for the transport plan.

We feel most disgusted that the council picked Fresher's week of all weeks to do this in as Cate witnessed international students also being fined.

Welcome to Nottingham. Have nice day. We certainly welcome our students to Nottingham!

I will be attending the event at the castle today and I do hope the council are there to represent themselves. Guess where I will be heading first?

Disgusted, dismayed but now safer as not cycling  
Mark (partner of Cate)

**....from Angie Gilbert (28 Sept)**

"Hi Hugh,

Something that has cropped up in the many exchanges about recent experience regarding statutory fines for cycling on footpaths is the safety aspects of taking a different route.

I have worked in the Lenton Lane, Dunkirk and University Park area for nearly 30 years and frequently use the subways, back streets and cycle routes and have always felt confident and safe, whatever the time of day.

I knew someone many years ago who, as a pedestrian, was killed by a cyclist. Cycling on a footpath is against the law and is dangerous.

I may sometimes appear to be a whimp, getting off my bicycle and walking over crossings to avoid cycling round a roundabout but taking the safe option has to be top of the list – safe for the cyclist and safe for everyone else.  
Cheers, Angie"

**...and further comments from Chris Gardner (28 Sept):**

"Mark,

Sure, things like this do frustrate and your strong message is no doubt a similar reflection of how we have all felt at some point in our cycling lives. However, leaving your bike in the shed is not the answer.....if we all put our bikes in the shed then what sort of city would we live in - congested, more polluted ?

You know that riding to work makes you feel alive and I would rather walk with my bike a few hundred yards than miss my ride to be trapped in a metal box any day.

I completely agree with your thoughts around the fine and like you find it disgusting but you also hint at safety being a concern; unfortunately some cyclists give the majority of us a bad name and may well have been the reason that the CSO was active that morning on behalf of the pedestrians. With regard to safety on your bike you may find that Ridewise can help and you can read more at <http://www.ridewise.org.uk/>

Anyway, be safe and remember that all the folk copied here are equally frustrated Pedals members trying to help.  
Chris

**...comments of 29 Sept from Sam Walton, CTC:**

"These comments are from Sam Walton from CTC (who we are working closely with on the organisation of the 14 Nov campaigners' conference) who until last year was a student at Nottingham University and very active on the Students' Union Environment and Justice committee! He still has good contacts there which I am encouraging him to use to stimulate student interest in the Sustrans project but the timing of the recent police blitz on pavement cycling on Beeston Road, apparently in response to local pressure, whatever the general need to crack down in irresponsible pavement cycling, is a very unfortunate coincidence with the start of the project!  
Hugh

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

**From:** [Sam Walton](#)

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

**Cc:** [suenvironment@nottingham.ac.uk](mailto:suenvironment@nottingham.ac.uk)

**Sent:** Tuesday, September 29, 2009 9:32 AM

**Subject:** RE: Sustrans / Cycling England Nottingham universities cycling project launch press release PS

Hugh (and Tom)

GRRR! This makes me so angry! It is such a crap facility in the first place. The two problems are that students don't have cycle training and so avoid the road, but also that once cyclists have been put on the pavement they tend to stay there, especially when there is no way to tell where the cycle route is unless you have the definitive map of the area!

You may want to consider making a complaint about it, but other than that I'm not sure what we can do.

Sam Walton

Volunteer Support Officer - Local Campaigning

CTC, the national cyclists' organisation

01483 238 323"

**...and from Roland Backhouse (29 Sept):**

"If the police have been fining students then I think we have a right to be angry. But if the police's action has just been to point out to cyclists the route they should be taking then their timing seems good to me -- right at the beginning of term when lots of students are new to the university. We ought to cooperate with such exercises.

Later on, when the clocks change, I would like to see the police out advising cyclists that it is a legal requirement to use lights. No fines in the first instance but --if necessary-- in a follow-up action some weeks later.

Roland"

**...and from Roland Backhouse (30 Sept):**

"Hugh McClintock (Dell) wrote:

> Roland

> The reports I have had (emails and phone calls), directly and

> indirectly, say that it is fining and not just pointing out the

> correct route.

>

In that case, I think we should complain to the police about discriminatory action. I see cars parked on the pavement on a regular car; there is no way that a car can park on the pavement without driving on the pavement! So the same fine should apply.

I have complained to the police on a couple of occasions in recent months - once to report a driver using a mobile phone and once to report a bus driver stopping in an ASL (after an unsuccessful complaint to a different bus company). In both cases the police told me that the offenders would be given a warning. That I accepted as the appropriate course of action. If we can find out the facts for certain about one or more students having been fined, I am willing to draft a complaint to the police."

.....Hugh McClintock (Dell) wrote:

> Further to the recent flurry of messages about the Police fining of

> pavement cyclists on Beeston Road, east of the south entrance to

> Nottingham University, I have now fixed to do a live interview

> tomorrow morning on BBC Radio Nottm at about 8.40.

> Hugh

>

Good luck, Hugh.

I would suggest you emphasise the fact that the students are new to the city, many are foreign, and the rules about where you are and where you are not allowed to cycle are very unclear. Consequently the police should not have fined anyone but just used the opportunity to offer guidance.

Of course, the surest way to stay within the law is to always cycle on the road. But I assume the police (and the public) do not want cyclists to ignore cycle paths where these are provided and it is possibly something you might not want to raise.

Roland"

**....and from Tom Williams, Nottingham University Students' Union (1 Oct)**

"Dear Hugh,

Many thanks for keeping me up to date with all this. BBC Radio Nottingham have contacted us and i have been working with the president to formulate a statement based on some of the things you have been saying. For example we feel police should not fine people on their first offence and instead educate them in what they are doing wrong. Is there any other way the Students Union can help out? Please let me know and keep me up to date.

Many Thanks

Tom

Thomas Williams

Environment and Social Justice Officer



University of Nottingham Students' Union  
T: 0115 8468771  
F: 0115 8468801  
E: [suenvironment@nottingham.ac.uk](mailto:suenvironment@nottingham.ac.uk)  
W: [www.su.nottingham.ac.uk/~environ](http://www.su.nottingham.ac.uk/~environ)  
Portland Building,  
University Park  
Nottingham,  
NG7 2RD  
[http://twitter.com/SU\\_TomWilliams](http://twitter.com/SU_TomWilliams)

**....and my response of 1 October (just after my BBC Radio Nottingham interview on the issue)**

"Roland

We have pointed out on several previous occasions, including in the Pedals position statement on pavement cycling, that any enforcement action against cyclists riding on pavements needs to be balanced with similar action to discourage cars parking on pavements.

Following this recent spate of incidents I will again be raising this matter, at the next Cycling Development Group meeting, on 14 October, when someone from the Police usually (though not always) attends. Let us see what reaction I get then and we can then decide at the following Monday's Pedals meeting how we should then respond further. Thanks for your offer to draft a complaint to the Police.

Hugh

**....from Gary Smerdon-White, 3 Oct:**

"Hugh

As I've been away on holiday I'm not at all clear what this is all about.

However I'm not sure why Thomas is working to develop a statement on what is or not allowed or about the police approach to cycling on pavements. As a member of the CDG you were provided with the statement put out by the police regarding this (CDG Notes of 1<sup>st</sup> July 2009 item 7.1)

.... 'The introduction of the fixed penalty is not aimed at responsible cyclists who sometimes feel obliged to use the pavement out of fear of traffic and who show consideration to other pavement users when doing so. Chief police officers, who are responsible for enforcement, acknowledge that many cyclists, particularly children and young people, are afraid to cycle on the road, sensitivity and careful use of police discretion is required.

I should stress that the issue is about inconsiderate cycling on the pavements. Chief officers recognise that the fixed penalty needs to be used with a considerable degree of discretion and it cannot be issued to anyone under the age of 16'

Cycling on pavements is illegal but the statement above seems to be a pretty clear and reasonable approach from the Police and so I'm not sure what needs to be done from the perspective of the CDG as we will only cover the same ground again. I copied you into what I saw the other week outside NCT offices – a cyclist with a trailer on the pavement slowly going past a police officer with no problems at all – so it does work properly and probably most of the time. Police have often given out RideWise leaflets to first time offenders. Maybe Thomas should use the police statement in tandem with Gavin and Yvonne's teams and again, together, ensure students know about RideWise. Maybe the police could redistribute the police position statement to all officers.

The problem with each individual situation is around the judgement of what is inconsiderate – I see lots of inconsiderate and lots of considerate riding on pavements from the university staff and students from my perspective but that is only my perspective. I don't think the role of CDG is to look at each individual occurrence and scrutinise the performance of the police unless the approach is clearly not working.

Finally I'm not sure it is at all helpful when we know that ideally the University project should have started 2 months ago to talk about 'unfortunate co-incidences' or 'negative encouragement'. The project hasn't started yet so there is an opportunity here to make the case that 'as part of the £3m project there is a chance to clarify such situations, ensure there are more confident and considerate bike riders and reduce the number of places where cyclists might feel fearful. I'd hope Gavin, Yvonne and Thomas might work together on this.

Gary

**....and my response to this (4 Oct):**

"Gary

Thanks for this message and your comments.

