

AGENDA FOR PEDALS MONTHLY MEETING

9 p.m. (NOT 8 p.m.) on

Monday 18 June 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)

**(preceded by mini-ride along the canal
path to Beeston Lock etc, lead by Susan
Young & Hugh McClintock, departing at 7
p.m, from top of Queen's Bridge Road,
opposite Nottingham Station)**

AGENDA - MINUTE TAKER VOLUNTEER WANTED PLEASE !

(Peter Osborne is away on holiday)

1. Welcome, and apologies for absence

2. Minutes of Pedals meeting of 21 May and update-

- Pedals website updating
- Pedals newsletter artwork preparation
- NET Phase 2 submission for Transport and Works Act Public Inquiry
- Carrington Street road works this summer-changes to timing
- City Rights of Way Improvement Plan consultation draft: response needed by 31 July
- CTC / CCN campaign on changes to the Highway Code success
- Report on CTC / CCN conference in Derby on 19 May including CCN AGM and Andrew Martin's proposal for 2009 conference in Nottingham
- Promoting cycling to and from schools
- Pedals displays at recent events (2 and 9 June) – Many thanks to those who helped!

3. Cycle facility and traffic matters including:-

- Proposed Cycling Development Group and Action Plan – message of 24 May from Cllr. Emma Dewinton and my response
- Cycle parking in the Old Market Square and Smithy Row area
- New Trinity Square cycle lockers installation
- Proposed ban on left turn from Howard St into Huntingdon St
- Obstruction of Clifton Boulevard cycle path caused by Highways Agency temporary road works signs – my message of 24 May to Jeremy Dixon of AMScott (managing consultants for the Highways Agency)
- Bestwood Park Drive West to Queen's Bower Road (inclusive) Road Safety Proposals
- Emmanuel School / Gresham Park area of West Bridgford; complaint about chicanes: message forwarded by Nick Moss on 4 June and my response:

- A453 (Clifton to M1) widening; revised proposals from the Highways Agency
- Nottingham to Keyworth cycling dangers; message of 4 June from Adrian Cooke, Environment Officer, British Geological Survey, Keyworth, and my response:
- A46 Newark-Widmerpool dualling scheme; Public Inquiry from 3-24 July.
- Lost Ways in Nottinghamshire Research.
- BBC East Midlands Today and BBC Radio Nottm feature on Brake report on drivers and cycling (7 June)

4. Newsletter: Spring/summer newsletter – feedback on content and artwork preparation standby arrangements

5. Finance including new Coop Bank account arrangements and transfer

6. Pedals policy on Cycling on Pavements and Notts. Police media campaign

7. Events / meetings including:-

- Planning for a healthy environment, Friends Meeting House, Clarendon Street, Thursday 14 June, 2-5 p.m.,
- Wheelie Big Cyclists Breakfast (8-10, Old Market Square) and Greater Nottingham Cycle Forum (10-1), Thurs. 21 June and possible Pedals display / gazebo
- Loughborough Critical Mass, 22 June – message from Matt Bates
- East Midlands Cycling Forum meeting Leicester Sat 30 June
- CTC climate change and cycling film campaign available in July
- Suggestions for speakers/special topic discussions at autumn meetings (October and November) including experienced of use of the new powers for prosecuting cyclists riding on pavements and promoting cycling by young people, based on lessons from experience in Derby and Leicester, etc.
- Guided Rides in 2008 – Susan Young proposal

8. Miscellaneous items

- Positive Futures Cycling initiative – message of 24 May from Mick Dawber and my response

9. Any other business

BACKGROUND NOTES!

*** means feedback especially wanted please**

**** means help please!**

1. Welcome, and apologies for absence

Mara Ozolins, John Wilson, Peter Osborne.

2. Minutes of the Pedals Meeting Held 21st May 2007 at The Globe.

Present: Hugh McClintock, Susan Young, Peter Osborne, Andrew Martin, Arthur Williams, David Clarke, David Miller, Rob Murray, Terry Scott, Alison Russell, Karina Wells, Christine Addis, John Park, Jenny Kukan, Andrew Househan and James Conley.

Apologies for absence: Mara Ozolins, Bill Istead, John Wilson, John Bannister, Chris Gardner, Liz Kirk and Lawrence Geary.

Finance. The Pedals website needs to be updated with the new membership rates. Pedals will start banking with the Co-Op in the near future as it has a more ethical policy than our current provider.

Website. Numerous updates are required, but contacting our webmaster, Alistair Morgan is proving difficult at the moment. An attempt will be made to contact him through Larry Nelson who recently offered to help in revamping the site.

Pedals Tools. Chris and Hugh to liaise with John Wilson about the possible return of some tools and stands. This seemed to involve some arc type stands used for securing bikes in bike shops as well as two black large repair stands. Since it was understood that Chris was away until early June this would have to wait some weeks now.

Hockley PPR. This is still dangerous for cyclists. It is not clear what route cyclists should follow, or what the parking restrictions are. There is, however, still 3 months work to go before the latest phase at the bottom of Hockley, to Cranbrook Street, is completed.

NET Extension. The implications of this for cyclists were discussed at length. It was considered both that it would bring some positive benefits such as new cycle routes alongside NET lines east of Wilford and in the Chilwell to Toton area but also that other proposed details, if not amended, would make life much more hazardous for cyclists in certain areas, such as Chilwell Road in Beeston, and Meadows Way. The removal of the Queen's Road East toucan crossing would also be a serious loss.

At the moment it looks like the NET extension will go ahead as the Government has promised to finance most of it and we therefore need to concentrate on getting changes to the worse aspects, Hugh suggested. There is lots of information on this in local libraries. There will be a public inquiry in the autumn but our submission has to be sent in by 7 June to the Department for Transport Transport and Works Act Orders Unit.

Pedals Newsletter. A replacement or backup producer of the newsletter artwork may be able required in the near future. It is possible that Arthur's wife may be able to do this. Some expertise in Microsoft Publisher is required. It was agreed that we could not afford to switch artwork preparation to De Facto design but that we might encourage Derrick Hankey, if still well enough to continue this part of the process, to emulate what some felt were their higher standards, if he could within the limits of his technology.

Membership. This year's renewal letters were unclear. There was no tear off/ return slip. Letters will be amended in future. The membership database may be over-complicated. A database based on Excel may be more appropriate. It is also worth considering phoning people directly who fail to renew as the previous Membership Secretary, Stuart Greenfield used to do, but it does need a lot of time to chase people in that way and it was appreciated that Dave Morris may well not have the time to do this.

Bike Lockers at NET Phoenix Park. Funding has been found for cycle lockers at this Park and Ride site. In the extension lines we must make sure that such provision is made from the outset at the terminal Park and Ride sites, Hugh remarked.

Wheelie Big Breakfast and Greater Nottingham Cycle Forum – June 21st. Hugh is presenting a Pedals update at this and has asked for the comments made by all who attend to be minuted so that the City Council's response can be noted and followed-up (as feedback from them in the past has tended to be very slow).

Bikelt – the Sustrans initiative - may be introduced to Nottingham soon if the recent contacts Hugh has had with Mike Madin (Bikelt national coordinator) and Dave Clasby (Derby and Leicester Bikelt coordinator) begin to bear fruit. It already operates very successfully in Derby and Leicester and, as well as encouraging cycling to and from school, can encourage parents to take up Adult Cycle Training.

Nottingham Primary Healthcare Trust is with Cycling England likely to start a trial personal cycle trainer initiative to promote cycling. Helen Ross who works for the trust could be possible speaker at an autumn meeting.

