

AGENDA FOR PEDALS MEETING:
7.30 p.m. on
Monday 15 January 2007
in the upper room of the Globe PH,
Rye Hill Street / 152 London Road,
NG2 3BQ (between London Road and
Meadows Way just north of north of Trent
Bridge)

AGENDA

1. Welcome, and apologies for absence

2. Discussion with Ed Ducker, Notts CC Cycling and Walking Office, on current issues and future plans. **(7.30-8.30 p.m.)**

*****Please be punctual for our visiting
speaker!*****

(8.30-9 p.m.)

3. Minutes of Pedals meeting of 20 November and matters arising including:-

- Pedals trailer and tools list
- Press release on cycle lights
- Pedals website updating
- City Rights of Way and Local Access Forum issues – Draft Rights of Way Improvement Plan
- Hucknall to Halfway ride (Sheffield Pedal Pushers), 1.9.07
- Attendance at CCN/CTC Autumn Campaigners Conference, Cheltenham, Sat 26 November
- New East Midlands Rail franchise: report of meeting in Leicester on 11 December and my message to Midland Main Line Franchise bidding team
- Report of my presentation to City Council Overview and Scrutiny Panel meeting on 9 January
- Report on County Council Highways South Cycle Working Group meeting on 11 January 2007 including possible cycling improvements in Gedling Borough (for next CWG meeting)
- Daniel Cadden case update and thanks for Pedals donation to Cyclists' Defence Fund

4. Newsletter: Winter newsletter plans and content

5. Finance

6. Cycling and Health

- Cycling and Health meeting at GOEM follow-up: message from Kevin Mayne, Director, CTC and new funding initiative

7. Events / meetings including:-

- BBC East Midlands Debate on Traffic Congestion, Lenton, Thursday 11 January
- Stapleford Local Transport Forum meeting on Friday 19 January at 10.00 at Stapleford Library

- Mini-ride co-leaders for 16 April, 21 May, 18 June, 16 July, 18 August (must be finalised by 20 Jan)
- Pedals team for Rushcliffe Community Quiz, 20 February 2007
- Message of 4 Dec from Graham Hubbard, Ridewise Coordinator: Mass commuting ride and breakfast, 4 June 2007:

8. Cycle facility and traffic matters including:-

- Ped/cycle Bridge proposal between Beeston Rylands and Clifton Grove – special meeting on Monday 22 January
- Motor cycle inhibitor barriers on cycle paths
- New Nottingham cycle maps – comments and distribution
- Proposed introduction of pedal cycle stand order
- Victoria Embankment surfaces
- Rough surface on cycle path through Park and Ride site near Clifton Bridge.
- Cyclists and bus lane traffic signals opposite County Hall, West Bridgford (Loughborough Road, A60)
- Suggested Cycle path to East Bridgford – advice; message of 22 November from Sarah Sweet
- M1 widening (A453 to A610): non-motorised user study
- Message to Notts CC from John Clark (5 Dec) - Thackeray's Lane / Ribblesdale Road with Mansfield Road.

9. Miscellaneous items

- Organising Doctor Bike clinics
- City County Forest book flyers
- Nick Moss' letter to CTC national magazine about poor cycling and responses
- Distribution of Ridewise leaflets to local cycle shops; appeal from Graham Hubbard

10. Any other business

BACKGROUND NOTES – MUCH TO CATCH UP WITH AFTER NO BUSINESS MEETING IN DECEMBER!

*** means feedback especially wanted
please**

**** means help please!**

1. Welcome and apologies

Apologies for absence from
Mara Ozolins, John Wilson

2. Discussion with Ed Ducker (Notts CC) on current and future issues **(7.30-8.30 p.m.)**

3. Minutes of the Pedals Meeting Held 20th November 2006 at the Globe.

Present: Hugh McClintock, Susan Young, Peter Osborne, Andrew Martin, John Park, Roger Codling, Arthur Williams, Alison Russell, Chris Gardner and Nicola Jones (Sustrans).

Apologies for Absence: Mara Ozolins, Bill Istead, John Wilson, David Miller, Roy Wilson, Dave Morris and Lawrence Geary.

Talk by Nicola Jones of Sustrans. Nicola gave a presentation on work by Sustrans in the East Midlands, particularly in Lincolnshire with the completion of a route from Lincoln to Boston. Much of this route is on an old railway line and incorporates numerous wildlife and conservation measures.

A proposed pedestrian – cycle bridge linking Clifton with Beeston Rylands as part of Sustrans' Connect 2 project was also discussed. Connect 2 is a Sustrans bid for £50 million of Lottery funding, so much will depend on the outcome of this bid. Numerous routes would be enhanced by this bridge, but there are fears of an increase in crime in Beeston Rylands.

Hugh to organise a special meeting with local residents and other interested parties and to gather relevant information on the impact of such new bridges elsewhere.

Finance. The accounting software package is now obsolete and a new one needs to be purchased (cost: about £40). An auditor is required for our accounts. We could offer £50 for this work. Chris and Arthur have contacts, alternatively a request could be placed in the Pedals newsletter. The accounts don't need to be done to "Charity" standard.

Winter Meetings. Ed Ducker is giving January's talk and Gary Smerdon-White is giving February's talk, on collaboration with Ridewise (and local CTC etc).

East Midlands Regional Cycling Groups Meetings. Leicester will be hosting the next meeting in May 2007, followed by Chesterfield in October. (Derby will be hosting the next national CCCN/CTC conference in May 2007).

Possible Taxi Use of Bus Lanes. No decision has been made on this issue yet.

Cycle Access to Wollaton Park. No response or further progress on this.

Newsletter. A return address needs to be included (perhaps by using a rubber stamp) so that there is the possibility of "Return to Sender" of members who have moved address without telling Pedals. It was proposed also that we encourage members to receive their newsletters by email (pdf), to reduce the need for printed copies. Hugh said that this was worth considering but carefully as different members might react very differently to the suggestion.

Mini Ride Co Leaders for 2007. April 16th: led by John and Chris. 21st May: led by Arthur. Leaders required for 18th June, 16th July and 18th August. (to be settled at the January meeting)

CCN/CTC National Conference, Cheltenham, Sat. 25th Nov.

Hugh, Andrew and Roger attending.

December Christmas Social. David Millar is sorting out the quiz arrangements. Hugh will bring along a

slide projector, screen and laptop. Food will be provided at the Globe. Members are welcome to bring "festive eats" with them.

Stapleford Local Transport Forum, Jan 19th 2007. Not know if Roger was attending.

Rushcliffe Community Quiz. Feb 20th 2007. Pedals is entering a team for this. (We came joint third last year!). Hugh to sound out Dave Miller, Nick Moss and Roy Wilson.

Removal of "No Cycling" signs. More suggestions for signs which should be removed are sought, to be submitted to Ed Ducker at the County Council.

Tollerton Green Week June 2007. Chris and Peter may be able to do a Pedals stall at this.

Cycle Lights Poster. Agreed that Pedals does not have the resources/personpower to produce one in a similar style to that produced by cycle campaigns in Sheffield and Reading but we should still do a press release to send to the Nottingham Evening Post, etc.

Update

Pedals trailer and tools list

Chris Gardner to report on the list of Pedals tools from the trailer. I thought that the trailer had at last been disposed of but gather that it still has not so Peter Osborne will be updating us again on this.

Press release on cycle lighting

I sent out a local press release on the importance of good cycle lights but, as far as I know, only the Beeston Express used this at all!

Pedals website updating

I have passed on to Alistair Morgan, Pedals webmaster (Inow based in Edinburgh) several request for updates and additions to the Pedals website including a) substituting our ordinary logo for the special 25th anniversary one from 2004, a list of local cycle maps and contact details of the people/organisations from whom these can be obtained and c) Ridewise information.

I know that Alistair has now had about 3 offers to help with updating but am not clear how far these have yet been taken up.

City Rights of Way and Local Access Forum issues – Draft Rights of Way Improvement Plan

I have discussed the draft with Roger Codling, including in particular the need to press for much more cycle-friendly barriers than the Motor Cycle Inhibitor designs which have been much used recently in the city, and which even the newly revised County Council Cycle Design Guide, is very critical of, I am glad to say!

CTC Storytelling evening with Pete Davis & Cyclists Defence Fund, 23 November – message from Dave Griffiths, CTC and my response:

"Dave

Thanks for this and many thanks for organising this very successful event. I know that the Pedals people who came much enjoyed it! My only regret was that I arrived a bit late and missed the beginning because I

had mislaid my cycle lights and had to wait for the bus!