I think that the main point about this recent controversy, which was first drawn to my attention with a phone call about ten days ago, soon followed by lots of emails, directly and indirectly, reporting further incidents and with comments on those and other peoples' reactions, was that this 'fining blitz' was being targetted at all cyclists riding on the Beeston Road pavement, after it changes from being a shared path, east of Greenfield Street, regardless of whether or not their riding

behaviour was inconsiderate and without any apparent attempt to inform and educate them that continuing to ride off-road was then illegal.

This action, from the various reports I had, certainly did not seem consistent with the statement in the CDG notes of 1 July about focusing on irresponsible pavement cyclists, which you quoted, so suggests that we definitely need to do more to ensure that any future such actions are more in line with this discretionary approach, and concentrating on those riders who really are being inconsiderate and reckless.

There were also several comments about the signs and markings not being clear at this location, a view which I think is at least in part justified, in that the cycle direction sign pointing up Greenfield Street a) is fairly high above eye level and can therefore be missed and b) could be taken to mean just that it gives you the option to turn left and follow a back-street route to the left, but not clearly stating that you **MUST** either do this, or revert to riding on the carriageway, if you want to continue to follow the Beeston Road route towards the Dunkirk flyover rather than the quiet back street route towards the signalled cycle crossing under it.

The comments about unclear / inconsistent signing also provide another example to illustrate the general point Pedals has raised before about the importance, as part of comprehensive approach to addressing the issue of riding on pavements, of ensuring that signs and markings always make absolutely clear where you can and cannot legally cycle, and especially in instances like this where the legal status of the path by Beeston Road suddenly changes from shared path to footway.

A number of the messages also commented a) on the dangers of riding on Beeston Road itself, if you wanted to go straight on and did not ride on the pavement and b) that such enforcement action (without first making any attempt to inform and educate riders on what was and what was not legal at this point) would discourage them from cycling at all and therefore go back to using cars. It was that kind of comment that prompted my remark about the "unfortunate coincidence" of this sudden action, so close to the University Park campus and the south entrance, with the launch of the official press release last week about the Sustrans HE project, which is of course aiming to achieve a big increase in cycling at this and the other participating institutions.

Now that the project is at last getting up and running I very much hope that one of the things we can now help the team to do is to develop a coordinated approach, by which their proposed variety of very important positive measures to generate a big increase in cycling is designed with full regard to the understandable concerns of some of the general public about pavement cycling and addressed via a comprehensive approach (as discussed in detail in the recently revised Pedals position statement on Cycling on Pavements, and also mentioned in my BBC Radio Nottingham interview last Thursday) including consistent discretionary use of fixed penalty pavements in those cases where these really are appropriate, as well as information and education, encouragement to those stopped to take up Ridewise training, balancing actions against pavement cyclists with enforcement action against cars parked on pavements (which several people have reminded me is often overlooked), and more widespread attempts to make roads safer for cyclists, with lower speeds, better speed limit enforcement and more cycle-friendly road layouts.

Hugh

PS. I was also invited to talk about the Pedals perspective on **pavement cycling at a meeting on 12 October of the Lenton and Dunkirk Partnership Forum**, where I took the place of Susan Young who often attends these meetings but could not make this one.

One of the other people present was PC Dave Silverwood of Canning Circus Police Station, who was the person from the Police who first approached me about this issue back in May 2007, resulting in a long discussion on Pedals attitude and how the Police wanted to work with other partners in addressing this issue.

That also resulted in the Pedals position statement on Cycling on Pavements, first produced that summer, and then revised earlier this year, and available in the Policy papers section of the Pedals website.

PS. I gather that **Steph Knowles**, who has been involved with the Lenton and Dunkirk Partnership Forum, is the person who has now got the job of **QMC Bike-It officer in the new Sustrans HE cycling project team** lead by Joanna Ward, so that might help address local concerns in the Lenton area about this issue and any fears that any project to increase cycling at Nottingham University and the QMC is bound to result in even more incidents of cycling on pavements in the area.

#### **Improving cycle parking at local Coop stores and other shops / shopping centres**

At the suggestion of Chris Lydall (Ridewise trainer) who works for the Coop I am going along to the Nottingham Coop members meeting on Sat. 17 October to raise the issues of their general attitude to promoting cycling.

Thanks for all the feedback on the cycle parking situation at different local Coop branches. I hope there will soon be some more when the latest newsletter finally gets out and members have a chance to digest it and respond to the appeal for further information on this matter.

#### **NET Phase 2 alignment drawings: detailed comments**

I have now sent to Mitch Stevens at the NET Project Team detailed comments on the drawings that I produced at our last meeting and I copied these to several other people who I thought had a particular interest in this issue. Let me know if there is anyone else who would like to send them a copy.\*

#### **Proposed post conference Pedals meal, Monday 30 November**

Susan will be updating us on the arrangements for this informal post conference get-together, taking advantage of a special offer at the Nottingham University Staff Club.

#### **Proposed Pedals Roadshow in Sherwood, January 2010:**

I have had no further suggestions from local members, other than one, from Richard Cooper, suggesting that we try to have the event in the Sherwood Methodist Church Hall (where the minister is a keen cyclist, I understand) and so have not pursued this. I feel that we need to be more confident of support from local members in that area, including helping with the booking, before we take this further.

#### **4. Finance**

Susan Young / Chris Gardner to update.

#### **5. Forthcoming meetings and events:**

##### **(Speakers at and other arrangements for) Pedals monthly meetings**

- 16 November, 21 December, 18 January, 15 February etc.
- 15 Feb: I propose to invite Joanna Ward, the new Sustrans HE Project Manager and her team of 4 to discuss this very important new project, involving the two Universities and the QMC.

##### **Other meetings / events:**

##### **Big green debate 20 October between 5.30pm-8.30pm in the Council House, Market Square**

Karina Wells sent me an email about this event being organised by Penny Poyzer and I hope to go.

##### **Invitation to have a Pedals stall at the Pedal it Pink event, Holme Pierrepont, on Sunday 25<sup>th</sup> October.**

Dave Clark is in touch with the organisers about this. Can anyone else help please?\*

##### **....PS: message from Dave Clark of 13 Oct re request for donation**

"Hi Hugh, just got a message re above, they would like £50 donation, but have suggested to Murat that we share the amount as it is for a good cause. We will have to talk about it on Monday at the meeting, and ask for volunteers. it starts at 9; so I PRESUME set up will be 7-9 am  
dave clark"

##### **Greater Nottm Transport Partnership Business seminar on Local Transport Plans, The Council House, Tuesday 4 November: 8.30-11.00**

I will be attending this event and hope to take this chance of getting some more local publicity for our campaigners' conference on Sat 14 Nov.

##### **My response of 2 October to Julian Bentley's email 'Making Edwalton Smile - possible Edwalton cycling event'**

"Julian

Thanks for your message and for copies of the other related ones.

If we can indeed find people from Pedals interested in helping with a possible Edwalton cycling event I will let you know. As you may be aware we do get a large number of such requests, particularly in the summer, and it always tends to be difficult to get enough people to turn out and help. Anyway, I am copying my response to a few other people who may have ideas and will also raise this at the next Pedals meeting, on Monday 19 October.

Having a couple of rural rides starting from Edwalton certainly seems a good idea, as part of the wider rural rides programme as well as using your various other links, through Ridewise etc. The newly expanded Bike Recycling Project, operated by the Framework Housing Association, are now very keen, with their extra resources and part-time coordinator (Kevin Fleming) to make wider contacts to help them increase and regularise their sourcing of unwanted bikes so could you might like to approach them as well (contact details on the Pedals website at: [http://www.pedals.org.uk/bike\\_recycling](http://www.pedals.org.uk/bike_recycling))  
Hugh

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

**From:** [Julian Bentley](#)

**To:** [Graham](#)

**Cc:** [hugh.mcclintock@ntlworld.com](mailto:hugh.mcclintock@ntlworld.com) ; [csowter@rushcliffe.gov.uk](mailto:csowter@rushcliffe.gov.uk)

**Sent:** Thursday, October 01, 2009 4:56 PM

**Subject:** RE: Making Edwalton Smile - possible Edwalton cycling event

Agreed, yes, I'd already planned to do a couple of 2010 Rural Rides from Edwalton - specifically ones that start here then have another 'pick-up' point in West Bridgford/the Embankment (need to clear this with Pete Jarman at Dec RR meet).

The other points also - not sure about the bike fixing as it seems Catherine wants volunteers for this?  
Julian Bentley  
Gedling Cycling For Health Project

From: [ridewise@hotmail.com](mailto:ridewise@hotmail.com)  
To: [cfhgedling@hotmail.co.uk](mailto:cfhgedling@hotmail.co.uk)  
Subject: FW: Making Edwalton Smile - possible Edwalton cycling event  
Date: Thu, 1 Oct 2009 13:05:37 +0000

One option is to plan something for next spring utilising Rural Rides (which will provide a body of cyclists), also ask Catherine if she has a budget to advertise an event. then we could organise a short ride (advertised in Edwalton and in Rural Rides) which ties up with a long lunch stop in Edwalton with Dr Bike (Dennis Wardrop) doing his maintenance thing. Then from that we can recruit clients for RW and clients for a maintenance workshop day - perhaps Catherine may know of a hall or back gardens to do the workshop in??