City Rights of Way Improvement Plan – A definitive map of rights of way is being completed by the City Council. If anyone has issues with rights of way, e.g. overgrown vegetation (such as that at Birdcage Walk or along canals) they should contact John Lee or Jenny Kukan at the City Council. Hugh to bring draft comments on the ROWIP to the next meeting.

Update

Pedals website updating:

I have still not managed to get a response from Alistair Morgan but meanwhile some urgent updating (e.g. of the new subs rates and membership form, and details of the next Regional Cycling Forum in Leicester on 30 June) has been done by Larry Nelson who a few months ago offered to help Alistair with some revamping of the site:

“Hugh,

I've added this to the Maps page. I've also added new links to the NCC website download page against the relevant maps, and a direct link to the relevant .pdf when you click on the image. Let me know if that is ok. Cheers, Larry.”

PS (5 June). I have now at least heard again from Alistair Morgan apologising for not being in touch as he

had been swamped by various things. I have explained the more pressing changes I got Larry to make (including the pdf version of the spring/summer newsletter) and Alistair has now added a few more, e.g. minutes of recent meetings.

Pedals newsletter artwork preparation

Derrick Hankey is now better and expects to be able to do the next issue in September.

NET Phase 2 submission

Submission to the DfT Transport and Works Act was finalised and sent off on 6 June. Thanks to all those who contributed comments. I have asked to appear at the Public Inquiry this autumn.

Carrington Street road works this summer- changes to timing

The road works involving partial closure of the bridge over the railway outside the Station has now been delayed by 6 weeks and will not be starting until 9 July, Hayden Reed has told me.

City Rights of Way Improvement Plan – Draft Pedals comments:-

Q1. Do you support the general principles of the ROWIP Consultation Draft?

Yes

Q2. Do you think the ROWIP Consultation Draft included an adequate assessment of the needs of different users?

No - page 14 should include a reference to the importance of circular routes for many cyclists and the reference to a "well-maintained network" should include references to the importance of cutting back intruding or overhanging vegetation which can often make paths harder and less safe to use.

Q3. Do you think an adequate assessment of the local rights of way network in Nottingham has been made?

No page 21.

Figure 3 shows the link between Silverdale and Clifton as a 'public footpath', despite the fact that this has been part of a designated cycle route since the Clifton to City Centre cycle route was opened by the County Council in September 1982.

In November 1981, following the publication of the Pedals 'Bike City bikeways' report with detailed proposals of a network of cycle routes for Greater Nottingham, the then City Planning Committee agreed that all new paths constructed in the city would be suitable for shared use by cyclists and pedestrians but this commitment seems to

have been overlooked after a few years. Several paths were built as shared paths in the 1980s, e.g. the riverside path between Clifton and Clifton Bridge and, though we were assured that signs making clear their shared use status would appear, none did so. All that happened, was, after a few years, blue pedestrian route direction signs were erected. More recently on this path (and other paths) green 'Public Bridleway' signs have been erected which are welcome but it would also be helpful, as we had pointed out many years ago, for these paths signs to make clear the local destinations they serve.

Other paths have been built, e.g. along Fairham Brook west of Silverdale and south of the Trent, but these are only signed as 'Public footpaths', despite the commitment agreed by the City Council in November 1981.

Pages 30-34: Motor Cycle Inhibitor Barriers

We welcome the recognition in the draft report of the problems these can cause for pedal cyclists, wheelchairs, mobility scooters and other users. Pedals strongly opposes the recent introduction of A-frame barriers which are very difficult for most bikes to ride through. We are particularly concerned at the use of a series of these close together (e.g. on Sustrans Route 6 on Basford) which strongly discourages use of that stretch of path and effectively can encourage cyclists back on the roads. As long as these are used they undermine the commitment on Policy ROWIP16 to provide a safe and user-friendly environment to encourage more people to cycle to their destinations. In areas where abuse, e.g. by motorcycles, we would like also to see less reliance on physical measures and more on local publicity and community involvement, e.g. clearly and securely posted information on and near paths with contact details for reporting cases of abuse. Where there is an overwhelming need for physical measures other types of access control such as K-frame barriers (recommended, e.g. in the County Council's revised Highway Design guidance for cyclists in 2006) should be used instead and existing A-frame barriers should be replaced by these or at least modified. NCC guidance is to not install barriers until all other means of controlling anti social behaviour are exhausted. This means that no new path should have barriers on it for several months at least. [NCC Cycling Design Guide 2006 Sections 13.0 and 13.1]

Q4. The table below refers to the Statement of Actions (which is supported by a policy; (i.e. ROWIP 1, ROWIP 2 and so on) which can be found on pages 35 to 40 of the ROWIP Consultation Draft. Please use this section to tell us how you would prioritise these Actions for improving the local rights of way network in Nottingham by ticking the relevant

Please include the Chapter heading(s) and page number(s) that you are commenting on boxes. For example, do you think a particular Action should be given a high priority, a medium priority or a low priority? Please tick one box per line only.

Ref:	High	Medium	Low	Ref:	High	Medium	Low
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ROWIP1 High	ROWIP11 High	The proposal is to amend draft rules 61 and 63 of the Highway Code so that they would read as follows: * 61 Cycle Facilities. Use cycle routes, advanced stop lines, cycle boxes and toucan crossings unless at the time it is unsafe to do so. Use of these facilities is not compulsory and will depend on your experience and skills, but they can make your journey safer. * 63 Cycle Lanes. These are marked by a white line (which may be broken) along the carriageway (see Rule 140). When using a cycle lane, keep within the lane when practicable. When leaving a cycle lane check before pulling out that it is safe to do so and signal your intention clearly to other road users. Use of these facilities is not compulsory and will depend on your experience and skills, but they can make your journey safer.
ROWIP2 High	ROWIP12 High	
ROWIP3 High	ROWIP13 Medium	
ROWIP4 High	ROWIP14 High	
ROWIP5 High	ROWIP15 High	
ROWIP6 Medium	ROWIP16 High	
ROWIP7 High	ROWIP17 Medium	
ROWIP8 High	ROWIP18 High	
ROWIP9 High	ROWIP19 High	
ROWIP10 High	ROWIP20 High	

Q5. Are there any other issues you would like to see covered in the final ROWIP?
No

From CTC Newsnet of 1 June: Highway Code cracked: more than 40 rules changed for cyclists

“Following our high-profile campaign, the Government has agreed to amend the Highway Code to improve cyclists’ safety and to encourage drivers to take more care around vulnerable road users.

In total over 40 rules in the Highway Code have been changed to the benefit of cyclists and will come into effect this summer. Read the announcement issued this morning by the Department for Transport at <http://www.gnn.gov.uk/environment/fullDetail.asp?ReleaseID=288554&NewsAreaID=2&NavigatedFromDepartment=False>

On hearing the news, CTC Director, Kevin Mayne, said: “I am also delighted for CTC as an organisation, for our staff, members and supporters. This has been nearly two years work and a huge investment of our resources. We thought at several stages during the process we had achieved the outcomes we sought, but now we have an agreement we can work with. I am convinced that at the final stage of the process only CTC could have achieved this outcome with our focus, our knowledge, our ability to bring together the whole cycling movement and the respect we are given by government. Read more about the [campaign](#) and show your support for the change; by signing our [petition](#)”

DfT response to CTC/CCN campaign on changes to the Highway Code re wording of advice on cycle facilities – DfT Press release of 1 June
“Department for Transport proposes further changes to cycling rules in the Highway Code

The Department for Transport is proposing further changes to the cycling elements of the revised Highway Code laid before Parliament on 28 March 2007.