Yes, I agree that it would be good for Pedals and CTC to do more things together and I will raise this at our next monthly business meeting in January (the November one was this Monday so we have just missed that chance). As it happens we have anyway discussed recently the need for closer cooperation with other cycling groups, including CTC and Ridewise, and we propose to make this the theme of the first half of our meeting on Monday 19 February (7.30 p.m in the top room of The Globe PH, corner of Ryehill Street and London Road, just north of Trent Bridge on the corner of The Meadows (cycle parking in the yard at the rear or bring your bikes up the fire escape at the back!))
best wishes, Hugh"

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

From: [David Griffiths](mailto:David.Griffiths@btinternet.com)
To: Hugh.McClintock@ntlworld.com ; [Steve Cliff](mailto:Steve.Cliff@btinternet.com) ; adorners@tiscali.co.uk ; Jon.Eaves@btinternet.com ; r.chadwick1@ntlworld.com ; Terrydpscott@hotmail.com ; [Andrew Martin](mailto:Andrew.Martin@btinternet.com) ; [Ashley ; Cathy Melia](mailto:Ashley.Cathy.Melia@btinternet.com) ; [Diane Ward](mailto:Diane.Ward@btinternet.com) ; epxjrs@nottingham.ac.uk ; [Graham & Helen Hubbard](mailto:Graham.Helen.Hubbard@btinternet.com) ; [Ian Hopper](mailto:Ian.Hopper@btinternet.com) ; [Ian McAHewlings](mailto:Ian.McAHewlings@btinternet.com) ; [Ian Wesselby](mailto:Ian.Wesselby@btinternet.com) ; [Jeff Burton](mailto:Jeff.Burton@btinternet.com) ; [John & Christine Hill](mailto:John.Christine.Hill@btinternet.com) ; [John Hand & Pippa Elliot](mailto:John.Hand.Pippa.Elliot@btinternet.com) ; [Jonathan Challis](mailto:Jonathan.Challis@btinternet.com) ; [Keith Smith](mailto:Keith.Smith@btinternet.com) ; [Mark Chambers](mailto:Mark.Chambers@btinternet.com) ; [Mike Graham](mailto:Mike.Graham@btinternet.com) ; [Peter Bradley](mailto:Peter.Bradley@btinternet.com) ; [Philip Orme](mailto:Philip.Orme@btinternet.com) ; [Pete Davis](mailto:Pete.Davis@btinternet.com) ; [Dave Armitage](mailto:Dave.Armitage@btinternet.com) ; [Ged](mailto:Ged@btinternet.com) ; [Gordon McGowan](mailto:Gordon.McGowan@btinternet.com) ; [Keith Hunt](mailto:Keith.Hunt@btinternet.com) ; [Ken Tudor](mailto:Ken.Tudor@btinternet.com) ; [Mark Thomas](mailto:Mark.Thomas@btinternet.com)
Sent: Wednesday, November 22, 2006 10:20 AM
Subject: Storytelling Evening & Cyclists Defence Fund

Hi Folks

Thanks to everyone who came to the storytelling evening and thanks especially to Pete Davis for keeping us so well entertained. I enjoyed the night and I hope that everyone else did.

I've just sent off £120 to the Cyclists Defence Fund, which is what we raised after late donations were added in. So, it was a good outcome on that front as well.

It was nice to see so such a good mix of people on the night. In particular, it was good to see so many people from Pedals there and it makes me think that we should perhaps try to do one or two other things together. Anyway, perhaps Hugh and/or Andrew could pass on my thanks to all of the Pedals members who came, as well as the message about the monies raised for the Cyclists' Defence Fund.
Regards, Dave"

Hucknall to Halfway ride (Sheffield Pedal Pushers), 1.9.07

Start now fixed fro 10.00, from Hucknall Station

Potential for contraflow cycle lane on Wheeler Gate: copy of my message to Steve Brewer and his response of 22 Nov:

"Steve

Thanks for your reply. It will certainly help if the routes you mention can be developed and (discretely) signed as through routes.

The idea of having a contraflow cycle lane on Wheeler Gate has arisen only recently with the closing off of the route across the north side of the

Old Market Square from Beastmarket Hill to King Street/Queen Street etc, and generally to help cyclists on Friar Lane (east of Maid Marian Way) to get round more directly to the top end of Bridlesmith Gate and the Lace Market etc. Is Wheeler Gate really narrower than Carlton Street/Goosegate etc. where of course there has been a contraflow cycle lane since 1998?

Hugh

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

From: [Steve Brewer](mailto:Steve.Brewer@ntnl.com)
To: [Hugh McClintock](mailto:Hugh.McClintock@ntlworld.com) ; [Liz Hiskens](mailto:Liz.Hiskens@ntnl.com) ; [Steve Hunt](mailto:Steve.Hunt@ntnl.com)
Cc: [Arthur Williams](mailto:Arthur.Williams@ntnl.com) ; [Dave Morris \(LBro Uni\)](mailto:Dave.Morris@ntnl.com) ; [Dave Morris \(hm\)](mailto:Dave.Morris@ntnl.com)
Sent: Wednesday, November 22, 2006 4:53 PM
Subject: RE: Wheeler Gate contra flow cycle lane proposal

Hugh

Thank you for your email regarding cycling (east - west) across the City Centre.

The 'best' route for cyclists across the city centre from Friar Lane towards the Lace Market is the route discussed with you some months ago. This is now being developed as part of the transport proposals in the Lace Market. The route in each direction can be summarised as follows:

West to east via Castle Gate, Low Pavement, Middle Pavement, Weekday Cross, Pilcher Gate, St Mary's Gate, Warser Gate, Stoney Street, Carlton Street, George Street.

East to west via Broad Street, Stoney Street, Broadway, St Mary's Gate, High Pavement, Middle Pavement, Low Pavement, Castle Gate.

There are of course numerous variations to this route.

Having said this I have had a look at your suggestion for a contra-flow cycle lane on Wheeler Gate and there would be a couple of problems with this.

Namely there is insufficient width to in the carriageway to provide for a cycle lane and the entry / exit for cyclists at Friar Lane would be difficult to cater for.

I thank you for your interest in this matter.

Steve Brewer
Sustainable Transport Officer
Nottingham City Council

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

From: [Hugh McClintock](mailto:Hugh.McClintock@ntlworld.com)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: 13 November 2006 21:18
To: Liz Hiskens; Steve Hunt; Steve Brewer
Cc: Arthur Williams; Dave Morris (LBro Uni); Dave Morris (hm)
Subject: Wheeler Gate contraflow cycle lane proposal

Steve
Steve
Liz

I don't think that Pedals has had a response to the suggestion we made some months ago, once it was clear that the cycle access across the north side of the Old Market Square from Beastmarket Hill was to be closed off, for a contraflow cycle lane on Wheeler Gate. This seemed to us

to be the next best route for cyclists across the City Centre from Friar Lane, and connecting towards the Lace Market etc. via the cycle gap at St. Peter's Square etc. and avoiding the tram tracks. With Wheeler Gate being, apparently, if anything slightly wider than Carlton St/Goosegate providing a contraflow cycle lane should be no harder than in that route.

Has this now been seriously considered now please?
Hugh"

Cycle access into Market Street from the top of Beastmarket Hill- response from Rachel Jones, City Council, to my message of 5 Dec.

"Dear Hugh

Liz Hiskens has asked me to respond to your email dated 5th December regarding signing on Beastmarket Hill/Market Street.

Within the Traffic Regulation Order for directional traffic travelling south on Market Street, there is a no left turn at the junction of Market Street and Long Row West which will give the effect of all permitted traffic (buses and cycles) turning right. This is part of a main bus route and to encourage cyclists to turn right at the junction of Beastmarket Hill and Long Row West will create bus/cycle conflict due to the frequency of buses every 2 – 3 minutes. The suggested route due to the anticipated increase in pedestrian presence upon completion of the Market Square would be for cyclists to dismount at the dropped kerb of the 'fish tail' island and board when it is safe to do so on Market Street.

Should you have any further queries, please do not hesitate to contact me.

Regards

Rachel Jones

Major Projects (ED&M), City Development

Nottingham City Council

Tel: 0115 915 6697

Fax: 0115 915 6092

Email: rachel.jones@nottinghamcity.gov.uk

...and comments by Dave Morris - "Re. Rachel Jones' message:

> "The suggested route due to the anticipated increase in pedestrian
> presence upon completion of the Market Square would be for cyclists to dismount at the dropped kerb of the 'fish tail' island and board when it is safe to do so on Market Street".

> As anticipated, another scheme has gone through, despite Pedals' prior
> objections, that has resulted in severance of another busy cycle route
> with no measures to provide an alternative route. It seems the Major Projects
> team's "suggested route" would be for cyclists to "dismount". Not a
> cycle "route" at all, then (?) but I think we sensed that a "non-facility" of
> this sort was the likely outcome?
>
> I'm sure we all recognise that, compared with other Local Authorities,
> the City Council is still a leader in terms of integrated local transport,

> pedestrian priority, Clear-Zones, improved urban realm etc. But its
> discouraging to see another scheme where public transport and pedestrian
> accessibility have benefited (which we would obviously support) but where
> the result for cycling as a mode has been a less coherent route.
>
> As ever, it's the small details that can affect an entire route. In this
> case, PEDALS' suggestion (leaving the existing Beastmarket access
> link as a narrowed cycle cut-through/ refuge) "seemed" relatively
> straightforward. Although not perfect, it certainly seemed less flawed
> than other recent changes, including the "Orange Tree" junction on Shakespeare
> St/ South Sherwood St.
>
> Cyclists that I've observed heading north now seem to cut across the
> pedestrian crossing or footway at the junction of Wheeler Gate/ South
> Parade and follow the NET alignment through the Market Square into Market
> Street. It works at quiet periods, but let's hope it doesn't lead to conflict
> with pedestrians."