Graham Hubbard  
Ridewise Ltd Coordinator  
Bikeability in Nottingham

**From:** J B **To:** [csowter@rushcliffe.gov.uk](mailto:csowter@rushcliffe.gov.uk)

**Cc:** [hugh.mcclintock@ntlworld.com](mailto:hugh.mcclintock@ntlworld.com)  
**Sent:** Wednesday, September 30, 2009 11:17 PM  
**Subject:** RE: Making Edwalton Smile

Catherine

Thanks for your reply. The bad parking extends to both on road and on pavement - the planter has helped, but this is a BIG problem as thoughtless drivers continue to have lots of scope to park irresponsibly - which is evident on most weekdays between 10am -5pm.

A Cycling event in Edwalton would help to promote bike use. I personally don't think that a few free repairs to peoples' bikes would make much of an impact - far better would be to offer some bike maintenance assistance/guidance - like Framework's Bike Club, which gets people actively involved with their bikes rather than just passively waiting for someone else to fix it for them. I am currently trialling a bike maintenance class at Framework's premises in Forest Fields (separate from Bike Club's provision)

I myself have a number of voluntary commitments and am relatively low paid. Through my work in Cycling (Gedling Cycling for Health, Bike Club, Rural Rides programme, Cycle Instructor, wider cycling community) I feel I am well qualified to offer advice to any cycling initiative in Edwalton - but my time commitment would have to be limited. I would be prepared to lead a short bike ride, subject to my work commitments.

As I said before, Cyclists in Edwalton are a bit thin on the ground! I will forward your email to my contacts in the West Bridgford area.

Regards, Julian Bentley

Hugh - know anyone in the area who may be able to help out?

Good afternoon,

We installed the planter on Earlswood Drive to try and combat the issue of cars driving across the front of the shops which was dangerous for shoppers and staff. I am not sure if this has gone anyway towards alleviating the parking issues mention however as I assume this is on the road parking I imagine this is not the case. This is something that I will take up with Nottinghamshire County Council as the Highways Authority they would be responsible for any line painting, speed restrictions etc.

I would be keen to support a cycling event. I attended a meeting last night where they suggesting ideas for some inter generational work and one of them was to offer repairs etc to bikes. This could include information being given out about bike safety, demonstrations, maps of cycle routes and a short cycle ride at the end. This kind of event would require volunteers. Are you aware of anyone in Edwalton who may wish to be part of this? I have some names of people who have expressed an interest in being part of the community group that I could suggest this to.

Kind regards,  
Catherine

>>> J B <dr\_jools@hotmail.com> 9/28/2009 11:20 pm >>>  
Catherine

Apologies for not replying sooner, I've been quite busy.  
Thank you for the reply/report. I broadly agree with the summary therein.

I must admit an annoying problem for myself (and others such as NCT bus drivers) is the high level of irresponsible parking on the Earlswood Drive shops area - at times you cannot get near the shop entrances due to the amount of cars parked on the pavement - and I have regularly been on the No6 bus when the driver has had difficulty making the turn there- again, due to bad parking.

One thing that strikes me about Edwalton (over a number of years) is that very few people cycle in the area - despite it being fairly flat and having good uncongested road links to W Bridgford/the city and also good access to off road cycle paths - it is an ideal area to launch a project to encourage Cycle use.

I work for Gedling Cycling for Health - a pilot Project that motivates people to cycle more safely more often and to reduce health inequalities. I also work voluntarily for the Bike Club which helps people to access Bicycle maintenance (another barrier to Cycle use).

The evidence is there that increased levels of Cycling improves levels of health, well being and cohesion within a community. I have spoken to Arron (Manager/owner of Edwalton Post Office and Newsagents) and others in the community who agree with me that more should be done to encourage Cycle use. I myself plan to lead more Cycle rides starting in Edwalton (I lead 'Rural Rides' for the County Council)

Most recently I have worked at Edwalton Primary School teaching Road Safety (Cycling) through Notts County Council to the very enthusiastic pupils there - and have been shocked at how often I have had to praise them for coping with the poor driving of local people! (poor driver behavior is another indicator of low Cycling levels).

I rest my case - it's clear that Edwalton needs more Cyclists!

I believe much could be done in Edwalton to increase cycling levels, for example: Cycle Training, development of a 'community hub' (led bike rides, bike pool/bike loans, bike maintenance project), improved cycle parking at the shops/restrictions on irresponsible car parking, introduction of a 20mph residential zone.

I look forward to your response  
Regards  
Julian Bentley

**PS message of 2 Oct from Catherine Sowter, Rushcliffe BC:**

"Good morning,  
I am happy to take advice from all of you on this as this is your area of expertise.

If you want to come up with some ideas and a plan (with costs). I would be more than happy to look over this.

If you would find it easier to meet to discuss ideas I am also happy to do that.

Kind regards,  
Catherine  
Catherine Sowter  
Community Safety Projects Officer  
0115 9148552

**....comments from Graham Hubbard, Ridewise (2 Oct)**

"If this were incorporated into a one day / half day ride under the Rural rides programme the min cost would be a venue e.g. Hall, volunteer's garden? plus hire of Dr Bike (£50) you could possibly stretch to food with donations to cover costs. if you want it in rural rides programme you will need to pick a date with Julian and get it arranged by Dec in order to go to their printers in time

Graham Hubbard  
Ridewise Ltd Coordinator  
Bikeability in Nottingham  
07854 853 339

**....and from Margaret and Malcolm Kennerley:**

"Dear Catherine,

I read the emails about cycling with great interest! My husband (Malcolm) and I have lived in Edwalton for 30odd years and we are regular cyclists. We also lead Rural Rides - usually starting from the War Memorial on the Embankment - but would be most happy to lead from Edwalton.

I cycled each day to the QMC (easy mostly off-main-road route) and Malcolm to his employment at Boots (Beeston). I agree that not many people in Edwalton cycle, but we are not the only ones!

So committed are we to cycling that we got rid of the car a few years ago and have never regretted the decision (we hire if really necessary, and the local transport system is great with the railway station easy to reach, by bike or bus!

I totally agree with the comments about irresponsible parking near Edwalton bus terminus and also near Edwalton Primary School.

I don't know how the bus-drivers manage at all - just skilful I suppose. When we moved to Edwalton cars were not allowed to park outside the shops (on the shop front that is) and there were barriers in place to stop this happening. My fear is that a child will run out of the newsagent and go straight under a car.

We applaud the introduction of the "planters" outside the shops and at the terminus - they look lovely - and hopefully will be respected by the general public, and replenished according to the season. Not sure they have much effect on parking though.

Edwalton could be improved in appearance by "someone" taking responsibility for the provision of some plants on the roundabout along Alford Road - such improvements lift the spirits for everyone.

It is good to know that we have a kindred spirit in the village anyway.

Best wishes

Margaret & Malcolm Kennerley

**...further message from Catherine Sowter, 8 Oct:**

"Good afternoon all,

Thank you to you all for all your enthusiasm about getting involved in this.

I spoke to Julian on Sunday morning when I was out with the PCSO doing a street surgery. We discussed some ideas about how we can progress this and thought if we managed to get things going quickly enough we could try and arrange an event towards the end of October/early November. Otherwise we may have to wait until next spring.

It would be really great if you could discuss this at your next Pedals meeting and whether you think this is a realistic option. It may be that a smaller event is run this year and then with more planning for next year a larger event could be organised.

I am happy to provide funding for Doctor Bike and some for refreshments and possibly freebies too.

Kind regards, Catherine"

**....and from Graham Hubbard, Ridewise, with my response (8 Oct):**

"Graham

We can discuss at the next Pedals meeting on Monday 19th just who might be interested in taking this forward and maybe agree on a subgroup to do so, especially as we will have only very limited time to discuss it then in any detail.

Hugh

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

**From:** [Ridewise Nottingham](mailto:Ridewise Nottingham)

**To:** [csowter@rushcliffe.gov.uk](mailto:csowter@rushcliffe.gov.uk) ; [hugh.mcclintock@ntlworld.com](mailto:hugh.mcclintock@ntlworld.com) ; [margaret.kennerley@primeuk.net](mailto:margaret.kennerley@primeuk.net)

**Cc:** [mallender1968@gmail.com](mailto:mallender1968@gmail.com) ; [Julian Bentley](mailto:Julian Bentley) ; [peterozz@hotmail.co.uk](mailto:peterozz@hotmail.co.uk) ; [jools@hotmail.com](mailto:jools@hotmail.com) ; [r1edwards@hotmail.com](mailto:r1edwards@hotmail.com)

; [clive.wood@nottscc.gov.uk](mailto:clive.wood@nottscc.gov.uk) ; [chris.gardner@nsn.com](mailto:chris.gardner@nsn.com) ; [hilary.backhouse@ntlbusiness.com](mailto:hilary.backhouse@ntlbusiness.com) ; [el.parker@ntlworld.com](mailto:el.parker@ntlworld.com) ;

[John Bannister](mailto:John Bannister) ; [Karina Wells](mailto:Karina Wells) ; [karrar.k@ntlworld.com](mailto:karrar.k@ntlworld.com) ; [m.j@ntlworld.com](mailto:m.j@ntlworld.com) ; [pPhillips@rushcliffe.gov.uk](mailto:pPhillips@rushcliffe.gov.uk)

**Sent:** Thursday, October 08, 2009 3:05 PM

**Subject:** RE: Cycling in Edwalton

Who is going to move this forward as it appears that the email is general rather than specific?