The changes put forward are in order to clarify advice in the Code on the use of cycle facilities and cycle lanes. They take account of further representations from and discussions with, the cycling organisation CTC.

The Department’s priority is to introduce a Highway Code that all road users, including cyclists, can feel confident referring to as a source of road safety advice and information on the law. We are confident the changes will help do this and promote safety, understanding and co-operation between all road users.

Notes to Editors

The Department is asking key road safety and cycling stakeholders to comment on these changes, with a view to including them in the new version of the Highway Code later this year.

Following the public consultation on proposed changes to the Highway Code in 2006, more than 40 changes were made to the cycling rules and elsewhere in the Code to improve cyclists’ safety. These were included in the proposed new Code laid before Parliament in March 2007. We are now proposing 2 further changes. The previous versions of these rules are as follows:-

Rule 61

Wording in current (1999) Highway Code:

Use cycle routes when practicable. They can make your journey safer.

Wording that went out to public consultation 2006:

Use cycle routes when practicable and cycle facilities such as advanced stop lines, cycle boxes and toucan crossings where they are provided, as they can make your journey safer.

Wording laid before Parliament in March 2007:

Use cycle routes and cycle facilities such as advanced stop lines, cycle boxes and toucan crossings whenever possible, as they can make your journey safer.

Rule 63

Wording in current (1999-2004) Highway Code:

Cycle lanes. These are marked by a white line (which may be broken) along the carriageway (see Rule 119). Keep within the lane wherever possible.

Wording that went out to public consultation 2006:

Cycle lanes. These are marked by a white line (which may be broken) along the carriageway (see Rule 119). Keep within the lane wherever possible.

Wording laid before Parliament in March 2007:

Cycle Lanes. These are marked by a white line (which may be broken) along the carriageway (see Rule 140). Keep within the lane wherever possible.

Public Enquiries: 020 7944 8300
Department for Transport Website:
<http://www.dft.gov.uk> "

Report on CTC / CCN conference in Derby on 19 May including CCN AGM and Andrew Martin's proposal for 2009 conference in Nottingham

I gave a brief report at our last meeting on the conference as a whole but not on the AGM of the Cycle Campaigns Network at lunchtime which Andrew Martin attended. He had to leave the last meeting early but, I hope, will be able to give us a brief report on the AGM at this meeting.

Andrew also suggested to me that it would be great if Pedals could offer to host the spring/summer conference in 2009, as part of the celebrations for our 30th birthday and I would be interested to get other peoples' reactions to this idea (which I did also consider for our 25th birthday in 2004!).

In principle it seems excellent but, if we decide to take this further, we need to do so with our eyes fully open, e.g. do we still have, or could we possibly get the resources to run such an event, especially the volunteer person power?

These events now attract at least 80 and up to 100 people and involve a lot of work, including advanced programme organisation and publicity, bookings and registration, welcoming people on the Friday night (and an informal pub get-together), looking after people, stalls and catering on the day, and arranging a variety of rides on the Sunday, as well as finding and coordinating offers of and requests for accommodation for visiting campaigners. Recent such events I have been to seem to have at least 10-12 people up front (in special T-Shirts) plus no doubt several more helping behind the scenes. If we are going to take this on, we need to be quite sure that we can rely on enough help to do it properly!*

Promoting cycling to and from schools in Nottingham: message of 22 May from Diane Topple, School Travel Adviser, Nottingham City Council

"I am writing further to the recent flurry of e-mails regarding cycling in Clifton and also at Ellis Guilford.

Me and my colleague, Sue Thorpe (also a School Travel Plan Adviser) have been working with Ellis since last June 2006. We have helped develop their School Travel Plan and have also done a comprehensive cycle survey with their pupils to identify ways to encourage them to cycle to school.

After schools have developed their School Travel Plans, we still work with the schools to try and review and monitor their progress after implementing their proposals and targets identified in their Plan. We are at the moment putting together a portfolio of all our "STP Schools" to see how they have fared since developing their Plans. From a review and monitoring point of view and also from a "success" point of view, we would be grateful if we could be kept in the loop regarding Ellis Guilford. As noted in our Newsletter, we think Ellis is one of our "successes" and we would like to see how they go forward to build on this.

Regarding Clifton. We have now worked with all but one of the primary schools in Clifton developing School Travel Plans and worked closely with staff at Fairham Secondary School, in developing their Plan so they could install a new cycle shelter which we believe they have just done having received their capital grant. We also carried out a cycling survey with Fairham pupils and worked closely with them to try and identify what would encourage them to cycle to school. Cycling infrastructure is very good in and around Clifton and we would like to promote this to our secondary schools. We would like to work with Farnborough School in developing their plan and promoting cycling to them at the same time. We would be happy to work with Ridewise/Road Safety et al to try and achieve this so, again, would be grateful to be kept in the loop or just have a chat about the best way to take this forward.

Please contact me if I can be of any further help.

Regards, Diane
Diane Topple
School Travel Plan Adviser
Children's Services
Nottingham City Council
Sandfield Centre, Sandfield Road
Lenton, Nottingham NG7 1QH
Tel: 0115 915 0966
Fax: 0115 915 7869

...PS. Message of 8 June from Graham Hubbard, Ridewise Coordinator:

"I am meeting Diane to discuss this further on 15th"

Pedals displays at recent events (2 and 9 June)

Many thanks to those who helped at the joint Pedals and Ridewise displays on 2 March in the Old Market Square (Climate Change Awareness Raising) and 9 June (West Bridgford Summer gathering).

At both of these events we had much interest in both Pedals and Ridewise, and gave away lots of cycle maps and other leaflets, so I hope this will help to increase our membership again!

3. Cycle facility and other traffic management matters:

Re: Progress with Cycling Action Plan to follow-up my presentation to your January Overview and Scrutiny Panel – my response to email from Cllr. Emma Dewinton, 24 May:

"Emma

Thanks for this helpful reply which I will report to the next Pedals monthly meeting, on 18 June

Our offer to run a cycle tour for interested Members and Officers is still in the table. I don't recall having had any sign of interest in taking it up but am sure we can still arrange it if you wish. If you are interested in discussing this further do let me know after I am back from a week's holiday tomorrow week and I will also raise it at our June meeting.
Hugh

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

From: [myra thomson](#)

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

Cc: [Mike Peverill](#)

Sent: Thursday, May 24, 2007 5:17 PM

Subject: RE: Progress with Cycling Action Plan to follow-up my presentation to your January Overview and Scrutiny Panel

Hi Hugh

Thanks for your email regarding cycling – following your presentation to the Regeneration Panel in January, I think I did update you on various discussions I have had both with Scrutiny Officers and with Barry Horne. The situation is that we are actually moving forward with the proposal for a Multi-agency Working Group to look at the cycling strategy in the City which would be inclusive of yourself and Helen Ross from the PCT, also combining Executive and Scrutiny Members and Officers. Grant Butterworth is going to write out with proposed dates (as soon as the relevant Director is back from leave). I think this will be more effective than another afternoon's scrutiny exercise.

I have been discussing the work plan for Regeneration Panel with the Scrutiny Officer, Chelsea Coleman-Wood. Updates on the transport issues raised last year will come to the 10th July Regeneration Panel Meeting (3 o'clock at the Council House). I am, however, hoping that the Cycling Strategy Group will either have met or at least have a date to meet so that we will be reporting that back to the Panel meeting, and that a series of Working Group meetings will be held to look at various aspects of the cycling strategy that have been raised.