...and comments from Arthur Williams (14 Dec)

"Hugh, Dave,
I agree with Dave's comments. I have used this "route", but you also have to be aware of what the traffic lights are doing at the bottom of Market Street as there is only a tram signal.

I've also found that at the Milton Street/Parliament Street junction when wanting to turn right into Milton St. it is often safer and quicker to dismount and cross on the pedestrian phase than wait for the vehicle phase and dodge between the double-deckers!
Arthur"

...and my response to Rachel Jones (14 Dec)

"Rachel
Thank you for your reply which, I must say, we do find disappointing. Yes, cyclists can still use this if they dismount but surely any changed arrangements should enable cyclists to keep riding if at all possible on routes where they previously good. Having to dismount makes using any route that much less attractive, even if it is only for a short stretch and this then erodes another convenient option for some cyclists in the central core.

In the decision on the detailed layout at this point was there any consideration, we wonder, of the fact that cyclists might still want to be able to ride northbound from Beastmarket Hill to Market Street, and how this could be retained, or was the strategic importance of this link for cyclists not really considered as seems also to have been the case in the decision to prohibit cyclists from riding on Long Row across the north side of the Old Market Square from Beastmarket Hill and Market Street towards Queen Street/King Street etc.?

One effect of this new restriction on cycling may well be to increase the occurrence of the apparent recent trend for some cyclists heading north to cut across the pedestrian crossing or footway at the junction of Wheeler Gate/ South Parade and follow the NET alignment through the Market Square into Market

Street. This obviously seems to work for them at least at quiet periods, but does increase the potential for conflict with pedestrians and with trams. This possibility should have been foreseen in the decision to restrict cycle riding between Beasmarket Hill and Market Street.
Hugh”

CCN/CTC Autumn Conference, Cheltenham, 25 November

Andrew Martin, Roger Codling and I attended this well-organised and well-attended event. The various topics on which there were presentations included several on cycle maps and mapping, with a demonstration session of the excellent new interactive website of the Cambridge Cycling Campaign. This includes a journey planner and a facility for members to upload comments on cycle facilities and maintenance needs, with pictures and all linked to Google Earth.

East Midlands Rail franchise “Meet the Bidders” event, Leicester, 11 Dec.- my message to National Express Bidding Team

“f.a.o. Julian Drury and Alison Flynn, National Express Franchise Bidding Team

Dear Mr. Drury and Ms. Flynn
Because of the great number of questions from the many different groups represented at yesterday's "Meet the Bidders" event in Leicester I did not manage to get the chance to raise with you various cycling issues as I did later with the other franchise bidders so I thought that I would take this opportunity to raise these matters in an email. The issues, I should say, reflect those raised with all franchise bidders at national level in the submission from the CTC Public Transport Campaigner, Dave Holladay, with whom we work closely.

As well as writing to you in my capacity as Chairman of Pedals (the Nottingham cycling campaign) I was attending yesterday on behalf of the East Midlands Cycling Forum, a loose network of local cycle campaigners in the region (and including people from Sheffield Pedal Pushers) which has recently been formed in this region, to shared experiences and good practice and to lobby on matters such as this. We have twice-yearly meetings and also liaise closely with local authorities etc, and various regional bodies including GOEM and EMRA.

At various points in your presentation you referred to the matter of car parking at stations and the feedback you have had on the need to increase car parking at stations. There seemed to be relatively little in your presentation on the need to encourage integration with other modes for rail passengers and in particular the very important role of cycling for people within 3-5km of stations, if provision for them, both at stations and on access routes, is well planned, well-managed, well promoted and well maintained. As a regular user of Nottingham Station I have noticed the clear signs of increased bike use by rail passengers recently, and the cycle stands in the Porte Cochere area, for example, are frequently used to capacity, even on colder wet days like yesterday.

At yesterday's meeting there was much talk of the importance of further growth in passenger numbers in attracting inter-city journeys from cars which we of course much welcome, but, it seemed to me, very little awareness of the dangers of this increasing car

use to and from stations, even in places like Nottingham with a general commitment to reducing motor traffic levels in city centres. I know that there are similar concerns in other places and we would therefore very much like to know what measures you propose to avoid this potential downside of further passenger growth numbers by a vigorous and comprehensive strategy, in conjunction with local authorities and other partners including local user groups like those we represent, to offer a range of quality sustainable transport options to attract both departing and arriving passengers and with a particular emphasis on maximising the role of cycling with secure, convenient and attractive quality short- and long-term cycle parking provision.

The extent of this will, we recognise, vary according to local cycling levels, topography, etc. but offers great potential if carefully addressed and forming an integral part of any wider station upgrading plans. This is particularly important in urban areas as well as rural stations with more limited bus access. For many people, especially those living closer to stations, the bike will offer the quickest and most reliable door to door journey times and this great advantage needs to be fully exploited.

The other issue we would like to raise is that of arrangements for bike carriage on trains which we believe must be clear, reliable and well-promoted and offering space for casual users as well as those who pre-book space. This latter point is very important for leisure cycling, particularly in finer weather, and needs also to be well marketed, in partnership with other organisations (local authorities, tourist boards, etc.).

As with the issue of cycle storage at stations and cycle access to and from them, consultation with local user groups is vital and we would be interested to know what you propose by way of arrangements to facilitate this cooperation, regularly and systematically.

We look forward very much please to your response on these important issues
Hugh McClintock,
Chairman,
Pedals (Nottingham Cycling Campaign)
and representing the East Midlands Cycling Forum”

Daniel Cadden case update and thanks for Pedals update to Cyclists' Defence Fund: message from CGTC forwarded by Susan Young

“From: "Graham Keep"
<graham.keep@CTC.ORG.UK>
> To: andrewsusan@fsmail.net
> Subject: Daniel Cadden case - thanks & update
Donation to The Daniel Cadden Appeal
>
> Hi Susan,
A big thanks to the officers & members of the PEDALS, Nottingham for the generous donation to the Cyclists' Defence Fund. The cheque for £100 was most welcome.
>
> Our sincere apologies for the long delay in responding to your donation, We were totally overwhelmed by the number of donations we received - over £27,000 at this time - a terrific response : so much so that we had to put in place new administrative procedures to cope!
>
> DANIEL CADDEN'S CASE: AN UPDATE

>
> =====
>
> Since the guilty verdict against Daniel Cadden for "inconsiderate cycling", Daniel has received legal advice that he stands a very good chance of having the verdict against him overturned at a retrial. He has decided to proceed with this, and the Fund has agreed to support him. We were hoping to be able to tell you the date of the appeal. However, that has still to be determined

> The retrial itself would simply be a re-hearing of the evidence, as if the previous trial had not happened - in other words, it is simply a re-presentation of the original evidence, and not a presentation of new arguments aimed at showing that the original District Judge's verdict was in some way flawed. Moreover, the decision at retrial, like the decision in the original trial, is made purely on the facts of the specific case in question, rather than by consideration of any wider legal principles (that bit comes later!). In other words, District Judge (DJ) Bruce Morgan's conclusion that Cadden was guilty of "inconsiderate cycling" was not based on a view that there is some general rule that cyclists should ride on cycle tracks where provided (there clearly is no such rule - at least not in the current version of the Highway Code); rather that, in this specific case (i.e. where the carriageway was narrow, a small queue was building up behind him, the speed limit was 60mph and there was an adjacent cycle track), it was "inconsiderate" of Cadden not to use the cycle track provided on the opposite side of the road.

>
> Hence the aim of Cadden's lawyers' at retrial will be to convince a Circuit Judge and two magistrates that it was not "inconsiderate" for him to cycle on the carriageway as he did, taking into account factors such as the inconvenience and danger to which Cadden would have subjected himself (and potentially to any pedestrians he had encountered) if he had pursued an alternative course of action (such as crossing the road twice and using the cycle track provided, as advocated by DJ Morgan). These points were raised at the original trial, but Cadden's lawyers believe there are good grounds in law for believing that they were not properly taken into account by DJ Morgan. (Incidentally, DJ Morgan is no stranger to controversy. He also earned headlines last year by acquitting a police officer who was "familiarising" himself with his new pursuit car, at 159mph on a motorway and at 84mph in a 30mph zone. That judgment was overturned on appeal, and Daniel Cadden clearly hopes the same will happen in his case).