Graham Hubbard

Ridewise Ltd Coordinator

Bikeability in Nottingham

07854 853 339

**12 December CANN Climate Change event: possible Pedals stall.**

Richard Mallender, who represented Pedals at the recent CANN (Climate Action Network Notts) event has mentioned this opportunity if we wish to take it up.

**3 June 2010: request for Pedals stall at Nottm Community Housing Association Service Users Day, Long Eaton School (10.00-15.00)**

Already we have started to get requests for Pedals stalls next summer including the June-July period for which we get a great many!

I had a phone call on 14 October from Vicky Wilkinson of the Nottm Community Housing Association about the Service Users Day they are organising on 3 June at Long Eaton School on Thursday 3 June. I asked them to put the details to me in an email and said we could only say much nearer the time if we would want to take this up. I also said I would pass details on to Choose Cycling, the Derby-based Cyclist training and promotion organisation.

**...subsequent email from Vicky Wilkinson:**

"Hi Hugh,

Further to our conversation on the phone this email provides full details of the celebration day.

NCHA provide support to vulnerable people in the community and are holding a celebration day for our service users on Thursday 3rd June 2010 at Long Eaton School. The theme of the day is environment and sport and we are looking for a variety of local organisations to hold stalls and taster sessions to educate service users and NCHA staff.

We have over 1300 service users and over 750 staff across the east midlands who will all be invited to the day (although of course we don't expect all to attend) and this will provide a good opportunity to get your message out there. The day is also valuable to our service users building awareness as to how they can be more environmentally friendly and stay fit and to learn about local services they can access.

The day commence at 10am with time prior to this to set up and finish at 3pm. We would be extremely grateful if you can put on a stall for the duration of the day or just part of the day.

As we discussed I appreciate the difficulties with manning your stall but would be grateful if you can put our date in your diary and we will be in touch closer to the time to confirm if you have been successful in finding people to man the stall.

Thank you in anticipation of your further support for this day,

Kind Regards, Vicky

*Vicky Wilkinson*

Contract Strategy Manager

NHS Graduate Management Trainee

Housing With Care and Support

Nottingham Community Housing Association

Direct line: 0115 844 3522

**6. Cycle facility and other traffic management matters:**

**Reopening the link past the Low Level Station between London Road and Manvers Street, Sneinton: meeting of 14 Sept with John Rhodes and Tom Huggon.**

John Rhodes and I last week visited the County Archives to help establish the ownership of this bit of land and also plan soon to visit the Land Registry.

**use of local cycle paths - my response to NEP letter of 25 Sept from M Smith (published on 1 Oct)**

"Dear Sir/Madam

M Smith of Mapperley in your issue of 25 September, asks why some cycle paths are not popular with cyclists.

The main reason for this is that cycle paths vary greatly in quality and therefore in their attractiveness and value for cyclists.

A cycle path, if it is wide and well-maintained, can get you away from the traffic for much of the time but then often dumps you at junctions and leaves you with much more awkward and tortuous situations than if you had stayed on the road, particularly if includes several major and complex junctions. This means that you will tend to have a faster and more direct journey if you stick to riding on the roads, particularly if you are a skilled and confident cyclist less worried about mixing with motor traffic.

In such situations it may often be only less confident cyclists, more worried about traffic dangers and less concerned about taking extra time, who stick to cycle paths that are less direct and convenient or even perhaps less safe at junctions.

Some local cycle paths are very well used, e.g. those on University Boulevard and between Clifton Bridge and Clifton and in general cycle paths will be better used the more they go where cyclists want to go, the more they give them real safety benefits, including at junctions, and where they are as direct and convenient as possible, well-designed with plenty of space, well-signed and well-maintained.

Because of the many other factors in traffic management and highway layout decisions this is often not the case, and cyclists' needs often get low priority in detailed design.

As part of the celebrations this year for Pedals 30th birthday we recently revised our 'Strategic Vision', i.e. our statement of long-term strategic aims, and this included an emphasis on good quality cycling provision as well as more attention to cyclists' needs in all road layouts and lower and better enforced speed limits and effective measures to discourage driver abuse of some cycle facilities such as cycle lanes and advance cycle stop lines or 'cycle boxes' at junctions. (see [http://www.pedals.org.uk/pedals\\_plan](http://www.pedals.org.uk/pedals_plan)).

This broad approach is vital to encourage more cycling along with training and education to encourage safe and responsible behaviour among all cyclists and drivers, to maximise the potential of this most healthy and environment-friendly form of travel.

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

**2009 City cycle maps revision - alignment of south bank Trent path near the Nottm Sailing Club – my message of 28 Sept to Keith Morgan and Steve Brewer, City Council:**

"Steve  
Keith

It has been pointed out to me that the part of the 'South' map of your recently revised City cycle maps now shows a surprising kink in the alignment of the riverside cycle path north of Adbolton Lane and by the Nottingham Sailing Club, west of the NSWSC, implying that there is no longer any right of way for cyclists in front of the Sailing Club.

Although I know that the Sailing Club were always reluctant to have any defined hard surface path across their premises when the surface of the riverside path between Ladybay Bridge and the NSWSC was upgraded in the 1990s it was always accepted and, as far as I know still is, that cyclists have the right to ride through to connect to the adjoining hard surfaced paths so we are wondering why this change on your maps has now been made?  
Hugh

**Comments of 30 Sept to 'On Trent' about their Trent Valley Way route feasibility study report:  
"On-Trent Trent Valley Way Feasibility report and route consultation, September 2009  
- comments from Pedals (Nottingham Cycling Campaign)**

Please use the questions below as a guide to your response.

**1) Comments on the route**

The route should be suitable for use by cyclists and walkers, as far as possible, either in the form of shared paths, or alternative alignments where lack of space or steep gradients etc. makes combined routes inappropriate on certain stretches.

Provision of better routes for cyclists can often be combined with routes that are more suitable for wheelchair and pushchair users and this also helps tandem cyclists and cyclists with trailers.

Proposals should make explicit reference to the substantial existing local routes and networks such as The Big Track in Greater Nottingham and the need to build the very good basis these offer and extend them further, including bridges and spurs / feeder routes.

They should also make explicit reference to the need to use the opportunities offered by other projects such as the Sustrans National Cycle Network and the Environment Agency's Flood Alleviation Schemes, on both banks of the Trent, e.g. the scheme on which work has now started, at the Sawley end, between Sawley and Netherfield Industrial Estate, just west of the railway bridge over the Trent to Radcliffe on Trent.

It is very important that detailed consideration of the needs of cyclists, including the potential for both new and upgraded routes, is fully considered in the detailed plans for such schemes.

Proposals need to take a long-term perspective, especially in a period of great funding constraints, and to allow for the eventual integration with ambitious longer term projects such as the plans to develop a new route for the Grantham Canal between Cotgrave and the River Trent, just east of the NSWSC at Holme Pierrepont, a project that includes a multi-user path alongside the new canal alignment and also other path improvements in the vicinity and in the genera Cotgrave-Radcliffe-Bassingfield area.



Proposals should include the upgrading of neglected / poorly maintained paths such as the riverside path on the south bank of the Trent, between Trentside / Ladybay Bridge and the National Water Sports Centre at Holme Pierrepont, and between the Nottingham City / Rushcliffe Borough boundary south-west of Clifton and Barton Fabis.

Such upgrading, combined with good maintenance, can help to provide good attractive routes for different path users and also reduces the risk of user conflict that can be endemic on narrow and or poorly maintained paths.

In urban areas, or on any routes where substantial commuter use is likely, the provision of good lighting should be an integral part of routes, to ensure the security of all path users.

Clear, coherent, consistent and well-maintained signing is also very important for all path users, both to raise awareness of routes and to show near and more distant destinations, and these can be integrated with a system of interpretation boards giving more information about the route, the history, landscape and biodiversity of the area and the places along it.

Signing should be integrated with the signing of other local path networks, again with consistent and coherent showing of destinations, and also secure and well-maintained.

## **2) Comments on any of the proposed list of works**

Important to include pedestrian / cycle bridges across the Trent, e.g. in the Greater Nottingham area between Clifton and Beeston Rylands, and between the Sneinton / Colwick Park and Holme Pierrepont / West Bridgford areas.

## **3) Suggested circular routes/ spurs**

To and from Rushcliffe Country Park, south of Ruddington in Nottinghamshire, via the Fairham Brook corridor between Clifton and Wilford / Ruddington.

## **4) Recent/ Current improvements on or near the path.**

Many Big Track surface and width improvements since 2006 on the 9-mile (15km) loop between Trent Bridge, Nottingham Station, Beeston Lock and Clifton Bridge and including major project such as the wider replacement bridge at Castle Marina basin, Nottingham, and the riverside path / canal link on the north bank just east of Trent Bridge, due for completion in the autumn of 2009.