Outside representation on Scrutiny Panels is being discussed at a Joint Chair's Meeting – I think the Regeneration Panel has really benefited from the involvement of outside witnesses and members. Thank you for your involvement and I hope you will be able to take part in the Cycling Strategy Group meetings.

I have not heard anything from you about the proposed cycling tour for Members and Officers, but if you want to take it forward, I will put it to the new Panel!
Best wishes. Emma Dewinton"

Cycle parking in the Old Market Square and Smithy Row area

I put this on last month's agenda but we did not get round to discussing it.

My point is that, with the decision by City Councillors not to have any cycle stands in the Old Market Square, but only to the west, on Beastmarket Hill, cyclists find them have nowhere convenient to use to leave their bikes in the Smithy Row area east of the Square (even the stands in King Street are a bit too far away) with the result that a lot of bikes are now being 'fly-parked', i.e. locked to trees and bench railings etc. in Smithy Row. I therefore propose that we ask the City Council to make proper provision in this area.*

Replacement cycle lockers in new Trinity Square car park- my message of 23 May to Steve Brewer: "Steve

I gather that it is now only a few months until the new Trinity Square car park is due to be completed and thought I would check in good time that the replacement cycle lockers will be installed (with good signing) when the new car park opens.

Is the intention to reuse the ones from the old car park (assuming they have been stored safely) or to install new ones? Either way we want to be sure that the lockers are conveniently located, well-signed and generally well publicised, to help ensure that they are as well used as their predecessors installed in 1993.
Hugh"

Proposed ban on left turn from Howard St into Huntingdon St – copy of my message of 8 June to Tina Furlong, City Council: "Tina

Thanks for your letter of 5 June re the proposed TRO at the junction of Howard Street and Huntingdon Street.

Will pedal cyclists be exempt from the proposed prohibition of left turns from Howard Street into Huntingdon Street?
Hugh"

Obstruction of Clifton Boulevard cycle path caused by Highways Agency temporary road works signs – my message of 24 May to Jeremy Dixon of AMScott (managing consultants for the Highways Agency) "Jeremy

Why oh why has someone put one of your yellow and black temporary diversions signs for the A52 Bardill's Island road works right across the cycle path on the west side of Clifton Boulevard near the bottom of the hill and by Nottingham University? The sign in question is completely blocking the cycle path forcing cyclists instead to ride on the adjoining footway. Just who was responsible for this utter lack of thought and did it never occur to them that it might be somewhat inconvenient, to say the least?

What makes this oversight even more galling is that just recently I have been having discussions with PC David Silverwood of Canning Circus Police Station about ways that the Police might work in partnership with other organisations including Pedals, the City Council, Ridewise, etc. to address the concerns he has had

frequently voiced at local residents' meetings in the Lenton area about the nuisance of cyclists riding on pavements. Yet here is an example of a major public agency i.e. AMScott/The Highways Agency) effectively encouraging cyclists to ride on the pedestrian side, no doubt increasing the risk of the very complaints that people have been making!

Can you please ensure that this sign is relocated as soon as possible so that it does not obstruct the passage of cyclists (or pedestrians)?
Hugh"

Bestwood Park Drive West to Queen's Bower Road (inclusive) Road Safety Proposals

We have until 20 June to get any comments to the City Council if anyone would like to follow this up please?*

Emmanuel School / Gresham Park area of West Bridgford; complaint about chicanes: message forwarded by Nick Moss on 4 June and my response:

"Nick

Thanks for taking this up and for the copy of your complaint.

I had also mentioned this matter, at least a couple of times, to Ed Ducker, and pointed out recently to him that the width of the gap in two of the chicanes is only 86cm, i.e. way below the 120cm standard given in the County Council's recently revised Cycling Design Guidance. I am still waiting for him to get back to me further on this.

Hugh

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

From: Nick Moss

To: Hugh.McClintock@ntlworld.com

Sent: Monday, June 04, 2007 9:01 AM

Subject: FW: Freedom of Information Request, Emmanuel School

Hugh, FYI

Subject: Freedom of Information Request, Emmanuel School

From: amanda.blicq@nottsc.gov.uk

To: nickmossy@hotmail.com

CC: steve.r.smith@nottsc.gov.uk;

bob.godley@nottsc.gov.uk

Date: Fri, 16 Feb 2007 10:36:19 +0000

Dear Nick,

Further to our conversation yesterday regarding the installation of chicanes at the Gresham Park site, please find below a response to your concerns:-

a) The development of Gresham Park is a fairly complex multi-authority project, part-funded by Nottinghamshire County Council, in partnership with other stakeholders including Nottingham City Council, Rushcliffe Borough Council and the Becket School. None of the site is owned by the County, but the County are funding facilitation and infrastructure works. The phasing of the scheme, over a number of years, which involves the relocation of Coronation Sports Club to another site in Gamston, has had to ensure that a minimum number of football pitches are available for public and school use throughout the development period. The critical milestones for the scheme are the

preparation of new pitches at predetermined points to coincide with the new school and pavilion buildings; failure to deliver has serious legal and financial implications for the County Council. The site's development is further complicated by ground conditions which preclude working when the water table rises above a certain level. In order to facilitate construction, and comply with Health and Safety legislation, the overall scheme also required a strategy for footpath closure and reopening. A footpath strategy for the entire scheme has been agreed with Rushcliffe BC and has planning approval.

b) Early on the planning and design process, traveller ingress onto the site was identified as a potential risk to the works once the access road was open. During the latter stages of the access road construction, unidentified vehicles were seen on the road, and machinery in the site compound was tampered with. The County included the metal fencing as a 'vehicle proof' barrier as part of the agreement with Rushcliffe and this formed part of the planning application; the entrance to the footpath running east-west across the site along the Emmanuel School boundary was shown with a bollard at the entrance. Rushcliffe are the land-owner and it is the intention that all new works are handed over to Rushcliffe on completion. (The southern cycleway was not shown on those original plans).

c) After construction of the fence along the western boundary of the new road, concerns were raised by various people involved with the scheme, including Highways Operations and Vincent and Goring (project managers for the scheme), that the tarmac footpaths were providing 'roads' into the site, thereby making the fencing redundant. Again, there were concerns that travellers would have easy access into the site, as would motorbikes, and extending the metal fencing to form chicanes appeared to be the most sensible and robust means of reducing the risk. The layout of the chicane was prescribed by Ed Ducker of NCC.

d) I have no exact figure for the costs; the fencing work was done through NCC Highways Operations, and the cost of the chicanes was not isolated - the rough cost of the fencing work was around £ 70 per linm. If the barriers prove to be a problem in the future, or superfluous, they can be cut off at ground level and the tarmac patched over. However, our immediate concern is to take reasonable steps to prevent vehicular access to the partly constructed sports pitches to the west of the new pavilion and car park, and also to safeguard the existing pitches which have to be used to compensate for the loss of others used behind the former Chateau site; a bollard could be easily removed or pushed over by concerted effort - the chicane takes more effort and is seen as a better solution. Damage or vandalism to either the synthetic or natural pitches could delay completion and have a knock-on effect on completion and the remainder of the works. When the site is handed over to Rushcliffe, they may have a different view of the risks to the site and may not require the chicanes.

I hope this will explain the County's position with the respect to your concerns; given the scope of the development and the intricacies of the programme, taking action after a problem had been identified was not really a viable option. If you have any queries or

would like to discuss this further, please do not hesitate to get in touch.
Kind regards
Amanda Blicq
Principal Landscape Architect
Landscape and Reclamation Team
Nottinghamshire County Council
0115 9772164"

Revised proposals for the A453T widening (M1 Junction 24 to A52 Nottingham): my message of 4 June:

"Dear all
I have now had details of the Highways Agency's plans for public consultation on their revised proposals for the A453 widening between Junction 24 of the M1 and Clifton, including the exhibitions at the Clifton Leisure Centre on Southchurch Drive, Clifton, on Friday 8th June from 10 a.m. to 8 p.m. and on Saturday 9th June from 10 a.m. to 4 p.m. I hope to get along on Friday.