>
> If Cadden were to fail at retrial (despite the optimism of his lawyers), the next step open to him would be to seek an "appeal on case stated". At this point, his lawyers would have to present somewhat different arguments. The Appeal judges would not only have to decide whether or not Cadden's cycling was "inconsiderate", but they would also need to lay down the principles by which they had reached this decision, so that those principles could then be applied in future "inconsiderate cycling" cases (n.b. it seems there is at present very little if any precedent-setting case law relating to this offence). The Judges would be mindful that whatever principles they might establish would need to be clear (so that people would have a reasonable chance of knowing whether or not they were breaking the law) and consistent with case law relating to the similarly-defined offence of "inconsiderate driving". Hence in this case, they

could be expected to weigh up questions such as how much consideration a cyclist should be expected to show to other road users in order not to be guilty of "inconsiderate cycling" (bearing in mind any inconvenience and risks the cyclist might endure in the process, and any analogies that might be drawn with the principles for determining whether a driver was "inconsiderate").

Presentation on behalf of Pedals to yesterday's City Regeneration Infrastructure and Sustainability Panel meeting. – my message of 10 Jan to the Chair, Cllr. Emma Dewinton:

"Dear Emma
Very many thanks again for inviting me along to give a presentation on behalf of Pedals to yesterday's City Regeneration Infrastructure and Sustainability Panel meeting. I do feel that it was a very worthwhile session and that it should help to clear the air about some of the issues that have been causing us concern recently and thus help to raise the profile of cycling again in local transport policy and future major projects and traffic management.

We therefore much welcome your proposal to have a report in the summer progress made in addressing the issues I raised and will be happy to provide any more information that would be useful in clarifying the nature of the problems and in arriving at possible solutions.

I might also mention that it was very useful for me to be able to make one or two further points in the discussions on items discussed in the later part of the meeting, after my presentation. In particular, I was very grateful, in the discussion on Nottingham Station redevelopment plans, for your support for our serious concerns about the prospects of the very well-used cycle stands in the Porte Cochere area of the Station (just inside from the main Carrington Street entrance) being lost in the redevelopment and replaced by shops, with only a much less safe and convenient area being used for future cycle parking provision. With the great increase in passenger numbers predicted for Nottingham Station there is, we think, a great danger of traffic congestion in the vicinity becoming much worse, and therefore it is surely vital that every effort is made to encourage arriving and departing passengers to use other modes including cycling and walking as well as trams and buses, with well-promoted, well-managed and well-maintained integrated quality provision, including safe and convenient access routes.

Yours sincerely,
Hugh McClintock,
Chairman, Pedals"

4. Winter newsletter

Please give me any items for this at our meeting at the latest.*

5. Finance

Susan Young to report.

**6. Cycling and health initiatives
Follow-up to emails on cycling and health-message of 19 Dec. from Kevin Mayne, CTC
Director and comments from Susan Young**

"This could be really useful as it is something with a guaranteed longer lifespan than so many projects. One idea to consider areas are areas which have active local groups (the Dunkirk and Lenton Partnership Forum is such a group) and churches, who I am sure would help identify the people we would need to target by using the active members to 'bring along' someone (neighbour, friend) or introduce such a person to such as a Ridewise trainer to initiate possible activity. It may be possible to start people with a 121 to increase activity levels and confidence before joining in with more group based activity. Both the city and villages have areas of greater community awareness than others.

To offer both cycling and walking options, maybe setting off from similar places/times may encourage people where maybe one wishes to walk and another to go out initially together, each do their own activity and then be able to go home together. I know from experience many women, especially older ones and widows do not like doing things alone and may have lost the ability to join in or get involved.

I am sure we could get a group together to work up a good bid as it would be a pity to waste this opportunity.
Susan

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: Tue 19/12/2006 23:35
To: Gary Smerdon-White; Graham Hubbard
Cc: Sandra Lee; Susan Young (w); Helen Ross; Sarah Bowles
Subject: Fw: Follow up to email exchanges on Health projects

Gary
Graham
This may perhaps be of interest to Ridewise. In any case I would welcome your comments please before getting back with a response to Kevin's very interesting and potentially exciting request. No doubt Helen and Sarah will also want to comment.
Hugh

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

From: [Kevin Mayne](#)
To: [Ross Helen](#) ; [Hugh McClintock](#) ; Sarah.Bowles@sportengland.org ; [MIKE HEWITT](#)
Cc: [John Stubbs](#) ; [John Cutler](#) ; [DALE OSCROFT](#) ; David.Hern@emra.gov.uk ; [Chris Peck](#)
Sent: Tuesday, December 19, 2006 3:16 PM
Subject: Follow up to email exchanges on Health projects

This email is a follow up to the exchange about possible health and cycling related projects in the East Midlands some months ago.

An opportunity has now arisen that may make some of those ideas more possible in the near future.

CTC is part of the Active Travel Consortium (ATC) which brings together cycling and walking groups to bid for the BIG lottery Wellbeing programme. I am delighted to report that our consortium and its portfolio of cycling and walking activities has made the second round of the bidding process which enables us to submit more detailed bids up to £20 million on projects that deliver greater physical activity to inactive people, and where possible also deliver mental health outcomes. An announcement of

the other short listed bids will be made by BIG tomorrow.

Within the ATC £20 million CTC is preparing a range of projects up to £5million over 4 years which focus specifically on harder to reach adult groups who are known to do less exercise such as the disabled, women, older people, black & ethnic minorities. We will do this by placing specialist outreach workers in the regions with the remit to enable existing community organisations that already have beneficiaries in our target areas to add cycling to their activities, for example with rides or training. This is much more effective than setting up free standing cycling groups or activities which tend to attract the already active. We will also supply a cash pot to help the groups get going with training and other needs. It is a successfully proven model elsewhere in the country.

What we have to do now (rather urgently) is prioritise target regions and specific towns or cities in those regions where we would place our outreach programmes. To do this we need to identify supporters who will be working with us to reach communities, publicise programmes etc. Any indication that these supporters might consider matched funding, hosting or similar more active involvement makes it much more likely that we will place a high priority programme in that region and much more likely that these programmes will survive any cutting back by BIG. This don't have to be firm, but of course the stronger the indication the better we score. We have to gather this evidence of support during the first couple of weeks of January, so time is very tight.

In view of the discussions a few months ago I felt there might be support amongst this corresponding group for making East Midlands one of the top targets in the CTC portfolio, with one of Nottingham, Derby, Leicester as a base for the outreach worker.

If you are interested I'd welcome comments, but then I'd like one of my team to be able to meet anyone interested very urgently in the new year to flesh out some thoughts.
Regards
Kevin Mayne, Director"

...and further message from Kevin Mayne of 8 Jan, with my initial comments

"Dear all
If there is to be a response to this message from Kevin Mayne, CTC's National Director, very interesting initiative from Nottingham/Greater Nottingham, as well as Leicester and Derby, we clearly need to move very quickly. Perhaps the Notts CC Cycle Working Group meeting on Thursday morning would be one useful opportunity to see what interest there is in taking this further
Any immediate comments please?
Hugh"

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

From: [Kevin Mayne](#)
To: [Andy Salkeld](#) ; [Hugh McClintock \(Dell\)](#) ; garysmerdon-white@supanet.com ; grahamandhelen@surefish.co.uk ; sandra.lee@nuh.nhs.uk ; Susan.Young@nottingham.ac.uk ; helen.ross@nottinghamcity-pct.nhs.uk ; [Sarah Bowles](#) ; [DOSCROFT.GP-EMA.GD-EMA@goem.gsi.gov.uk](#) ; David.Hern@emra.gov.uk ;

Jonathan.Guest@derby.gov.uk ; Gascoigne.Tony ;
Rod.Wood@derby.gov.uk ; Werbinski.Stan ;
Bella.Stewart@derby.gov.uk ; Gartside.David ;
Tracey.McDonnell@derby.gov.uk ; John.Stubbs
Cc: Chris.Peck ; Rob.Fuller ; John.Cutler
Sent: Monday, January 08, 2007 10:32 AM
Subject: CTC and the Active Travel Consortium's bid to the Wellbeing programme

I am sending this email to a number of respondents in the East Midlands who have expressed an interest in being involved in CTC's element of the Active Travel Consortium which will bring physical activity to groups at risk.

I think it is fair to say we had expected that East Midlands might be a strong area for the project but we have been really pleased by the quality of response we have had from your area in the couple of weeks since we sent out the request for expressions of interest. We are so impressed with the quality of your responses to date that we would like to open up discussions very quickly as to whether we can confirm which specific areas in the East Midlands will be our top priority submissions. This would mean we have to move pretty fast, but it also means that should we be successful £500,000 of investment would definitely appear in the area rather than be focused elsewhere.

With the possible strength of Derby, Nottingham and Leicester as three separate locations it is actually almost conceivable that we could elevate East Mids to our number one priority and put in three discreet projects, one based in each city. This could increase the funding to £1.5 million. Certainly we feel the responses from Leicester and Derby Cycling Demonstration Town probably mean they could be lead bids almost immediately.

I am sending out some notes below that could guide our discussions. What I would like to do very early this week is phone some of the people who have responded to us so far, and if possible organise a telephone conference with interested parties later in the week, probably Thursday.