## **5) Sites of interest along the route**

Beeston Lock, Clifton Bridge, the National Water Sports Centre at Holme Pierrepont, Colwick Park.

## **6) Future projects**

Please highlight any sites of interest or sections of path or that you would like put forward to be considered as part of a future bid, capital works only; (East Midlands 6C GI or Staffordshire).

Upgrading of neglected / poorly maintained paths such as the riverside path on the south bank of the Trent, between Trentside / Ladybay Bridge and the National Water Sports Centre at Holme Pierrepont, and between the Nottingham City / Rushcliffe Borough boundary south-west of Clifton and Barton Fabis.

Pedestrian-cycle bridges in the Greater Nottingham area between Clifton and Beeston Rylands, and between the Sneinton / Colwick Park and Holme Pierrepont / West Bridgford areas.

## **7) Would you like to attend a meeting to discuss the future development of the Trent Valley Way?**

Yes, if time and place are convenient.

## **8) Contact**

Name: Hugh McClintock  
Organisation: Pedals (Nottingham Cycling Campaign)  
Role: Chairman,  
Email address: [Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)  
Telephone number: (0115) 981 6206

Please email your response back to [ontrent@staffs-wildlife.org.uk](mailto:ontrent@staffs-wildlife.org.uk)

....and comments from John Lee, City Council (1 Oct):

"Thanks for that Hugh, Jane Baines has recently carried out surface improvements to the very boggy section of TVW bridleway between Nottingham boundary and Barton in Fabis

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

**reinstatement of the "cyclists tram tracks bypass" on Middle Hill below Weekday Cross with the imminent completion of Nottingham Contemporary - my message of 13 October to Chris Carter, City Council**

"Chris

I have noticed in the last few days work in hand on the widened tarmac area on the east side of Middle Hill in the vicinity of the entrance to the new Nottingham Contemporary and wondered if this welcome widening will include reinstatement of the 'cyclists tram tracks bypass' shared path facility south of Weekday Cross that was introduced when NET Line One opened in March 2004, including the advance information and other special signs and appropriate markings?

While construction work on the Nottingham Contemporary has been going on this cyclists bypass has been much more awkward to use, with the narrowing of the path and the removal of the signs and indeed the erection of a 'Cyclists dismount' sign at Weekday Cross so we very much hope that this will now be removed, not later than the opening day of Nottingham Contemporary next month.

The wider tarmac area on the edge of the viaduct just north of the entrance to the tram viaduct from Middle Hill would appear to provide scope at last for ensuring a better width of the 'bypass' pass at this end, as cyclists prepare to make their right-angled crossings of the tram tracks before continuing down Middle Hill so I hope that this will also be taken into account as the markings and other details are finalised, to help increase the incentives for cyclists to use this safer route rather than just ride on the carriageway south of Weekday Cross, with the extra risk of slipping on the acute angled tram track crossing, especially in wet or icy weather.

I might also mention that, when I rode that way earlier this afternoon it was a little hairy with no the cyclist bypass facility which I normally use completely closed and inaccessible and little room between the tram tracks and the side of the road. Luckily no tram was coming up behind me!  
Hugh

**Nottm City Council latest Broad Marsh redevelopment and extension plans: (09/02714/POUT)**

comments needed by 28 Oct please.

The proposals include the provision of cycle lockers in the new bus station to be built in the first phase of the 4-year redevelopment, near the new tram stop, at the east end of the new development, which also includes diverting Middle Hill to the east side of the viaduct from a point just below the new Nottingham Contemporary towards Canal Street and past the bus station west of Popham Street, by the west end of Cliff Road.

The proposals also include:

- Cycle parking at various entrances to the new Broad Marsh Centre
- A secure bike compound for Staff
- Cycle lanes and ASLs on the realigned roads in the area including Canal Street which is to revert to two-way working, the bottom of Maid Marian Way and on the bottom part of the realigned Middle Hill.

It is not clear whether or not cycling will be allowed on the opened up bit of the Centre between Listergate and Carrington Street which would help cycle access from the south.

I suggest that we press for this and for all cycle stands to be covered.

Cycle access from the west would be helped by making the proposed pelican crossing towards the bottom of Maid Marian Way (from Castle College and Castle Hill/ Castle Boulevard) a toucan crossing. This will be located adjacent to the new west entrance to the expanded Broad Marsh Centre.

The exact details of the realignment of Middle Hill, to the other side of the tram tracks, below Weekday Cross and Nottingham Contemporary, will need very careful attention to minimise the risk of dangers to cyclists in crossing the tram tracks, and this does already seem to have been given some thought, following comments that we made on earlier versions of this very long-running planning application!

Also important for cyclists will be the details of the arrangements proposed at the junction of this new Middle Hill Road, Canal Street and Trent Lane, particularly in view of this route as a key north-south route across the City Centre and as one of the main access routes for cyclists to and from the Station and the new Secure Bike Compound in the Old Milk Dock area on the north (Station Street) side of the Station, near the current Station Street tram stop.

**Nottm City Council: Proposed changes to the road layout around Nottm Railway Station (ref TMP6760/TMP6761M) (responses needed by 6 Nov)**

I hope by Monday to have digested the details of this consultation letter just received.

These include

- closing the Porte Cochere area (where the cycle stands now are) on Carrington Street "to all vehicular traffic",
- closing the junction of Station Street with Carrington Street to general traffic (except bikes),
- providing access to the planned secure bike compound in the Old Milk dock area within the Station off Station Street
- and providing a contra flow bus and cycle lane on Trent Street (to the north, alongside the tram viaduct)

**Respect for ASLs by taxi drivers: my exchange of emails with Jim Mortell, City Council (14 Oct):**

"Hi Hugh

I hope that you are keeping OK.

I will raise the issue of the advanced stop lines with the trade representatives at our next meetings and ask that they ask their members to observe the correct procedure. When we produce our next newsletter I'll see that there is a reference made there also.

Hope this helps

Sincerely

**Jim Mortell**

Team Leader - Taxi Licensing

Contact details:

*Taxi Licensing Section*

*Nottingham City Council*

*Lawrence House*

*Talbot Street*

**NOTTINGHAM**

**NG1 5NT**

Tel: 0115 9156543

E-mail: [jim.mortell@nottinghamcity.gov.uk](mailto:jim.mortell@nottinghamcity.gov.uk)

---

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

**Sent:** 13 October 2009 11:57

**To:** Jim Mortell

**Subject:** Fw: encouraging taxi drivers respect for ASLs [Scanned]

Dear Jim Mortell

I wonder if you can please assist us in getting this issue addressed, as Andy Gibbons suggested?

Yours sincerely,

Hugh McClintock

Chairman, Pedals

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

**From:** [Andy Gibbons](#)

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

**Sent:** Tuesday, October 13, 2009 11:32 AM

**Subject:** RE: encouraging taxi drivers respect for ASLs [Scanned]

This is one for Jim Mortell in Taxi Licencing, I only deal with public transport. He can also give you contacts for Private

Hire I would have thought. Andy

Andy Gibbons

Public Transport Manager

Nottingham City Council

0115 9155143

*UKBus Award 2008/9 : Infrastructure*

*Beacon Authority 2008/9 : Accessibility*

---

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

**Sent:** 13 October 2009 10:37

**To:** Andy Gibbons

**Cc:** Steve Brewer; Chris Carter; Gary Smerdon-White

**Subject:** encouraging taxi drivers respect for ASLs [Scanned]

Andy

I was wondering what steps have been taken recently to encourage greater respect by taxi drivers (as well as bus drivers) for Advance Stop Lines for cyclists, since the production of the City Council's new poster on the issue?

The need for more efforts to ensure this was very much brought home to me, I might mention, very late on Sunday evening (i.e. c23.30 on 11 October) when my wife and I were in a taxi from Nottingham Station to our house in Musters Road, West Bridgford and I happened to notice that the driver completely ignored each of the 3 ASLs on the route, always going right to the front stop line which was easy to reach with little other traffic around. It is not that often that I go in taxis but I am sure that the driver of this particular cab (SA52 BJL, I think the registration was) is not the only such offender!  
Hugh

#### **Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):**

- Notts County Council: Proposed TRO: 30mph Speed Limit Order, Village Roads, Thrumpton (Job 8144) (comments by 19 Oct, please)
- Nottm City Council: Consultation for Cecil St and Chippendale St, Lenton: Proposed Residents' Parking Scheme (TMP6755) (comments by 19 Oct, please)
- Nottm City Council: Alfreton Rd / Gregory Blvd: Junction Improvements, TMP6797M (comments by 22 Oct please)
- Nottm City Council: Proposed TRO (TMP6769): Montgomery St., Arboretum Area change from single to double yellow lines (comments by 28 Oct, please)
- Nottm City Council: Proposed TRO (TMP6806): Raleigh St., Arboretum Area removal of double yellow lines and extensions of residents' parking bay (comments by 28 Oct, please)
- Nottm City Council: Proposed TRO (TMP6807): Wildman St., Arboretum Area: installation of a single yellow line (comments by 28 Oct, please)
- Nottm City Council: Proposed alternations to the hours of waiting restrictions in Mowbray Court and Lamartine Street, St. Ann's (TMP6812) (by 6 Nov)
- Nottm City Council Proposed Residents Parking Scheme – Palin St and Cope St., Arboretum (TMP6810) (by 6 Nov)

Does anyone wish to comment on any of these please? I doubt if any need a Pedals response?