I shall however, unfortunately, not be able to get along to the special meeting to discuss the Non-Motorised User Issues next Tuesday (12 June) at Clifton Leisure Centre from 9.30 to 12.30 as I am away all next week at the Velo-City '07 European cycling conference in Munich.

Comments on the revised scheme are requested by 23 July and I would therefore like to make time to discuss this at the next Pedals meeting, just after I am back from Velo-City '07, on Monday 18 June. It would therefore be very helpful please if anyone visiting the exhibition and/or attending the meeting on 12 June, could let me have any comments before or at that meeting.

At first glance at the consultation leaflet it looks as though the revised scheme, including a completely new alignment of the A453 to the south of the existing road, between the West Leake Junction by the Power Station and the new Mill Hill roundabout just south of Clifton, will provide a distinctly better solution for cyclists and other non-motorised users by allowing them, and local access traffic, to use the existing road which will be retained.
Hugh"

...my message to Patrick Davis after visiting the Public Exhibition on 8 June:

"Patrick

I had some useful discussions with various people including Colin Shields of White Young Green, and Ray Clay of CTC, when I visited the Highway Agency's Public Exhibition of their latest A453 widening proposals today in Clifton. They do indeed seem a distinct improvement for non-motorised users compared with the last lot.

As I shan't be able to attend the special meeting next Tuesday to discuss the NMU issues, through being away at Velo-City '07 in Munich, I thought I would give you my raw comments, while still fresh, for you to feed in to the meeting if you have a chance please. It would in any case be very helpful if you were able to give me a report on what comes out of that for me to raise at the Pedals meeting just after I am back, on Monday 18th.

Moving the widened road further south, between the new Mill Hill roundabout on the edge of Clifton and the West Leake junction by Ratcliffe Power Station, combined with using the old road for local traffic and NMUs, seems a good way of maintaining coherent provision between Clifton (Bridge) and the Long Lane overbridge just across the county boundary but I am somewhat concerned as to just how much motor traffic this might still carry, at least in peak periods, or when there are hold-ups on the new road. In any case it will be important to make clear to drivers that this is now just a local traffic road and not one where they can now put their feet down, regardless of what cyclists, pedestrians or horseriders are ahead. Coherent and well-maintained cycle directions signs, along the whole route, are also vital

Several stretches of new bridleway are proposed, in some cases continuing from extended cycleways or shared paths, as on the stretch between the new Mill Hill roundabout and the Crusader roundabout. I emphasised to Colin that it was important that the surface was of the same standard as on the cycleways, even if they retained a rougher surface alongside for horseriders, otherwise there will be an inconsistent level of comfort that will give the route a bad name. Poor maintenance arrangements, as common on off-road paths of course, will make this only worse.

I also made to Colin the point that I gather you had raised with him yesterday about the need for safe cycle/ped provision across the eastern arm of the new Mill Hill roundabout and that it would in any case be preferable to widen by one metre their proposed new footway alongside the new link road to Clifton Lane/Nottingham Road to make it a shared path.

Particularly important, I think, is to achieve a good shared connection between the old A453 and new bridleway north of the new roundabout and the NET extension Park and Ride site just south of it, not only to provide a safe route for cyclists from the Thrumpton and Barton Fabis directions to the secure bike parking promised at the Clifton line terminus but also to continue through the site towards the centre of Clifton, making use of the enhanced cycling provision alongside the tram through Clifton. In fact, we had anyway made this point in our detailed comments about the NET extension, submitted only two days ago!

I also raised the question of what provision is proposed at the other roundabouts in Clifton to make it easier and safer for cyclists to reach the cycleway/shared path on the north side of the road. Colin said they were aware of this but had not yet looked at that in detail.

Looking at the other end of the scheme I was a bit surprised to see that no NMU provision is proposed west of the Long Lane bridge through or near the M1 junction towards EMA and the Pegasus Business Park but instead intends that cyclists be routed through Kegworth. On the other hand, I confessed not only to that being way outside Pedals normal area of interest but also that I had much less local knowledge on which to base comments than you or Ray Clay, or indeed Colleen Hempson. I am therefore quite happy to leave that to you to address if you think it necessary!

I look forward to your comments

Hugh”

Nottingham to Keyworth cycling dangers; message of 4 June from Adrian Cooke, Environment Officer, British Geological Survey, Keyworth, and my response:

“Adrian

Thanks for your email. I was very interested to hear about your survey and your efforts to get more BGS staff to cycle to work, as well as about the clear evidence you now of the interest of many staff in cycling.

The best person for you to contact at the County Council is Ed Ducker, the Cycling and Walking Officer, to whom I am copying this reply (and also to his colleague Paul Hillier and to others, including some officers at Rushcliffe BC, who would be very interested, I am sure, in your initiatives and interest.

In view of your comments about the dangers for cyclists at the Wheatcroft Island I am also copying this message to Jeremy Dixon of AMScott, who are managing consultants for the Highway Agency's Trunk Roads in this area (Area 7).

I also attach a copy of the recently updated and consolidated list of Pedals proposals for further cycling improvements, as requested by the County Council following a discussion on this topic at the most recent meeting (in April) of their Highways South Cycle Working Group. As you will see it contains several ideas for improving cycle connections to and from settlements outside West Bridgford.

I will also mention your message and request for help at the next Pedals meeting on Monday 18 June.
Hugh

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

From: Cooke, Adrian P
To: Hugh.McClintock@ntlworld.com
Sent: Monday, June 04, 2007 4:24 PM
Subject: New cycle lanes Nottingham to Keyworth

“Hugh

I'm the Environment Officer for the British Geological Survey in Keyworth and I'm trying to encourage more staff to cycle to work by, for example, persuading our employer to participate in schemes such as BOOST and setting up a bicycle users' group.

I sent out a site email a couple of weeks ago to see how many staff cycle, or would be interested in cycling, to work. To date 70 members of staff have responded, which is very encouraging. However, many staff have commented on how dangerous some of the roads are for cyclists and the lack of cycle lanes, particularly from Nottingham to Keyworth.

I contacted Rushcliffe Council for advice/information but was referred to Notts County Council's Gamston office. Unfortunately, when I rang their number all I got was a recorded message saying that the office was now closed. I then emailed Nottinghamshire's transport strategy group 'transport.strategy@nottscc.gov.uk' but again have had no success.

As the chairman of Pedals do you have any names I could phone/email to see what plans there are (if any) to introduce new cycle lanes in this area, please?

The recently-revamped Wheatcrofts traffic island is of particular concern to many staff.

Regards, Adrian”
Adrian Cooke
Environment Officer
British Geological Survey
Keyworth, Notts.
NG12 5GG
Telephone 0115 9363159

...and comments from Paul Hillier, Notts CC (6 June):

“Hugh,

It sounds as though Adrian is setting up a Travel Plan in everything but name. We'd be happy to help him with this - information can be found on our website at http://www.nottinghamshire.gov.uk/home/traffic_and_travel/strategy-policy/travel_plans.htm

Regarding the test track, you're pretty much on the money: the track belongs to British Railways Board (Residual) Ltd. The leaseholders of the line ceased using it last year but it remains in the possession of BRB (Residual) and is still operational.