To that end I'd welcome an email discussion on the thoughts below, but more importantly can I make sure I have your phone numbers by return if you are interested in taking this further. Where there is more than one person in dialogue can you identify your preferred lead contact please?
Regards
Kevin Mayne, Director, CTC.

Notes

What we have done so far

CTC has bid for up to 16 projects in the first phase of this lottery bid. Each project brings up to £500,000 in investment from the lottery and other sources to the area over 4 years. Each project consists of a development officer employed for up to four years supporting local cycling projects. A project is expected to identify and work with approximately 10 community partners in hard to reach groups of society each year. We initially bid for up to two officers per English region outside London, with the

London Cycling Campaign running a similar programme for two officers on their patch.

An officer will be responsible for recruiting and organising volunteers, supporting activity sessions, liaising with project partners and working with them to raise any additional funds required for projects. The officer is expected to be real catalyst for cycling in hard to reach communities, not the usual suspects covered by general cycling projects. The project will also be able to provide a limited amount of funding - in the region of a few thousand pounds - to kick-start or boost each community scheme. We will also be requiring match funding, either in-kind through storage and equipment and volunteer time, or directly.

What we have to do:

To submit our second stage bid we need to not only rank our 8 regions and 16 projects in terms that the lottery can recognise, but also rank them against the projects put forward by all our partners. We also need to have some firm agreements in place for our leading projects.

So far in East Midlands we have heard from Leicester, Derby, Ridewise Nottingham, Pedals Nottingham, and had the information circulated to regional government, health and sport bodies. With that basis we feel we must be able to establish a basis for at least two projects to support up to 40 local community schemes over 4 years, but could we do more?

High ranked projects are:
Most likely to help our overall bid succeed.
Most likely to see CTC's cycling projects placed higher within the consortium
Will be priorities for funding from the bid if successful. The very highest ranked projects will also get a full four years funding, we will lead with them.

Low ranked bids are:
Most likely to be cut if BIG lottery comes back to our consortium with a reduced offer, a situation we consider to be extremely likely.

To get the absolute maximum ranking a project will have

1. Have a clearly defined geographical base – a defined area of operation
2. Intent to quickly establish a formal partnership between CTC and one of more lead local partners.

3. Capability to start from late 2007 or shortly into financial year starting April 2008.

50% which would be a target for our very highest ranked projects.

4. Matched funding in excess of 20% of project value over 4 years, the higher the level of confidence in this matching the better. Staff time and local grants for the community groups can be accumulated from as little as £2,400 per project per year to total up the numbers.

If a local authority or project could host an officer in East Midlands that would be a flying start, and as many of your projects already have momentum this must be a realistic proposition. A contribution from several partners could however make it a certainty.

Matched funding can consist of provision of free services that would otherwise have to be covered by lottery or CTC money, in particular office accommodation and allied services are worth up to £4,000 per year and resources, staff time and local grants for the community groups up to £24,000 per year. There is however a strong emphasis on lead partners providing at least some cash contribution to the overall project officer costs, the higher this level the stronger the bid. Some Active Travel Consortium projects already have firm matched funding of

5. Relations with identified community groups in sections of society known to be at risk of inactivity, particularly women, older people, BME communities and people with disabilities. A single project can specialise over the 4 years in one target group if sufficient community partners can be identified, or it can be more general.

Your expressions of appears to meet criteria 1 and 3, what I will need to establish fairly rapidly is a response to sections 2, 4 and 5.

From the list above, I need to discuss with relevant parties

Whether we can get letters of intent signed by the end of January 2007.

Levels and sources of matched funding

The range and type of community projects we will be supporting

That will be the basis for our discussions I hope.

I look forward to working with you,
Kevin Mayne, Director "

7. Events/ meetings

Thursday 11 January: BBC East Midlands Debate on Traffic Congestion

I have been invited to join the audience for this debate in the Sandfield Theatre, Lenton, to be covered by BBC East Midlands and BBC Local Radio in Nottingham, Derby and Leicester

Pedals team for Rushcliffe Community Quiz, 20 February 2007

I can now make this date so our team will be David Miller, Peter Osborne, Chris Gardner and myself.

Mini-ride co-leaders for 16 April, 21 May, 18 June, 16 July, 18 August.

Because of the poor attendance at the November meeting we still have several gaps in volunteers to lead and co-lead these (pre-Pedals meeting) mini-rides. We need to finalise this now and get them straight in to the County Council (final deadline is 20 January)

-16 April: John Park and Chris Gardner

-21 May ? ?

-18 June: Arthur Williams

-16 July: ? ?

- 18 August (ride only)

Message of 4 Dec from Graham Hubbard, Ridewise Coordinator: Mass commuting ride and free breakfast, 4 June 2007:

"Date = Mon 4th June 2007

objective = 'Enmasse' cycle to central Nottm free B'fast c/o ???

Secondary Objective = Raise the profile of cycle commuting and the provision of RideWise's Cycle training

Circulate this proposal to as many cyclists as poss.

If, in your professional capacity, you can help we (RideWise) would be most grateful.

Let's make this a FUN event eh?

Graham Hubbard

RideWise Coordinator"

8. Cycle facility and other traffic matters

Ped/cycle Bridge proposal between Beeston Rylands and Clifton Grove – special meeting on Monday 22 January

This invitation only meeting has now been fixed, for Monday 22 January in the Dunkirk and Old Lenton Community Centre, to be chaired by Joyce Brown, Chairman of the Beeston and District Civic society, and with representatives of both Beeston Rylands and Clifton local residents, as well as the City Council and Pedals, aimed at a calmer and more reasoned discussion than at the stormy public meeting in Rylands in November.

The City Council's public consultation on the proposals is due to start soon and we must be ready to encourage a wide positive response.

Motor cycle inhibitor barriers on off-road paths as proposed on Sustrans National Cycle Route 6, Skylarks Drive, Basford: response from Neil Harby, City Council, to my comments of 29 Nov.

"Dear Hugh,

Thank you for your email and comments of 28/11/2006 regarding the proposed measures for Skylark Drive, Old Basford.

The scheme is not impacting upon the Sustrans route No 6. That was taken into account by the Skylark Drive regeneration scheme undertaken by Groundwork Greater Nottingham. This Authority is primarily concerned about the road safety aspects of this situation. This is a highways scheme which has been designed to make an Order to prohibit motorised vehicles (four and two wheels) whilst being sensitive to the needs of the vulnerable road users including cyclists.

This includes mobility impaired users and these barriers as you are aware from your discussions with John Lee, our Rights of Way Officer does allow access for most vulnerable and mobility impaired users. However a balance has to be struck against access for those few or the many other vulnerable road users using the route No. 6 which is also a Bridleway by legal definition. If there are forwarded to us any complaints of access of this nature this Authority will endeavour to minimise the impact by modifying the access as long as the intended need for this scheme is not compromised.

Inhibitor Barriers have been very successful in other areas that have suffered anti-social nuisance (Clifton, Bestwood and Top Valley Estates) and we have received very favourable feedback from local residents. In this sense the Authority has been consistent in its use of these measures and has listened to the community when consulting and only implemented measures with their full support as we are doing with Skylark Drive.

The use of this form of barrier is I believe the best solution currently available to this highways problem. As the scheme plan shows there is access to openly engage the Sustrans path from Bullfinch Road. This estate has only one entry point from Mill Street/David Lane and is an enclosed estate; only users who live on the estate would use this quiet road with the only other through route being the Sustrans path.

With Skylark Drive and Bullfinch Road being a 'circuit' it is presently being abused as one resident put it "used like a race track". Although the sight of another inhibitor barrier going up on the estate may be not easy on the eye and may slow down a cyclist, this Authority has found that this is the best measure short of 'gating and fencing' across the whole width of the fire path.

May I please draw your attention also to the attached email correspondence between Yourself, John Lee and Nicola Jones of Sustrans (July 2006) who employs a similar consultation exercise.

I hope this has answered your concerns on this matter and that what this Authority is supporting is the needs of local residents who we have an obligation to protect and create a safer environment

for. If you do or do not wish to withdraw your concerns or have further questions, please inform me. If you do not then I will treat this correspondence as an objection.
Regards, Neil Harby
Senior Officer
Traffic and Safety
Traffic Management
Tel: 0115 91 56452
Fax: 0115 91 56591"

...comments from Paul Hill (1 Dec)

"Dear Hugh,
Thank you for your email regarding these barriers. A few months back on a recent trip to Bulwell along the NCN 6 Bulwell Greenway, these barriers, while I agree with them in principle, which I welcomed with open arms it was only when I tried to negotiate them at Basford I struggled to get through the tight gaps with my bike. I am at a complete loss as to why the gaps have to be so tight, tighter to similar barriers on Woodyard Lane between Bilborough and Wollaton where they allow ease of passage for the cyclist from my experience. Because of the differentials in gap widths at both locations I suspect the contractors had made mistakes when installing the barriers. Would Nottingham City Council care to explain the reasoning behind the different gap measurements.