#### **7. Autumn newsletter printing and dispatch delay and feedback**

We have had several delays with Portshel Press in getting them to produce an acceptable proof and it is now very unlikely that we will have the printed copies out in time for people to see them before our meeting next Monday.

I now hope that we can at least get them delivered, stuffed and posted before the imminent national postal strike but cannot be sure even about this. I am very sorry about this! At least those who are in a hurry to see the latest issue can download it from the website.

#### **(extracts from my email of 13 Oct re the newsletter delay)**

"It has taken more than 2 weeks to get an acceptable proof of the latest (Autumn 2009) Pedals newsletter for me to sign off so that Portshel Press can start printing it so this means that we will not now have the printed copies until next week, rather than, as I had hoped, this week and in time to send out in good time before the next Pedals monthly meeting next Monday. I am sorry about this delay and meanwhile attach a pdf version for those who can't wait to see a copy!

I would remind you that this will be the last issue on which we rely largely on printed copies as we agreed earlier this year that we can no longer afford to print and post these, even with our recent actions in reducing the number of issues from 3 a year to 2, and cutting the size of each issue from 20 to 16 pages.

Sometime in the next few months, when the campaigners conference in November is out of the way, we need to have a full discussion about future arrangements, balancing the continuing need to cut costs (which implies relying entirely on electronic communication of the newsletter) and maintaining contact with our members, several of whom (and not just those without email) have already indicated that they do prefer to receive a printed copy rather than a pdf which they have to print out for themselves. We do have to be sensitive to these attitudes I suggest, even if they are (perhaps?) just those of a minority, and be careful not to appear to take our members loyalty and continued support for granted!  
Hugh

#### **....and comments on this from Susan Young (14 Oct):**

"Hugh

One idea to float is that of a more cheaply produced, photocopied newsheet 2 -3 times a year. There would still be postage but would only cost about 20p to produce and could be fitted into smaller, cheaper envelopes. It would keep something dropping through letter boxes.

We could even take it down in stages as there is money in the bank for now.

In addition, maybe 2 or 3 of us could learn how to update the website and ensure it is kept up to date, especially as so many people use it.

Nottm CTC use their website to allow people to know who's who and what rides there are but have an annual charge if you want to receive Cyclonda.

I know our newsletter is good both for looks and content but we had sponsorship then. We need to be honest to the membership that we have lost sponsorship.  
Susan"

#### **8. Pedals website updating and monitoring**

Larry Neylon does a great deal of work in updating the now very comprehensive Pedals website, often in response to suggestions I make for minor or more major changes, including recently a lot to do with the 14 Nov conference, and also creating a special page for the Sustrans HE cycling project.

It would however be useful please to have a wider range of people involved in keeping an eye on the site and particularly on out of date items that need removing, as I now do this only in a fairly ad hoc fashion.

I also, in an ad hoc fashion, update some of the photos from time to time but again it would help please have more people doing this and suggesting new ones to add, or out of date ones to remove, etc. \*

With the decline of our newsletter, for financial reasons, we are becoming more and more dependent on our website to keep members (and others) in touch and it is therefore all the more vital that this is regularly updated, attractive and easy to find your way round.

#### **8. Miscellaneous items**

##### **Press release re reminder to check cycle lights in the run up to putting the clocks back to GMT**

Not having had a Publicity Officer for some years we have ceased to produce any regular press releases but once again I believe it is vital at this time of year, with the clocks soon going back, that we are seen to be reminding all cyclists to check that they have working lights. I do therefore intend to do this, probably during the week after our meeting.

Don't forget the excellent poster on advice on cycle lighting produced by the Cambridge Cycling Campaign and available to download from their website at: <http://www.camcycle.org.uk/resources/lights/>

It is worth printing out and encouraging other people to make use of it!

##### **CTC 'Smidsy' Stop 'Sorry Mate, I Didn't See You' site now live:**

The CTC's "Stop SMIDSY" site, for report incidents of drivers claiming not to see cyclists etc. is now live:-  
<http://www.stop-smidsy.org.uk/>

##### **...and comments of 6 Oct from Michael Griffiths to Cyclenation Forum"**

Please read again the Times article sent by Rod King on 20th September.

The CTC should be supporting 'Automatic Liability' not messing about with smidsy.

Imagine in it: A lorry cuts you up and stuffs you into a set of kerbside railings. What you have to do now is find a pencil and paper, write down his registration number, (he is waiting for you to do this isn't he?) and then fill out a report for The CTC to add to their collection. Provided they don't loose it they will collect several of these and give them to a minister. Who will probably ignore them.  
Michael Griffiths

##### **National Cycle Plan consultation; CTC survey: (from CTC Newsnet of 9 October):**

###### **- Make your views known**

CTC has had over 1,000 responses to our survey on the [National Cycle Plan](#) so far – thanks to all those who have taken the time to respond. If you've not done so yet, please take the time to make your views known.

There are 6 questions in [the survey](#), which should take no more than 5 minutes to complete.

We're asking what level of cycling the Plan should aim for, how much investment there should be in cycling, and which policies can have the greatest impact. If you have any longer comments on the National Cycle Plan please email them to [chris.peck@ctc.org.uk](mailto:chris.peck@ctc.org.uk).

See the CTC website: <http://www.ctcsurvey.org.uk/index.php?sid=47267&newtest=Y>

**encouraging cycling among young people in The Meadows: my response of 24 September to Pat Thomas, Chair of The Meadows Regeneration Trust**

"Pat

Thanks for this. There is indeed lots of potential to help encourage cycling among young people in The Meadows, including those who can't afford to buy bikes and want good condition roadworthy older bikes.

I am copying this response to some of the people who may be able to help you and other members of The Meadows Regeneration Trust, including Murat Basarat, the Project Officer for the Nottingham Cycling for Health Project (background information at: [http://www.pedals.org.uk/cycling\\_for\\_health](http://www.pedals.org.uk/cycling_for_health)), Kevin Fleming, who recently started work as the part-time coordinator for the Bike Club local bike recycling project operated by the Framework Housing Association, and Graham Hubbard, the coordinator for the Ridewise cyclist training project.

I am also copying my response to various people from the City Council including Francis Ashton who can provide information on cycle helmets.

I will also mention this at the next Pedals monthly meeting, on Monday 19 October.  
best wishes, Hugh

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

**From:** [Pat Thomas](#)

**To:** [Hugh McClintock](#) ; [karl.white@crimeconcern.org.uk](mailto:karl.white@crimeconcern.org.uk) ; [Karl White](#)

**Sent:** Thursday, September 24, 2009 9:54 AM

Dear Hugh,

I am writing to you as a cycle specialist!

Last night I attended a committee meeting at the Meadows Youth club, traditionally known as Meadows Boys' club although girls now attend. The Youth club leader, Karl White, was talking about young people in the Meadows whose parents can't afford to buy bikes or have bought bikes now not road worthy.

Karl is now hoping to get some old bikes which have been donated into a roadworthy condition and work on them with these young people. He needs help and I wondered if you had someone who might be interested in helping him. He is also looking for safety helmets and again I wondered if you might have some information for him. I have included Karl into this email, so hope that one of your members might consider helping the young people.

With thanks

Pat Thomas

**Transition Nottm Energy Descent Plan for Nottingham - possible Pedals contribution – my message of 24 Sept to Brian Davey of TN (and longstanding Pedals member) and his reply.**

"Dear Hugh,

The person who was leading on this had problems of his own, leaving me holding the baby. So now we need to re-schedule what we're doing...we did have in mind approaching organisations like Pedals to pick your brains and invite you initially to a brain storming session. (Date may now have to be re-arranged).

This is a draft invitation to a number of groups like Nottingham Organic Gardeners, Campaign for Better Transport, Nottingham Energy Partnership, Pedals etc. The idea is not only to announce the event, but to describe its purpose and format and to explain why we need their (your) expertise for our very specific purpose.

Dear...(Pedals).....

This is to invite representatives of your group to a Transition Nottingham meeting to be held on .....at.....

The purpose of our meeting is to start a collective process of writing an Energy Descent Action Plan for Nottingham. We believe that, because of your work, your group will have some of the detailed knowledge and experience that we need to write a realistic and visionary plan for how the city might cope with the dramatic reduction in energy available from oil and gas over the next two decades and more.

To explain: an energy descent action plan is a description of how Nottingham will manage the process of energy descent over the next twenty years, making a virtue out of a necessity to become a resilient community where people are happier and healthier. The plan is not intended as a highly technical document but something intended to be popular and easily accessible by the local public. That said, we do want it to be realistic and well informed. It needs to be based on hard fact - which is why we are hoping that you can contribute

your local expertise and knowledge.

The Structure of an EDAP is broken down into appropriate categories - food supply, transport, household energy use, local economy, education, health and social services etc. Each of these categories is written up in total for not more than 1 to 3 pages of A4 long. For each of these categories there is a very short description of where we are now - just a few sentences. Then there is another short description of a vision of how things might be arranged in a situation of far less energy at a point in the future - let us say 2025 with only 50% of available energy. Then the bulk of the document envisages the steps between today's conditions and the 2025 situation - the projects developed, the changing pattern of jobs, the training programmes and so on.