Paul Hillier
Local Transport Plan Officer (Greater Nottingham)
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054”

A46 (Newark to Widmerpool Improvement) Public Inquiry (3-24 July) – copy of my message of 4 June to Brenda Taplin, Programme Officer

“Dear Ms. Taplin

Thank you for your letter of 23 May and please forgive the delay in my replying; I have been away most of the time since it arrived.

I am sorry that another engagement prevented me attending the pre-inquiry meeting on 16 May but I can confirm that I would please like to appear at the Public Inquiry, if possible in the same session as Patrick Davis from Sustrans and Roger Codling from CTC. Currently I can manage most dates in July from 3rd to 24th apart from 17th and 19th.

I expect to need no more than half an hour for presenting our case.

Yours sincerely,
Hugh McClintock,
Chairman, Pedals (Nottingham Cycling Campaign)”

Lost ways research (in Notts) – message of 21 May from Neil Lewis, Notts CC:

“Dear all

A quick reminder that Natural England are looking for volunteers to help / assist them in researching 'Lost Ways' (i.e. lost rights of way) in Nottinghamshire. They are also planning a workshop for interested individuals / volunteers in 'early summer'.

If you are interested or know of anyone please contact me ASAP and I will pass on your details.

Many thanks
Neil

Neil Lewis
Countryside Access Development Officer
Countryside Access Team
Communities
Nottinghamshire County Council
01623 825491"

4. Newsletters: items for next issue

The next newsletter will be going to press in September but please start to think now about possible contributions! **

BBC East Midlands Today and BBC Radio Nottm feature on Brake report on drivers and cycling (Thurs 7 June)

Both BBC EMT and Radio Nottm gave a lot of coverage to the recent report from the Brake road safety organisation report on drivers and cycling, highlighting its finding that 2/3 of drivers said they were too scared to consider cycling.

EMT included an interview with David Standard, son of Sid Standard (owner of the main cycle shop in Beeston, who was killed in an accident 3-4 years ago, a very positive feature about the popularity of cycling promoted at a school in Long Eaton and its many benefits, to kids, the head, parents, etc, and also a 'running commentary' to some film shot by a camera strapped to the bike of one of their reporters cycling from his home in Ladybay over Ladybay Bridge and his observations about how he was treated by drivers, etc.

A shortened version of this was shown on their later Regional News and when the presenter signed off, he remarked "I am now going to cycle home so will drivers please watch out carefully for me!"

The same interview with David Standard was used that morning by Radio Nottm and they also recorded a live interview with me at the Victoria Embankment end of the Suspension Bridge, in the middle of the rush hour, with many cyclists coming past. There were a few phoned in comments later in the programme.

5. Finance

Susan Young to report.

I gather that Susan and Lawrence Geary have recently discussed the future of the Pedals publication account which Lawrence has been running for about 24 years ever since he agreed to take responsibility for managing stocks of, as well as editing, the first of the three editions we have produced of the Pedal Pushers' Guide (1983, 1990, 1999), because he has found it more convenient to keep track of publication income and outgoings through having a separate account from which, from time to time, surpluses have been transferred to the main account.

As part of the arrangements for setting up our new bank account with the Coop Susan has decided that she would prefer to operate just one account, an idea which

Lawrence is opposed to, feeling, he says, that the current account works well with responsibility and accountability being quite clear.

We need to discuss our attitude to this disagreement. My view is that, whatever the practicalities (and I can see arguments pro and con the current arrangements), we ought to give special consideration to the views of our Treasurer, Susan, if that is what she finds most convenient for her, and to assist streamlining of managing our finances.

At the same time we need to be aware that, if we do agree with Susan's views to change the current separate publications account arrangement, we might be faced with having to find someone else to take over stock management of our PPG and City County Forest books from Lawrence, which is quite a responsibility.

I should also mention that Lawrence, who has been active in Pedals since about the 2nd or 3rd year of our birth (in 1979) has anyway decided not to renew his subs next year, as he remains unconvinced of the need for the increase we agreed at the AGM in March. However, Lawrence has also said that he would be happy to continue with publication sales on the current basis after next year but that he would understand if Pedals preferred an actual member to handle it.

Comments, please!*

6. Pedals policy on cycling on pavements and Police local press release / media campaign

– comments of 24 May from Roger Geffen, CTC Policy and Campaigns Manager

"Hugh

I'm not sure what has prompted this. However, if the police want to be seen to be doing something about pavement cycling, one option might be to suggest that they borrow and adapt an idea from Oxford.

The police there came up with the idea of handing out Fixed Penalty Notices to cyclists riding without lights, but would cancel it if you showed up at the police station with a working set of lights. For pavement cycling, the variant of this idea could be to run a scheme where the police would cancel your FPN if you produced evidence that you had booked yourself onto a cycle training course.

After all, the police have for some while been dropping the threat of prosecutions against drivers charged with driving offences if they agree to go on a speed awareness or driver improvement course. How much more justifiable is it to take this approach with cyclists, given that the reason many of them ride on pavements is because (unlike drivers, who have all passed a driving test), nobody has ever shown them how to ride safely and legally on the carriageway in the first place? Best wishes, Roger Geffen
Campaigns & Policy Manager
CTC, the national cyclists' organisation
CTC National Office, Parklands, Railton Road,
Guildford. GU2 9JX
tel 01483 238322 (direct line) / 0870 873 0060 (main number)
fax 0870 873 0064."

...comments from Gary Smerdon-White, Ridewise (24 May):

"Hi

What Roger suggests is what RideWise discussed informally with police when the police did a Beeston purge on cycling on pavements. Unfortunately we have no evidence that we got customers from it. However if it were firmed up it could be very fruitful.

Gary"

...and from Susan Young (24 May):

"Hugh / Graham

Am forwarding this information and the Pedals statement to the Dunkirk & Lenton Partnership Forum to brief them before their next HE&CS meeting in June where this topic keeps arising, and has done on a regular basis for some years. I'll be there to either answer questions or bring their concerns back for discussion.

Susan"

...and from Mike Madin, National Project Manager for Sustrans/Bikelt Project officer (based in Derby), a job he took last year after 30 years with the Derbyshire Police.

"Hugh,

Thank you for the sight of the correspondence with the local police. If I may as an ex-police officer respond with my personal views, firstly as a former Deputy Divisional Commander, (albeit in another force), then as a Project Manager for Sustrans.

Firstly I am interested in the history or background of this debate. Has it been started from an accident Prevention/Road Safety debate or is it as the result of Beat complaints in Nottingham?

If it is the former (Road Safety awareness) then like Lynn Hanna I think it wise to put cycling activity and accident rates into perspective....

How many accidents, incurring slight or serious or even fatal injuries to pedestrians have been caused by cyclists on the pavement? I am sure that the equivalent of the Nottingham Road Safety Partnership has statistics from the Highways/Transport dept derived from DoT figures to reveal the extent of the problem.

In contrast to that how many accidents resulting in death, serious or even slight injury to both pedestrians and cyclists have been caused by motorists?

As a Divisional commander I did not want my officers tied up constantly dealing with road and off-road accidents and incidents. They should be devoting their time to reducing crime in an area. however the low-level nuisance may actually be a reflection of 'The broken window syndrome'....Where an area becomes perceived as less safe because of problems not being addressed, where local police instead concentrate on 'fire-fighting' police styles which require mobile patrols (cars) divorcing them further from the communities in which they work.

I think factor of the problem may be that the local police do not understand the road situation for cyclists because they are not cycling themselves. Perhaps there could be a way we could get mobile cycling patrols back on the streets?