There are similar barriers with such a tight squeeze on the Ripley Greenway at Peasehill Road.
Paul Hill, Basford"

...and from Steve Barber (4 Dec)

"Hugh
I'd be grateful for any info on this. Motorcycles are a real menace especially around Broxtowe Park area. We are pushing for severe restrictions on them and their illegal use. However, I am deeply concerned that mitigating measures may impede on legitimate cyclists and wheelchair users. If you have a solution I'd love to hear it."

*Steve Barber
Caseworker for Dr. Nick Palmer MP
23 Barratt Lane
Attenborough
Nottingham
NG9 6AD"*

New Nottingham cycle maps – comments and distribution

8 boxes of these were delivered to my house just days after the November meeting and the dispatch of the winter newsletter in February will be the next real chance to get many distributed to members.

I will bring some however to this meeting and would welcome comments.

In general they seem more accurate than the last ones but there are some errors, e.g. Long Row is still shown as cycleable and most local schools and colleges have been left off, because of the omission of the relevant layer of computer information, I understand.*

Proposed introduction of pedal cycle stand order

The City Council proposed to make Traffic Regular Orders to ban the use of pedal cycle stands by motor bikes.

Surface of path through Clifton Bridge Park and Ride site: my message to Steve Brewer of 4 Dec.

"Chris
Steve
Are you aware that the surface of the cycle path through the north sided of the Clifton Bridge Park and Ride site has been badly affected by the growth of tree roots and is now quite uncomfortable to ride on? Could this please be attended to?
Thanks, Hugh

Victoria Embankment cycling options and surfaces - my message to Steve Brewer of 4 December 2006

"Steve
As you probably know one of the many attractions about the Victoria Embankment as a route for cyclists is that you effectively have 3 options to choose from depending on how confident a cyclist you are, the time of day and week and how busy the road and riverside are with other traffic, and pedestrians of different ages.

As well as the road, which is of course the officially signed route, people ride on the wide path alongside the road and on the recently resurfaced path down by the river.

The disadvantage of the upper path (which at one time had no cycling painted on its suspension bridge end) is its disturbance by tree roots, especially on the stretch near the bridge. Recently this has got so bad that a lot of cyclists have taken to riding on the grass alongside and the bike tyre marks have now worn part of this right through. Could this section therefore please be resurfaced?

By contrast a lot more people have been starting to use the path down by the river since it was resurfaced and as a result the grass banks at both the Suspension Bridge and Toll Bridge ends having been getting very worn with bike tyre marks. I wonder therefore if these two access points could now please be formalised with defined tarmac paths
Hugh

signing and surface improvements on riverside paths: my message of 4 Dec to Steve Brewer and Ed Ducker

"Ed
Steve
Now that there have been several improvements to the surfaces of the Beeston canal and River Trent paths I wonder what is being done to improve signing, particularly comprehensive signing to show the various local destinations served by these routes and including feeder links. The various signs that have been erected are welcome but need to be more comprehensive and consistent, across the City/County boundary.

For example, it would be useful to include local destinations such as Lenton, Dunkirk, Beeston, Beeston Lock and even Attenborough as well as the City Centre and Trent Bridge and for these to be shown at all important access points including the Suspension Bridge, Wilford toll Bridge and Clifton Bridge/Thane Road. At present the cycle route signs on the Thane Road cycle path (westbound) show only 'Boots' and not the canal path and Rylands, etc.

By the way are there any plans for further surface improvements on the Broxtowe sections of the riverside path, both south/south-east and west of Beeston Lock, to complement other work such as the recent upgrading of the path west of Clifton Bridge on the north bank of the Trent by the City Council?
Hugh”

Comments from Ed Ducker, 4 Dec

“Riverside Path -
You may be aware that we made a further bid (County, City, Broxtowe, British Waterways) to EMDA for improvements to the Riverside path west of the earlier completed improvements, which would have taken the improved surface past Beeston Lock and as far as the east end of the Nature Reserve (Meadow Lane). Unfortunately the bid was unsuccessful this time. It is likely that this will be reinvestigated next financial year, however, with a view to making further bidding applications.

The section further west of this is identified on a plan of routes in the area by Broxtowe Borough Council as a site requiring future upgrade, although I am not aware of any time scales for this proposal - there is no funding attained at present.

Re bus lanes on Loughborough Road (A60)- by County Hall – sensitivity to cyclists: my message to Ed Ducker and his reply of 23 Nov

“Hugh,
Please find information below in response to your recent e-mail on the above. Sorry the delay in replying.

Regards, Ed Ducker
Cycling & Walking Officer
Communities
Nottinghamshire County Council
(0115) 977 4585

-----Forwarded by Edward Ducker/en/nottsc on 23/11/2006 07:34AM -----

To: Edward Ducker/en/nottsc@nottsc
From: Bob Roth/en/nottsc
Date: 22/11/2006 04:14PM
cc: David Parker/en/nottsc@nottsc, Chris Gough/en/nottsc@nottsc
Subject: A60 Loughborough Rd/ County Hall - cyclists at bus gate

Ed,
I refer to your email to Dave Parker dated 27 October regarding the above and apologise for the delay in replying.

There are two detector loops in the outbound bus lane, a bus-only detector between the access and egress from the Ford garage and a catch-all loop (in case anything has been missed) at the stopline.

This stopline loop should be set to high sensitivity to detect bicycles. It was tested this week (using a couple of bikes) and the sensitivity was confirmed as being correct. A possible problem was identified where cyclists may miss the loop if they are closely hugging the nearside kerb. The detector loop is cut to a distance of approx. 500mm from the kerb which is normally fine for most cyclists. However, if the cyclist is reluctant to put his/her feet down whilst waiting for the signals (cleats or toe-clips) then they may keep close to the kerb and reach over to the

barrier rail for support. In this instance it may be possible to miss the detector loop completely.

By changing the configuration of the loop it has been possible to recut the stopline loop closer to the kerbline (approx. 150mm). This is as close as the slot cutting equipment used in loop installation can get to a full height kerb.

I would be grateful if you could relay this information to Pedals.

Regards, Bob Roth
Principal Engineer, Traffic Engineering
Communities
Nottinghamshire County Council
0115-9774413”

Re: Cycle path to East Bridgford – advice; message of 22 November from Sarah Sweet and my response

“Sarah
Thanks for your message.

The person you need to contact is Ed Ducker, the Cycling and Walking officer at the County Council, to whom I am copying this reply. His phone number is (0115) 977 4585.

You could ask him if it would be possible for this suggestion to be discussed at the next meeting of their Highways South Cycle Working Group, at Trent Bridge House, on the morning of Thursday 11 January, which I shall be attending.

I would also be interested in having more details of what you have in mind, so that I can put it on the agenda for the next Pedals monthly business meeting which will now be on the evening of Monday 15 January.
Hugh”

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

From: Sarah Sweet
To: Hugh.McClintock@ntlworld.com
Sent: Wednesday, November 22, 2006 6:15 PM
Subject: Cycle path to East Bridgford - advice
Hi Hugh, I am looking at the possibility of getting a cycle path to join Newton (where I live) to East Bridgford (where the kids go to school, and there are public services). I came across your name in connection with cycling in the area...can you offer any advice as to where to start?! I wondered if any cyclists in the area would back the plan...
Regards,
Sarah Sweet
Newton Forum editor
www.newtonforum.org.uk

response from Ed Ducker (24 Nov):

“Dear Sarah,
Hugh McClintock has forwarded your recent e-mail to me.

It is encouraging to hear that people in Newton want to cycle to East Bridgford and we would like to support the development of cycling facilities in some of the smaller towns and villages in the County because many don't have much in the way of cycling provisions at present.

Without having full details of your suggestion, I presume that from your e-mail you would like a shared pedestrian/ cycle path, rather than on-road

facilities for cycles? The difficulty with this is the distance between the two villages would mean that it would be very expensive to construct a new path for the entire distance. In order to get the best value out of our limited budgets we tend to invest larger sums in money in more urban locations as there are more cyclists/ potential cyclists to use the paths. I realise that this is somewhat of a vicious circle, with it being difficult to get more cyclists in an area if there are no dedicated provisions for them. We are carrying out some work as part our cycling strategy to investigate whether there are any options to reduce the construction standard of cycle tracks on the highway in some more rural locations so it is more feasible to construct more.

To summarise the above, I feel that it is unlikely that we would be able to construct a cycle path between East Bridgford and Newton through our Local Transport Plan funds in the foreseeable future. However, if I have misinterpreted your idea, I would be happy to hear the suggestion in more detail and will assist with trying to progress this if at all possible. Kind regards,
Ed Ducker
Cycling & Walking Officer
Communities
Nottinghamshire County Council
(0115) 977 4585"

Surface of riverside path between Trentside (West Bridgford) and the NWSC.

This is now in many places muddy and strewn with potholes. I am s this Thursday afternoon due to meet Phil Hearn of Notts CCC to discuss what can be done to improve the worse maintenance problem. Long-term improvements to this path will, I am told, have to wait until there has been a decision on the future of the National Water Sports Centre at Holme Pierrepont.