The agenda for the "Energy Descent Forum" that we are inviting you to is only to start this process - by gathering facts and ideas to go in those 1 to 3 pages per topic area.

It would be enormously helpful to us if representatives of your group could be thinking in these terms when they came - indeed if you could even prepare some material in this format this would be best of all. If you were to do this we are open to the idea that your group have some space to introduce a topic theme - but we do not want to put pressure on because we know how busy people are pursuing their own agendas.

Hoping you can help

Yours sincerely

Also, if you feel like you want to settle down for even more reading this is the draft publicity that I wrote (otherwise the above will do!!!) All the best for now - when I've a more definite date I will contact you again - Brian

An Energy Descent Plan for Nottingham - What it is and why we need it

An energy descent action plan is a way of starting to think about how to live in the future with less energy than presently available. We start with a desirable but realistic vision of where you want to be in, say, 15 years time, and then envisage the steps to get from here to there. Instead of thinking of peak oil in doom and gloom terms we try to consider a path to a happier, healthier and more resilient future. Writing an energy descent action plan is a participative broad brush process which is written up in, preferably humorous ways, with imaginary stories (Transition Tales) that is easy for ordinary people to grasp. The EDAP is written in sections - things like food, households and staying warm and cool, local transport, education and child care, social services and the care of vulnerable people. Although we will want to gather facts and figures so we can work out what is realistic - the plan itself should be an easy read.

Why we need an EDAP - the challenges that we face

Cheap and easily available energy is necessary for virtually everything we do. As the oil and gas wells run dry it will take time, money and, above all, energy itself to adapt the arrangements of life - changing buildings, plant, equipment, machinery. When energy is in short supply there will be tough choices between using it just to get by today, and investing it in changes for the future.

In an article in the Independent on 3rd August Dr Fatih Birol, chief economist at the International Energy Agency is interviewed saying that the world is heading for a catastrophic energy crunch that could cripple a global economic recovery because most of the major oil fields have passed peak production. Birol warns that much of the public and many governments still don't get it - they are oblivious to the fact that the production of oil on which civilisation runs is peaking much sooner than expected.

Oil prices came down dramatically from their peak of \$147 last year but the problem did not go away. The credit crisis and energy crisis are linked because many people struggled with the difficulty of paying their energy

bills, servicing their debts and shopping for essentials. The collapse in oil prices is storing up problems for the future because it has prompted a fall in the investment needed to bring new oil and gas fields on stream. The future decline in production is likely to be that much greater than previously expected.

This problem of declining production is made worse because, as smaller and less accessible oil fields, are tapped the energy that needs to be used to get tap the remaining energy rises. A bigger slice of gross energy must be used to get the declining amount of oil and gas energy out of the ground. That's not all. Before you can use fuel in your car to transport you from 'a to b' you need to use energy refining it, transporting it to petrol stations - and you need to use it to build or repair roads and the vehicles too. All of this energy is needed BEFORE you get any 'energy service' - being taken from a to b in your car with something in the fuel tank. There are good reasons for thinking that the ratio of energy returned on energy invested in an extended sense, factoring in these extra energy costs, must be at least 3 to 1 to get any the "service" from fossil fuels that "maintains civilisation" as we know it.

What are we going to do about it - helping a community and individuals rethink their future

So what are we going to do about all of this? An energy descent action plan starts from where we are now - a recession and economic crisis that is not going to go away - even if the bankers cheer up because governments have shown a willingness to bail them out. Fatih Birol of the IEA thinks that a rising oil price will prevent economic recovery so, "where we are now" for many is a life with too much debt, banks that will not lend and rising unemployment. The aim of a participative energy descent plan for ordinary people can therefore be seen as a kind of adapted careers advice - to help people think about a very different but realistic new kind of future.

Also on leaflet - produced by....and contact details  
Announcement of meeting - time and place  
Graphic(s) e.g. of oil production profile and perhaps of oil price changing over time and/or cartoon graphics with a more uplifting message....

On Thursday 24 September 2009 10:35, you wrote:

> Brian  
> I saw the item in the Evening Post the other day about your request for  
> contributions from other interested organisations to help you produce the  
> Energy Descent Plan for Nottingham and wondered how Pedals might best  
> contribute.  
>  
> One suggestion might be to make some use of the 'Pedals Strategic Vision',  
> which we recently revised, in connection with our 30th birthday this year  
> and which can be downloaded from our website at:  
> [http://www.pedals.org.uk/pedals\\_plan](http://www.pedals.org.uk/pedals_plan)  
>  
> However I realise that you may be after something more detailed in which  
> case it is difficult to know what best to suggest right now. We are however  
> at an early stage of putting together a comprehensive 'wish list' of  
> detailed suggestions for improvements for cyclists in Nottingham, similar  
> to the ones we did earlier this year for Broxtowe, Gedling and Rushcliffe  
> for the County Council. I expect that that it will be sometime early next  
> year before these are finalised.  
>  
> Do let me know how best you think Pedals can help.  
> best wishes  
> Hugh  
>

**...PS. email from Brian Davey of 9 Oct about meeting on Wed 21 October to discuss the Energy Descent Plan for Nottingham**

"Dear Colleague,

As you know there have been informal discussions to revive the Transition Nottingham Energy Descent Action Plan writing process. (Activity on this fell dormant as the person leading the process has had employment problems that are pre-occupying him and do not allow him sufficient time to carry the



process forward).

A number of people have expressed an interest in helping and some of us thought it would be a good idea to have an informal meeting to re-start the process. We are suggesting meeting upstairs at the Malt Cross, St James Street, at 7.30pm on Wednesday 21st October.

Just to remind you - an energy descent action plan is a description of how Nottingham will manage the process of energy descent over the next twenty years in the face of peak oil. It would make a virtue out of a necessity to try to ensure we become a resilient community where people are happier and healthier. The plan is not intended as a highly technical document but something intended to be popular and easily accessible by the local public. That said, we do want it to be realistic and well informed. It needs to be based on hard fact.

The Structure of an EDAP is broken down into appropriate categories - food supply, transport, household energy use, local economy, education, health and social services etc. Each of these categories is written up in total for not more than 1 to 3 pages of A4 long. For each of these categories there is a very short description of where we are now - just a few sentences. Then there is another short description of a vision of how things might be arranged in a situation of far less energy at a point in the future - let us say 2025 with only 50% of currently available energy.

Then the bulk of the document envisages the steps between today's conditions and the 2025 situation - the projects developed, the changing pattern of jobs, the training programmes and so on.

When we discussed before how to write the EDAP collectively we had envisaged doing it through successive iterations - starting with a brainstorming meeting to which we would invite organisations with a knowledge of Nottingham and particular issues to give their ideas of what it should involve - e.g. Campaign for Better Transport and Pedals re the transport section, NOGS re food supply and growing and so on. This could be supplemented by a wiki to which individuals and groups could add their ideas...

This is where things were left - please do come along and help us get it under way again if you have the time and energy to take part and feel that you have something to contribute. There is a possibility that a future Transition Nottingham meeting could be partly devoted to the EDAP but this is as yet undecided....  
All for now. Brian"

**Reminder from Lee Todd about his local cycle rickshaw service (3 Oct):**

"It would be in the interest of your readers to let them know of this service especially if they are a keen cyclist or have a short hop from church to reception .East midlands rickshaws has been going since Dec 08 & we have done 7 weddings already .

We have had enquiries from Manchester, Blackpool, Newcastle plus many more places.

We are the only wedding rickshaw north of London. Our services include a suited & booted driver, champagne & chocs plus many more extra's at high the price of car hire .We are more & more wanting something different & special for our special day & this is it . I look forward to your response,  
Lee Todd, email address: [lee.todd3@ntlworld.com](mailto:lee.todd3@ntlworld.com)

**Report from Richard Mallender on his attendance, representing Pedals, at the CANN (Climate Action Network Nottinghamshire) Extraordinary General Meeting on 3 Oct.:**

"Richard

Thanks for sending me this very full report, and also for going along to the meeting.

I will bring your report to the attention of the next Pedals meeting, on Monday 19th October.

best wishes

Hugh

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

From: "Richard Mallender" <[mallender1968@googlemail.com](mailto:mallender1968@googlemail.com)>

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

Sent: Tuesday, October 06, 2009 6:44 PM  
Subject: Re: CANN EGM - gentle reminder

Hi Hugh,  
I attended the Climate Action Network Nottingham (CANN) Extraordinary General Meeting on Saturday, representing Pedals as well as Nottingham Green Party.

Seventeen people attended from a variety of groups including Friends of the Earth, the World Development Movement, Veggies, Transition groups, Christian Aid and the Nottingham Youth Council.

The first part of the meeting was largely concerned with whether or not those present thought it was worth CANN continuing to exist at all. The original purpose of CANN was to be a forum for various groups concerned directly or indirectly with climate change to come together and share ideas. It was also to provide an umbrella organisation for those groups to be represented in discussions with local decision makers and to build a coalition of interests around the topic.