I also think the local police could spend a little time trying to analyse beat incidents and investigate the pedestrian-cyclist conflicts to try and establish the who, what, why, when, where and how? I'm not sure we can stereotype all cyclists as being 'harassers' of the elderly. I think there are distinctive categories all of whom could be identified and targeted with positive interventions aimed specifically at them.

For example students at the universities, are they using the pavements? Could the local authority liaise with the university authorities to run Bikeability training sessions? Perhaps linking their passing of level three with support from local bike shops? A discount card on purchases? Or could the University offer promotional incentives (bells lights and bike locks?)

Another example are youngsters 13-18 age ranges stunt riding hopping and other nuisance like manoeuvres. They need to be channelled into areas that are less likely to bring them into conflict. Can the LA create cycling areas a BMX track? a Stunt Track? Again using school to get the message over about responsible cycling offering Bikeability as 'Advanced cycling' promotional sessions - getting a good role model into talk to the youngsters about cycling from the BMX and Road racing worlds?

Are there a hardcore of recidivists who need proper enforcement? No mention of mini motorbikes in your correspondence? These are often symptomatic of youngsters and not so young men indulging in risk-taking behaviour...

Like others my experience of many years of both motoring and road cycling is that we cyclists are at constant risk from thoughtless, careless or even reckless drivers who have attitudinal problems to sharing "their" road space with **anyone other than another car driver**. From a Road Safety point of view I think the City and the County could spend their time better on a prolonged campaign of leaflets, posters, billboard advertising and general education about road sharing, and the need for all road users to behave responsibly. If both the City and County are concerned about cyclist behaviour then they should heavily invest in Bikeability and roll it out to all children in the greater Nottinghamshire area. Then at least the good habits and awareness of road hazards to be found in the training is being put at an appropriate level.

They should then invest significantly in traffic calming measures and cycle routes that are properly designed and sited so that cyclists find they can use the facilities without being confronted by poorly designed street markings and lay-outs that throw them into the path of pedestrians or motorists unexpectedly. Part of that investment is making sure shared paths are properly de-lined and the surfaces are even enough to encourage cyclists to keep to their part

Perhaps the Road Safety Partnership could come up with a scheme similar to that available to the Driver behaviour improvement programme. That is where motorists caught and put before the magistrates are offered a training course in driver skills to avoid prosecution. Perhaps if there was to be a crackdown on cyclists something along similar lines could be drawn up and proposed to the County Magistrate's Clerks, to

see if they would agree to pilot this. all cyclists caught by enforcement could be offered the course - failure to attend or complete the course resulting in the re-institution of the summons

Like Lynn I think that most cyclists would prefer to stay in their rightful place - the road. It's usually quicker. However there is often not sufficient provision for us to feel safe - and in any clash with a car we are always likeliest casualties. Car dominated roads are therefore bad for both cyclists and pedestrians. One answer that appears to be working in London is to encourage congestion charging.....

If the police are concerned through the local community consultation process and are faced with some beat complaints again I would want my officers to do the 5WH test as outlined above. How many complaints have they actually had? What is the pattern that is emerging is it in just one area? at just one time? Have they got more than anecdotal evidence? What about giving the residents some hand held cameras to capture some of the anti-social behaviour? How bad does 'the community' (and I use that term advisedly) rate this problem on a scale of 1 - 10 compared to other forms of anti-social behaviour?

The authorities need to know more information, a better intelligence picture so that we don't waste resources trying to tackle a problem in the wrong area or just trying to tackle a non-existent problem full stop. Again this leads us to the concept of Problem-Oriented policing - as opposed to mobile response policing which most forces have to meet targets. POP is a much harder system to use, and many forces claim to use it, often mistaking it for foot patrolling and designated community policing.

Without the appropriate methodology of approach most forces find they fail to solve some or all of the issues in an area and will quickly resort to the status quo of mobile policing

The issue for me as a Sustrans Project Manager is the perception of dangers in the minds of parents and other adults who are the controllers of children's activities. We should learn from the lessons we have found in Sustrans offer the parents of school children adult cycle training. We should also work with the local authority to ensure street engineering is the best designed and the best available to meet its purpose - whether that is to place pedestrians and cyclists together or not.

We can address attitudes and bad habits with children through Bike It and Bikeability, and hope that the training sticks. But the schools then can play a part in constantly reinforcing that message
Sorry to go on a bit about this, hope it is of some use
Mike Madin
Bike It Manager
01332 242864
07900 916428"

...and from Peter Osborne, 28 May:

"Re: cycling on pavements: there is an article about policemen cycling on pavements in the recent edition of the CTC magazine. Also for discussion is driving on pavements and parking on pavements, (perhaps

Rachel Firmin at Nelsons could offer a legal perspective on this)."

...and from Lynn Hanna (Communications and Marketing Manager, The Big Wheel, and Pedals Member)

"Thanks for this Hugh - and for Mike's thoughtful response to the issue below. It was most interesting to have the perspective of a former police officer. I am forwarding this to GNP's Chief Executive Martin Gawith, for his information.

As you know, GNP is supporting many sustainable transport initiatives alongside the GNTP and the Big Wheel. I know the issue that concerns us all here is the fact Greater Nottingham is under-performing on the cycling measures in the LTP - a very rare occurrence in the country's highest rated transport plan.

We all want more people to cycle - to beat congestion, protect the environment, to combat obesity and to promote personal health...

It would be great shame if this proposed initiative made existing cyclists feel more marginalised and deterred others from trying it.

Regards, Lynn"
Lynn Hanna
Communications and Marketing Manager
Greater Nottingham Partnership
Tel: 0115 950 7845

...and from John Stuart Clark (31 May):

"Hi all,
This is a belated response to David Silverwood's fascinating piece. There is much to comment on and agree or take issue with, but I have one question about pedestrians complaining about cyclists on pavements.

When they make their complaint to the police, are they asked to provide two witnesses to the incident?

I ask only because every time I have had reason to complain about dangerous and/or aggressive drivers I have always been told they, the police, will not even log the complaint unless I can drag in witnesses. In recent years, in the course of training cyclists and general commuting, I have lodged eight complaints, only one of which was followed up. To their credit, the City Council taxi licensing authority did not ask for witnesses. They hauled the offender in, gave him a black mark and made it clear that another such complaint and he would be barred.

Given the number of pedestrian deaths by cyclists relative to the number of cyclist deaths by motorists, methinks summint ain't right here....
JSC"

...and from Nick Moss (on John's query):

"Technically they do not require witnesses to pursue a complaint. A complaint by an individual is enough. However whether it reaches a prosecution is another matter. Corroboration is not a mandatory requirement unless the legislation requires it. What the absence of witnesses usually does is make the prosecution harder. A person may say car reg abc123d did a certain bad thing. You may not have a description of the driver. The registered keeper may say that they

were on the road but did not do what is alleged and produce the passenger to prove that. It becomes very hard to convict in those cases - the court has to be sure the person did it - suspecting they did is not enough.

They may say they were not driving at the time but decline to give details of the driver. In those cases the police can ask for licence, insurance MOT details and issue a notice requiring the registered keeper to provide details of the driver. If they do not then it may be difficult to prove they were the driver in court but they could be convicted of other road traffic offences.

In any event the police have to investigate the complaint. They cannot say as there are no witnesses they can do nothing - that is just laziness and an excuse to fob you off. If you are with a family member when the incident happens they often say they are not independent and are no use as witnesses - again this is a myth put forward by the police - there is no legal or evidential obligation for the witness to be independent. This again is an excuse put forward by the police to do nothing and fob you off. They know this.