Message to Notts CC from John Clark (5 Dec) - Thackeray's Lane / Ribblesdale Road with Mansfield Road.

"While last year's renewal of the Mansfield Road surface north of the city has been greatly welcomed, there is one small potentially fatal glitch that needs urgently sorting out. It concerns the difficult lights crossroads of Thackeray's Lane / Ribblesdale Road with Mansfield Road.

Motorists and cyclists leaving Ribblesdale and turning right to continue south on Mansfield Road are highly vulnerable to filtered traffic turning left from Thackeray's Lane onto Mansfield Road, basically because the latter presume they have a right of way and never consider looking right for on-coming traffic.

This is an area I train cyclists around, and one I frequently travel by both car and bicycle, thus I regularly witness near-'accidents' followed by rantings from those leaving Thackeray's. I have seen only one incident which involved a cyclist being hit, but that is already one too many and a clear forewarning of worse to come.

While not solving the difficult problem, a large sign on the Thackeray's Lane lights warning drivers to 'Look Right' would greatly help. There is a similar one on the Ribblesdale Road exit warning right turners to give way to on-coming traffic crossing into Ribblesdale Road, and this appears to be obeyed.

Hopefully the city can afford such a sign.

I write this in response to mutterings from local residents as much as my own observations.

Cheers, John Clark"

Response from Kendra Hour (14 Dec)

"Dear Mr Clark,
RE: A60/RIBBLESDALE RD JCN - TURNING ISSUES

Thank you for your enquiry of 5/12/06 which was passed to us by Nottingham City Council.

I have investigated the problem you have highlighted at this traffic signal controlled junction. Unfortunately, we cannot consider your suggestion of a 'Look Right' type sign for left turners from Thackerays Lane as they do actually have priority over right turning vehicles from Ribblesdale Rd. This is indicated by the indicative left turn green arrow on the Thackerays Lane signal heads facing the two lanes of left turners. There is a sign on Ribblesdale Road stating 'Right turners give way to oncoming vehicles' which applies to both the directly oncoming lanes from Thackerays Lane and the left turning lanes.

We did consider whether changing this sign to read 'Right turners give way to oncoming and merging vehicles', but after discussion with both our Traffic Signals Team and our Accident Investigation Team it was decided that this would weaken the message regarding the directly oncoming traffic which is felt to be potentially much more of a problem. In addition, the sign would have become overly large and there is a maximum number of words that drivers can easily absorb.

We also considered a sign in the middle of the junction after the point at which right turners from Ribblesdale Rd had crossed the initial oncoming lane to the effect of 'Give way to traffic from the left'. However, this sign would also have been visible to vehicles travelling southbound on the A60 who may have been confused by this message and braked before the left turn lanes from Thackerays Lane. Unexpected braking is known to contribute to shunt type accidents and, given the large numbers of vehicles using the A60 route, this proposal would have been likely to cause more of a hazard.

We also looked at placing give way road markings. Unfortunately, a give way line facing the Thackerays Lane left turners would have been too close to the traffic signal's stop line to be effective rather than confusing. Also, a give way line for Ribblesdale Rd traffic would again have caused confusion for the high numbers of drivers travelling southbound on the A60.

The only way to remove the necessity for Ribblesdale Rd traffic to give way would be to run the Ribblesdale Rd and Thackerays Lane arms at different times in the signal cycle. However, this would have serious capacity implications at what is already a congested junction at peak times. Whilst we appreciate that this means drivers must continue to exit Ribblesdale Rd with care, the current staging represents the best compromise in the circumstances. There has also been only one accident resulting in personal injury involving a vehicle emerging from Ribblesdale Rd in the last three years which is well within acceptable levels.

I understand that you may be disappointed with this response, but I hope that I have explained why this particularly sensitive junction operates in this manner.

Yours sincerely
K. J. Hourd
Senior Improvements Officer
Improvements Team - Highways South
Communities Department
Nottinghamshire County Council
Tel: 0115 8786032
Fax: 0115 8786057"

...and response from John Clark (14 Dec)

"Dear K.J. Hourd,
Many thanks for your long and considered reply. Appreciated. I now fully understand your problem and the reasoning behind the current unsatisfactory situation, however...

I do not understand how a 'Look Right' sign would restrict the priority of those exiting the minor road on a filter. Surely it is simply a warning that indicates they are passing through what you yourself call 'a particularly sensitive junction'? Such a sign would simply be asking drivers to be aware of drivers, riders and cyclists coming from their right who might be under the illusion they are actually on the major road (which they are) and therefore have priority. As you correctly point out, the last instruction they receive from the Ribblesdale Road sign gives no forewarning of anything untoward once they're completed their turn.

I agreed that a small thesis on that Ribblesdale sign would be inappropriate, so a warning sign of just two words on the opposing road would make total sense. Especially since, in the event of a major collision, I would guess those exiting Thackeray's Lane without giving way to traffic on the Mansfield Road would, in the strictest reading of the Highway Code, be at fault.

Many thanks for your time, but I still believe there is a dangerous gap between your thinking and what is actually happening at this junction,

Anyway, have a safe Christmas. Beware of insurgent turkey bones,
John Clark"

M1 widening (A453 to A610): non-motorised user study

I have sent in detailed comments to the consultants commissioned to do this study by the Highways Agency.

10. Miscellaneous items:

Organising Doctor Bike clinics

Peter Osborne has asked me to raise this.

City County Forest book flyers

I have unearthed some more copies of these, if anyone wants them, so we do not need to run off any more specially.

Nick Moss' letter about poor cycling (22 Nov): comments from Susan Young and myself in

circulating this more widely to cycle campaigners nationally

"A good letter and reinforces things we have been saying recently. It makes our attempt to liaise more closely with CTC and Ridewise even more important and maybe could be the basis for a campaign next year to change peoples perceptions of cyclists. Regular press releases of condemnation of bad cycling and more of how we are trying to educate cyclists into good habits (via Ridewise) could be the way to go. Also perhaps, a series of guided rides could be arranged showing cyclists how to get around town and to leisure and work in the Nottingham area. This could include contacting local BUGS to get some idea of where people live and work. Such an approach may get the support of more activists as it includes what we enjoy most which is cycling.
Susan

From: Hugh McClintock

[mailto:Hugh.McClintock@ntlworld.com]

Sent: Tue 28/11/2006 09:23

To: Ray Clay; Patrick Davis; Nicola Jones; Andy Salkeld; Simon Geller; Alastair Meikle; Cathy Melia; Howard Boyd; Gordon Selway; Chris Gardner; Peter Osborn; Susan Young (w); John Stubbs; Andrew Martin; Andre Curtis; John Franklin; John Cutler; John Catt; Sara Basterfield; Tony Russell; Cherry Allan; Adam Coffman; Roger Geffen; Steve Barber; Robin Phillips; Anne Sladen; Dave Miller; Arthur Williams; Dave Morris (LBro Uni); Dave Morris (hm)
Cc: Nick Moss

Subject: follow-up on issues from last Sat's CTC-CCN Autumn conference

Attached please find a letter submitted for publication to the CTC Magazine by Nick Moss which he has also asked me to include in the next Pedals newsletter going to press in mid-January.

As some of you will know, Nick, a solicitor by training and now working on public transport planning with Notts County Council, was for many years CTC Right to Ride rep for the Rushcliffe area of Nottinghamshire and also very active in Pedals, although he is now less involved in campaigning.

His letter, I think, raises very important issues for future cycle campaigning and indeed similar points were made by the local MP in his opening presentation to last Saturday's very successful and enjoyable CTC-CCN autumn campaigners' conference in Cheltenham. His plea for us cyclists to get our own house in order is also one that I mentioned in my presentation on local campaigning experience in Nottingham to the recent East Midlands cycling groups meeting.

I am sure that, locally at least our apparent failure in Pedals to do anything substantial and effective to reduce the (increasingly?) common negative image of cyclists (even allowing for the distortions and exaggerations common in the local media) has been very corrosive of political support for cycling, whatever our "very worthy" strong arguments about cycling's increasingly important role in terms of climate change, health, obesity, the environment, pollution, behavioural change, congestion, speeding and other bad driving etc.

Could I also take the opportunity, in response to John Franklin's request for feedback at the conference on views about future relations with the European Cyclists' Federation, to raise a few points since there

was no time for further comments from the floor on Saturday?

I do feel that close relations with the ECF are very important for a number of reasons including the increased importance of the European level in matters like environmental policy, road safety and better arrangements for bikes on trains, internationally and nationally. At the same time we need to have clear arrangements for feedback on what the ECF is actually doing about these issues, the results of such lobbying and how national and local campaigners can best be involved in contributing to emerging policies and actions on these matters.
Hugh”

...comments from Chris Gardner (27 Nov)

“Hugh,
I personally think that poor cycling practice is deep rooted in most cyclists and some of us have just unlearned it. Most folk have ridden a bike since age 5 or so and were told for years by their parents 'keep away from the road and stay on the pavement'. It is also perhaps application of this behaviour that negates the need for lights, you are not on the road. Riding a bike is initially learnt to be a fun way of enjoying your childhood at a time where rules, regulations and laws are not apparent.