The consensus reached was that the group should indeed continue to exist and continue to fulfill the purposes outlined above. It was acknowledged that CANN had been good at bringing groups together to share ideas, and represented the established coalition of interest on a few bodies. It was recognised that CANN did not have a high profile in its own right and had perhaps been less visible than it should have been even when running successful joint campaigns. For example there was awareness of a "Nottingham / Copenhagen Steering Group" focused on the forthcoming intergovernmental conference but seemingly little awareness that this group is part of CANN.

The latter part of the meeting revolved around discussions on what CANN needed to do if it was to continue to fulfill the aims above and what campaigning it should do. Various campaigns and possibilities were discussed including the forthcoming "Climate Swoop" at Ratcliffe on Soar power station scheduled for 17th & 18th October, (<http://www.climatecamp.org.uk/actions/climate-swoop-2009>), although it was agreed that at this late stage there was little for CANN to do other than for constituent groups to encourage their own members to attend.

In the end it was agreed that there would be a dual focus for CANN:

1. Capacity Building - the need to get more people involved to enable the group to do more things.
2. That there be a "Task & Finish Group" on the Copenhagen conference.

For the latter there is a large demonstration planned in London on 5th December and a few of the groups represented at the meeting (Friends of the Earth, Christian Aid, others?) have already arranged coaches to ferry their members down there. More information would be put on the newly updated CANN website (<http://climateactionnetworkknotts.ning.com/>) and general information about the event was available at The Wave (<http://www.the-wave.org.uk/>) website.

There will also be a demo about the Copenhagen conference in Nottingham on 12th December, and there will be a meeting of the Nottingham / Copenhagen Steering Group (under the auspices of CANN) to discuss and arrange the details of this event. All groups present were invited to send a representative along to the meeting of the steering group, including Pedals.

The meeting will be at 6.00 pm on Monday 12th October in the Lincolnshire Poacher, Mansfield Road.

The meeting closed at 12.30 pm.

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

**PS of 7 Oct from Richard:**

"Hugh,

Would you like me to attend the meeting on 12th October on behalf of Pedals too? It's just up the road from where I work & I'll be there with my Green Party hat on anyway.

I'm thinking that if they decide on some kind of static event or demo for 12th December, possibly in the Market Square, then it would be useful to say that Pedals would be interested in having a stall there?

Richard

**Proposed Respect for cyclists from drivers campaign**

**Comments from Roland Backhouse (18 Sept):**

"I noted the item about Respect for Traffic. As you know, I have argued

> the case for respecting the priority of straight-through traffic in the  
> past. Here is my argument. Perhaps you can distribute it to those who  
> might have some influence (and don't have an open mind!)? (If so, please  
> cut out the text below.) Alternatively, please let me have a list of those  
> involved in the Respect for Traffic campaign.

> Thanks, Roland

>

> BE POLITE. STRAIGHT-THROUGH HAS RIGHT.

>

> In the UK, there is a very simple rule of the road that everyone knows  
> well. It is the rule that straight-through traffic has priority. As a  
> consequence, turning traffic has to give way, except where road signs  
> explicitly indicate otherwise.

>

> Appallingly, the rule only applies to motorised traffic: cars, lorries,  
> buses, motorbikes etc., i.e. non-vulnerable traffic. Indeed, the  
> situation has become so bad that it has become a matter of course for road  
> designers to build the priority of non-vulnerable traffic over vulnerable  
> traffic permanently into our street scene. It is a matter of course, for  
> example, that pavements are discontinued to allow car drivers access to  
> car parks and to (privately owned) petrol stations. It is also a matter  
> of course that cyclists on cycle routes are required to give way to  
> motorists at every point that motorists wish to turn ---  
> at every road junction and even, for example, at the entrance to privately  
> owned property (e.g. the golf club in Ruddington). Without perhaps  
> realising it, we all become grotesque bullies every time we get into our  
> cars, subjugating poor vulnerable traffic to pay us homage in our shiny  
> killing machines.

>

> It is high time that priority is given to vulnerable traffic. The simple  
> way to do this, which everyone will understand, is that "traffic" means  
> anything that is moving ---whether it be an articulated lorry or a mother  
> pushing a pram--- and straight-through traffic \*always\* has priority over  
> turning traffic.

> In the long term, implementation of the rule would mean a fundamental  
> change to the look-and-feel of our streets. Significantly, pavements  
> would be continuous where they are now discontinuous. The expectation  
> that turning traffic will stop or slow down in order to give way will act  
> as a natural calming measure on all traffic, to much greater effect than  
> the unnatural methods that are commonplace nowadays. Free from  
> subjugation, vulnerable traffic would become less vulnerable and its  
> volume would increase, improving the calming effect and the general health  
> and well-being of our communities.

>

> In the short term, a major campaign would be necessary to make the general  
> public aware of this long-standing rule of the road. But that can be done  
> by appealing to everyone's sense of fair play with the slogan:

> BE POLITE. STRAIGHT-THROUGH HAS RIGHT.

>

> Roland Backhouse

**...and comments from Gary Smerdon-White, 5 Oct, with responses from Roland (6 Oct):**

**Gary:** "Worth discussion with other Respect ideas at the next meeting  
-----Original Message-----"

**From: Roland**

Hugh McClintock (Dell) wrote:

> Roland

> FY!!

> Hugh

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

> \*From:\* Gary Smerdon-White <<mailto:garysmerdon-white@supanet.com>>

> \*To:\* 'Hugh McClintock (Dell)' <<mailto:Hugh.McClintock@ntlworld.com>> ;

> 'Chris Carter' <<mailto:chris.carter@nottinghamcity.gov.uk>>

> \*Sent:\* Monday, October 05, 2009 5:18 PM

> \*Subject:\* RE: Respect for Traffic campaign - comments from Roland

> Backhouse

>

> Hi

> I'm not sure that with Roland's proposal 'pavements would be

> continuous where they are now discontinuous' as there is still a need

> to get in and out of public and private premises whether by car or bike.

>

Of course there is a need to get in and out of public and private premises; for example, many of us drive across the pavement in order to get onto our driveway. But it is obvious to everyone that the car is mounting the pavement because the pavement remains level. Similarly, it is now not unknown for zebra crossings to be at pavement level rather than road level, making it clear that cars are crossing the footpath rather than pedestrians crossing the road. Where access is required, it can still be provided by the use of a chamfered kerb. There are plenty of good examples in mainland Europe. It's about making priority rules visible.

> However , although Roland's literary side started working over time ,

> I do like the proposal and the vision is very nice i.e.

>

> The expectation that turning traffic will stop or slow down in order

> to give way will act as a natural calming measure on all traffic,

> ..... Free from subjugation, vulnerable traffic would become less

> vulnerable and its volume would increase, improving the calming effect

> and the general health and well-being of our communities.

>

> I don't think it should be dismissed but it is going to be very hard

> to get rules sorted out and vehicle drivers to give right of way to

> pedestrians and cyclists crossing at T junctions and cross roads after

> so many years of thinking they had right of way on all parts of the road.

> Gary

#### **9. Cyclenation/ CTC national campaigners' conference, to be hosted by Pedals and Notts CTC on 14 November**

- Finalisation of the programme; speakers now all confirmed
- Progress with registration: update on numbers booking online and by post
- Possible discount rate for Pedals members attending for part of day (and not on main volunteers list)
- Publicity: local and national, including GNTP, CTC.
- Displays update
- Possible Pedals display and displays of local cycle maps including Big Track brochures and supplies
- Accommodation requests from visiting campaigners
- Arrangement for photographic record of the weekend
- Pedals 30<sup>th</sup> birthday cake: proposed cutting and distribution arrangements during the lunch break
- Volunteers roles and briefing session at Byron House on 4 Nov
- Draft detailed list of jobs for the month before the conference and on the day, and timing
- Responsibilities for advance purchases, e.g. food items, raffle tickets (for folding bikes) and registration desk items
- Finalising contents of conference packs, including deadlines for getting specific items to CTC for photocopying (list of delegates, speakers bio notes, evaluation forms, etc.)
- Preparation of labels from conference registration website records
- Responsibility for bringing equipment including urns, teapots, display boards, marker pens, bluetack, flip charts, cash desk for registration desk, spare paper and thick pens for signs, etc.
- Possible outside equipment and proposed Pedals Express electric van transport arrangements.
- Preparation of signs just outside and within venue, including bike storage, toilet and workshop areas and erecting them

- List of volunteers, including reserves and back-up arrangements and assistants for key role-holders
- Volunteers choices for workshops (to act as rapporteurs and provide brief reports on main conclusion / action points)
- Proposed arrangements for collating materials for and stuffing conference packs on evening of Thurs 12 Nov.
- Update on social events (including numbers) for Friday and Saturday evenings, and general welcome to those
- Arrangements for the two rides starting on the Sunday morning (15 Nov) at 10.00 from outside the Council House
- Free seminar for local authorities on Local Transport Plans and cycling at The Broadway Cinema and Media Centre on Friday 13 November (10.15-16.00), subsidised by Cycling England: update on programme and speakers. (Susan and Hugh assisting Andre Curtis, Cyclenation and Roger Geffen and Sam Walton, CTC)

Hugh, 15.10.09