If they refuse to investigate the complaint or say the witness is not independent then make a formal complaint to the Chief Constable. If they do not carry out investigations about whether the registered keeper was properly insured etc then you could also make a complaint."

...copy of Press release from PC Dave Silverwood (5 June):

"Neighbourhood Policing is up and running in the Lenton Area of Nottingham. As part of the Forces engagement with the community through Neighbourhood Policing the residents of the Lenton area have expressed concern about the number of cycles being ridden on the pavements in the area. The residents have identified this behaviour as being one of the three top priorities they want their Safer Neighbourhood Teams to tackle. Residents in the area have complained of being frightened to use the footpaths for fear of serious injury or having to dodge out of the way of those responsible.

Insp Andy Baguley from Canning recognises the problem as being real but explains that enforcement is only a part of the process to remedy the problem.

"Working with the local residents, Pedals and Ridewise it has become apparent that although the riding of cycles on the pavement is widespread across the area there appear to be some underlying reasons as to why it may be occurring. A lack of knowledge by some users of the law regarding to riding on the pavements, the illegal use of bus lanes by motorists and the poor state of some of the roads have all been put forward as reasons for the cyclists behaviour".

Working with residents and partners such as the City Council, the local Universities and Ridewise the Safer Neighbourhood teams will embark on a programme to educate riders of cycles within the area. This will include free training sessions for cyclists, information about safety issues and details of cycle routes in and about the City. Officers will patrol the area advising cyclists where appropriate but will still have the discretion to issue fixed penalty fines to those who are blatantly breaking the law or in a manner that is

deemed to be dangerous. Enforcement of parking regulations and bus lanes will also be increased to ensure that motorists are not increasing the dangers for those preferring to use two wheeled transport."

PS. An article about this, with a few quotes from me and also Graham Hubbard of Ridewise, appeared in the NEP of 8 June.

7. Forthcoming events / meetings

Planning for a healthy environment, Friends Meeting House, Clarendon Street, Thursday 14 June, 2-5 p.m., organised by HIYE – Health in Your Environment Voluntary Sector Forum (free seminar) Speakers include Helen Ross (Nottingham PCT), Erin McDaid (Notts Wildlife Trust and Matt Gregory (Team Leader, Planning, Policy, Nottingham City Council.

Refreshments from 1.45 p.m.

I am away and can't make it. Let Helen Ross know asap if anyone else wants to go – email: helen.ross@nottinghamcity-pct.nhs.uk

Wheelie Big Cyclists Breakfast (8-10, Old Market Square) and Greater Nottingham Cycle Forum (10-1), Thurs 21 June

Do please circulate widely details of the free breakfast, now on the web at:

http://www.thebigwheel.org/index.php/new_news/more_news/take_part_in_the_wheelie_big_breakfast/

I have been given a 10-minute slot for a Pedals update at the subsequent Cycle Forum in the Council House which is open to all interested.

PS. Message of 8 June from Jeremy Prince, City Council and my response:-

Jeremy

We would certainly like at least a table to put leaflets on, and possibly a mini-display but I am not sure about the Gazebo.

I will let you know after the Pedals meeting on Monday 18th.

Hugh

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

From: Jeremy Prince

To: 'Hugh McClintock (Dell)'

Sent: Friday, June 08, 2007 12:38 PM

Subject: RE: Wheely Good Cyclists' Breakfast - 21 June

"On another note are Pedals still OK with organising a **Gazebo or stand** at the Wheelie Big Breakfast? Jeremy"

Loughborough Critical Mass, 22 June –message from Matt Bates

"Hi Hugh,

Loughborough's first Critical Mass bike ride is taking place on 22nd June. It'd be great if you could promote it on your site and to your members. Attached is a copy of the flyer, feel free to reproduce it and distribute it at will! Cheers, Matt"

East Midlands Cycling Forum meeting Leicester Sat 30 June

Details now on the Pedals website.

Who is likely to be going please?*

CTC climate change and cycling film campaign available in July

Watch out in July for the national showing in cinemas and at various events (e.g. the Glastonbury Festival and the start of the Tour de France in London) of the new 1-minute CTC film in Cyclists and Climate Change shot on the Devil's Dyke near Brighton in March. It will also be available at www.cyclehero.com

Autumn meetings (item deferred from the May meeting)

Suggestions please for speakers/ special topics discussions in the first half of our meetings on 15 October and 19 November (17 September being devoted to catching up on general business after the summer (August) break and 17 December being our Christmas Social evening.

One obvious topic is the matter of the implementation of the new Police powers to curb cycling on the pavement.

Another could be promoting cycling by young people, based on lessons from experience in Derby and Leicester, with the Sustrans/Cycling England Bikelt and Bikeability projects etc. We could invite both Jenny Maybury from the City Council who, I gather, is now dealing with this and perhaps also Dave Clasby, Bikelt Project officer, in Derby and Leicester, who is very energetic and enthusiastic!

Any others please? Any (cycling) holiday slides I suggest we reserve for the Christmas social.**

Guided Rides in 2008 – Susan Young proposal

Susan Young has suggested that we try to organise some Rural rides with the local CAMRA group since several of them are keen cyclists and we could together show people the best way to ride to various local pubs.

What do people think? Is this a good idea or would be it perhaps bad PR for us to be seen to be encouraging drinking and cycling?*

8. Miscellaneous items:

Positive Futures Cycling initiative – message of 24 May from Mick Dawber and my response

"Mick

Thanks for your message which reached me just before going away on holiday for a week from tomorrow. I was very interested to hear about this project.

By far the best people to contact for further information about cycle lockers and sheds are a) Dave Holladay of CTC and b) Alex Sully of Transport Initiatives, to whom

I am copying this message. I am also copying it to various other people in the City Council and The Big Wheel who may be interested.
Hugh"

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

From: "Mick Dawber"

<mick.dawber@nottinghamcity.gov.uk>

To: <hugh.mcclintock@ntlworld.com>

Sent: Thursday, May 24, 2007 11:50 AM

Subject: Fwd: Positive Futures Cycling initiative

> ----- Forwarded message from

> mick.dawber@nottinghamcity.gov.uk -----

> Date: Thu, 24 May 2007 11:47:51 +0100

> From: Mick Dawber

<mick.dawber@nottinghamcity.gov.uk>

> Reply-To: Mick Dawber

<mick.dawber@nottinghamcity.gov.uk>

> Subject: Positive Futures Cycling initiative

> To: hugh.mcclintock@ntlworld.com

Hi Hugh,

Hope you're well. I run a social inclusion project for 10-19 year olds in the West area of Nottingham, which aims to get young people off the streets into positive, productive activities. 2 of the projects we currently run are the swimming project and the allotment project. We would normally catch the bus from our base at Harvey Hadden down to Beechdale baths, but we have recently purchased a small number of mountain bikes, and we are trying to encourage more young people to cycle to our sessions. One of the biggest problems we are presented with is the security of the bikes.

As you are probably the most knowledgeable person I know of on the subject of all things to do with cycling, I wondered if you could offer some help/advice on the purchase of and funding for, cycle lockers/sheds. I am currently working in partnership with the managers of both Harvey Hadden Sports Complex and Beechdale Baths, to attempt to secure funding for some form of cycle lockers/shed. I have a meeting with them on Monday 18th. June at Beechdale baths at 2.30pm, it would be great if you could attend to lend us your wisdom, or failing that, get in touch with any help/advice you may be able to offer.

I have been a recreational cyclist for 20 years now, but this is something I have absolutely no experience of, so I would appreciate any advice you could offer me.

Hope to speak to you soon, thanks, Mick.

Mick Dawber

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HMcC, 9.6.06