You cannot drive a car on UK roads until you are seventeen and this new skill is learnt within the rules of the highway code. I was certainly never given this to read when first slinging a leg across my 'Golden Arrow' age 4.

So when a campaign is constructed then perhaps it should contain an element that asks 'How many car driver's have actively encouraged their children to ride on the pavement **to be safe**' and how many have since updated that belief come age 14 or so with ' You should now ride on the road and observe the Highway code'.

It's similar to being told ' Do not talk to strangers' then come age 15 or so being asked ' why don't you speak to anyone'

How many schools still provide the Cycling proficiency test ?

I could probably write a two-page word doc on this issue too but my basic message is teach riding a bike and the rules correctly from the start and make sure that these initial principles are reviewed at the correct time.
regards, Chris”

...comments from Roger Geffen, Campaigns and Policy Manager, CTC

“Hugh
Firstly, I must explain that I am not replying to all of your “c.c.” recipients. Many of them are people I do not know. All I know is that I do not wish to have my email box deluged with lots more correspondence on this topic. I have no objection if you wish to pass the remainder of this message onto them . But if you do so, I would be grateful if you could add a covering note sparing me lots of email chat! To be honest, I simply do not have time at present to be dealing with this kind of dialogue.

The issue which you and Nick raise is an important one, and it presents a serious challenge for anyone

involved in cycle campaigning. I have no doubt you are right that the perception of cyclists as a “lawless” bunch hampers efforts to secure greater public and political support for pro-cycling measures.

However this is also an issue where we are “damned if we do and damned if we don’t”. You have correctly raised all the reasons why we are “damned if we don’t” get involved in tackling the problems of law-breaking cycling. Let me go through the reasons why we are also damned if we do. In short, they are as follows:

- (1) CTC simply does not have the resources to get the message through to the cyclists whose law-breaking causes the problem in the first place. There are around 9 million people who cycle at least once a month. There are about 55,000 CTC members – 70,000 if you also include members of CTC affiliates. You’d get into 6 figures if you also included the readers of cycling publications, who could be expected to see coverage of any press release we put out. These numbers are still little more than 1% of Britain’s cycling population. Moreover, the people we are most able to reach are probably those people who least need to hear the message. They hear it all the time, their adherence to the law is probably well above the average for the cycling population as a whole, and they are sick of being tarred with the same brush as so-called “lycra louts”. So we would inevitably be dependent on the media to get our message across...
- (2) The media would be very unlikely to give us the kind of coverage which might make the errant cyclists stop and think about their behaviour. Journo’s/editors are much more likely to “play to the gallery” by whipping up the usual judgmental/negative images of “lycra louts” and “two wheeled terrorists”, rather than the more thoughtful messages needed to persuade errant cyclists to mend their ways.
- (3) Far from helping to tackle the problem, this kind of media response actually worsens the problem in two ways. Firstly, it aggravates the perception among the more tabloid-minded Clarksonite drivers that all cyclists – law-abiding or otherwise – are fair game for a bit of aggression. Secondly, it merely reinforces the attitudes of the lawless cyclists that they live in a car-dominated world where drivers get away literally with murder and cyclists get blamed whatever they do – so why should they listen to lectures about their own behaviour? Don’t get me wrong – I am not endorsing their behaviour as being justified by the lawlessness of drivers – what I am saying is that their (totally justified) perception of the lawlessness of drivers would make them very unresponsive to lectures about their own behaviour, whether those lectures come from Government, CTC or anyone else. And bear in mind my earlier point that they are in practice likely to hear the “tabloid” reporting of any campaign we might wage, rather than the campaign itself.
- (4) In the midst of all this, there is another constituency of cyclists, including many CTC members, who would happily agree that cyclists should abide by the law, but who also believe that reforming cyclists’ behaviour simply isn’t the top priority when the issue of bad driver

behaviour is so much more serious. They would doubtless generate a lot of complaints if CTC were to devote significant resources to tackling cyclists' behaviour, arguing that there are far more serious issues we should be dealing with. And to be honest, I personally wouldn't want to disagree with them in the slightest.

We have recently been through all of these issues in the context of Andy Shrimpton's "Stop-at-red" campaign (which attracted all of 900 supporters despite being plugged by Cycling England and Sustrans), and more recently with Transport for London's deeply misguided "Share the Road" campaign (which was opposed by Sustrans and LCC as well as ourselves). StR was pulled together at very short notice, with very little time for those planning it to take any heed of our comments when they asked for our views on it – the "stakeholder consultation" was a mere rubber-stamping exercise in the time available. It was supposed to be an "even-handed" campaign to tackle law-breaking by drivers and cyclists alike. Yet the original materials all played up to the usual "lycra-lout" imagery, and it was clear that no effort was being made to deal with the inevitable media stereo-types of "law-abiding drivers" and "two-wheeled terrorists". We therefore refused to support the campaign.

We nevertheless made it clear (and continue to make it clear) that, if TfL were to make a serious effort to tackle bad driver behaviour through a sustained campaign of not only media awareness but also police enforcement, and that they were going to put significant effort into overcoming the "law-abiding driver" and "two-wheeled terrorist" media stereotypes, then we would do our bit in supporting the campaign.

Another possibility is emerging in relation to TfL's "Cycling Greenways" programme. Here we want to ensure that (a) if off-road routes are provided for cyclists in London, they should be well-designed from the perspective of cyclists and walkers alike – i.e. we should not be shoe-horned into conflict with one another. Where routes are provided which do not allow plenty of space for the volumes of cyclists, walkers and perhaps other users (e.g. anglers on canal towpaths) to share the space comfortably, then (a) the design of the facility needs to encourage leisurely-paced cycle travel (this can be seen as equivalent to applying Hans Monderman's "psychological traffic calming" principles to cyclists!), and (b) a code of practice needs to be in place. I mention (b) particularly because, if TfL DOES go ahead with promoting canal routes etc, subject to a code of conduct, then it is absolutely in our interests to come out strongly in favour of this. And what is more, the reasons why anybody might object to us doing this for on-road cycling do not apply for off-road cycling. In short, this could be an opportunity to move gradually towards reclaiming "the moral high ground" for cycling, without the risks that we face if we were to try doing this in other less favourable contexts.

But I do not think it would be advisable to launch into a wider campaign on cyclists' behaviour at present, much as I believe in the principle of responsible cycling! The practical outcomes would almost certainly be:

- Lots of anti-cyclist headlines.
- Lots of criticism from CTC members, including those who believe in cycling with respect to the law, but who would agree with us tackling

cyclists' misbehaviour when the issue of drivers' misbehaviour is so much bigger.

- A hardening of anti-cyclist attitudes from some drivers – based on the Clarksonite perception that any cyclist (law-abiding or otherwise) is "fair game".
- No change in the behaviour of the errant cyclists themselves. Most of them would not be reached by our campaign, and those who did would mainly receive it in the form of the aforementioned anti-cyclist media diatribes. They simply wouldn't listen to this kind of lecturing.

In short, lots of grief, and no positive outcomes.

If an organisation such as DfT or TfL were to launch an attitudes and enforcement campaign to tackle bad driver behaviour (e.g. as part of a revised "Share the Road" campaign), that would be a very different matter. In this context, we would gladly join in and help tackle bad cyclists' behaviour at the same time. We could in effect say to the cyclists, "look, TfL and the police are now taking lawless driving seriously – it's now time for cyclists to do our bit too". However, if CTC were to try to "go it alone" on tackling cyclists' behaviour without the bigger issue being dealt with in the background to our own efforts, we would simply be on a massive hiding to nothing.

And that's why (to return to my initial comments) I really do feel that, unless (say) TfL were to propose a significant revision to its StR campaign, we would be asking for trouble if we were to try addressing this issue any time soon, until other things have happened (e.g. a successful campaign to promote responsible cycling on greenways) which make it easier for us to address this issue. It is one which is always going to be thorny, and the context needs to be right before I'd feel remotely confident about trying to address it.

Best wishes
Roger Geffen
Campaigns & Policy Manager"

Distributing Ridewise leaflets to local cycle shops: message from Graham Hubbard, Ridewise coordinator (4 Dec):

"Hi all

To keep our profile high we are asking all you kindly folks to consider taking a shop or two under your wings in regards to ensuring that they are kept topped up with RideWise leaflets.

It does not have to be a 'BIKE' shop but a place where you believe potential trainees frequent.

We have 1000's of leaflets at Denman St.

Ignore the statement "Free until APRIL '06" it is **still FREE** to individuals.

If you think of more places add them to the attached note and Tick the one(s) you're gonna do with initials"

List of shops etc to place RideWise Leaflets

Freewheel GH Bunney's Bikes
Olympic Cycles
Cycle Inn (Sid's) CycleLifeGH
Rex Robinson
Graham Reid's Langdales
Halfords
Bike Shop(Arnold) TSW(Woodb)
Sshockwave(Rudd'n)
Family Medical Cntr.