

**AGENDA FOR PEDALS ANNUAL  
GENERAL MEETING AND MARCH  
MONTHLY MEETING:**

**7.30 p.m. on**

**Monday 19 March 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 FOR AGM (including food!)**

**A1. Welcome and apologies for absence**

**A2. Minutes of the 2006 AGM and matters arising**

**A3. Chairman's Annual Report and discussion**

**A4. Treasurer's Annual Report 2006-7 and  
discussion**

**A5. Election of office-holders (if required)**

**A6. Any other AGM business.**

*(10-minute break)*

**AGENDA FOR MARCH MONTHLY  
MEETING**

**B1. Welcome, and apologies for absence**

**B2. Minutes of Pedals meeting of 19 February 2007  
and matters arising including:-**

- Old bike refurbishment
- 20 Feb Rushcliffe Community Quiz; Pedals team arrangements
- proposed Beeston-Clifton pedestrian-cycle bridge

**B3. Newsletter: Spring/summer newsletter plans  
and content**

**B4. Events / meetings including:-**

- Climate Action Nottinghamshire (CANN) social meeting, Sat 17 March: 2-6 p.m.
- Leicester Bikeability launch (26 March) – invitation from Andy Salkeld
- Eastside Collective Climate Action event (5-11 April) Doctor Bike request
- Stapleford Traffic and Transport Group meeting, Friday 11 May
- Cycle Campaigns Network/CTC Spring Conference, Derby, Sat 19 May
- Great Notts. Bike Ride, 24 June

**B5. Cycle facility and traffic matters including:-**

- Canning Circus changes; comments from Phil Keynes
- Castle Boulevard latest changes
- Broad Marsh Centre redevelopment and extension planning application
- Castle Hill cycle cut through and signage changes
- Deptford Bridge (Highbury Vale) and Sustrans Route 6
- NCN6 Bestwood Railway Line to Mill Lakes
- Cycle path blockage at Bestwood
- The Big Track development: south bank riverside path improvements and Sustrans Route 15 and Route 96 plans
- Castle Hill cycle gap; surface and signing changes
- Wilford-Gresham Park development cycle route signing coordination
- Regatta Way cycle path surface, West Bridgford
- New cycle signs in Beeston: High Road to Station
- Hucknall Town centre improvements
- Draft County Council Rights of Way Improvement Plan 2007-12
- Responses to comments on the M1 widening (Contract 2) Draft Non Motorised Users Context Report

**B6. Cycling issues in the new East Midlands Rail Franchise**

**B7. Pedals website**

**B8. Miscellaneous items**

- Ridewise leaflet distribution and help in boosting trainee recruitment
- Recent cycling guide in The Independent
- Advice on bike purchase

**B9. Any other business**

**BACKGROUND NOTES!**

**\* means feedback especially wanted please**

**\*\* means help please!**

**A1. Welcome and apologies**

**Apologies for absence from**  
Mara Ozolins, John Wilson

**A2. Minutes of the Pedals AGM Held 21<sup>st</sup> March  
2006 at the Globe.**

**Present:** Hugh McClintock, Susan Young, David Miller, Peter Osborne, Gordon McGowan, Chris Gardner, Roy Wilson, Lawrence Geary and Andrew Martin.

**Apologies for absence:** Andrew Househan, David Lane, Bill Istead, Mara Ozolins

**Future of Pedals.**

The AGM began with a discussion on the future of Pedals, particularly, as Lawrence Geary pointed out, the situation with respect to if and/or when Hugh resigns. There was also discussion on what, as a group we can realistically achieve given the resources we have. No nominations were received for the four unfilled posts. Existing post holders remain as before.

**Finance:**

There was a small overspend for the year, but Pedals remains solvent.

**A3. Chairman's Annual Report**

**Pedals (Nottingham Cycling Campaign)  
Chairman's Annual Report, 2006-7**

*"You and your organisation do your cause tremendous harm through your complete inability to do anything about the appalling, dangerous and selfish behaviour of so many cyclists."*

This comment from one of the County Councillors on the Scrutiny Review Panel to whom I made a presentation in October, expressed very concisely and directly the kind of comments that, I am well aware, have been made more and more in recent years. Their "pungency" (if that is the right word!) was increased by the similar comments not long afterwards from within our ranks, i.e. Nick Moss, in the letter he sent to the CTC Magazine and reproduced in the recent Pedals newsletter, criticising the great reluctance, as he sees it, of many national and local cycle campaigners to acknowledge the scale of this problem and to do anything about it. It certainly leaves us all with a major challenge that we still seem to keep ducking, and yet which we must tackle directly, if we want to claim any firm moral ground for criticising the abuses that many cyclists suffer from drivers, including abuse of special facilities like cycle lanes and advance stop lines as well as general intimidation/cutting-up etc on the road. My negligence in this matter, as Chairman, is perhaps, to be frank, particularly to be singled out for such criticism, as an example of very poor leadership.

Our inability to do anything effective about the increasingly worse image of cyclists as a collection of very selfish and irresponsible road users (whatever our very worthy protestations about cycling's role in helping to tackle problems of climate change, traffic congestion and obesity, etc.) must surely make that much harder our efforts to ensure that cycling provision locally is of a consistent high standard of design and maintenance); and to convince local authority councillors and officers that we are anything other than a bunch of narrow-minded bigoted nutters with no understanding of the many complex pressures they are under in dealing with a wide range of much more important and difficult issues.

To help us crawl back from the margins, as well as being seen to be acting effectively in addressing these negative perceptions, we need to be doing more to search for diligently to find allies for our beleaguered cause. In fact we started to sow the seeds of that last month with the very useful discussion with Gary Smerdon-White about strengthening collaboration with Ridewise and The Big Wheel etc as well as the local

CTC whose fund-raising event last November we supported and much enjoyed. Gary seems to be developing quite a useful role as a go-between to help restore our impaired relations with the City Council who are clearly concerned about cycling being the one area where they have failed to achieve their Local Transport Plan targets.

We must also cultivate carefully the seed of interest shown by Councillor Emma Dewinton and in particular the progress report on actions to address our concerns which she has requested from officers by the summer break. It would be really great if this helped break the deadlock on some of the issues, like having signed cross city centre routes, or very poor follow-up to highway defect reports, that we have been on about for years and about which people get thoroughly frustrated when they keep being mentioned at meetings and yet we never seem to get anywhere with getting properly addressed!

We will badly need this support to ensure a much higher profile for cycling issues in several major projects coming up including the NET extension lines, the Nottingham Station redevelopment, the Broad Marsh redevelopment and extensions and the plans for major changes to the Outer Ring Road (Middleton Boulevard/Western Boulevard etc.) and the Inner Ring Road (Lower Parliament Street and Bellar Gate etc.) on the east side of the City Centre. Outside the city centre there are encouraging signs of new momentum to upgrade and extend the riverside paths as part of the next phase of The Big Track and also Sustrans routes 15 and 96. If we do manage to get anywhere with the long dreamt-of new cycle and pedestrian bridge between Clifton Grove and Beeston Lock that would be a jewel in the crown, so to speak. Even if the current bid fails, I hope that, at the very least, we can help the City Council to ensure that the strong case for the bridge is much more widely and thoroughly aired, increasing the chances of it going ahead in the long run if not the near future.

This means it is also vital that we should profitably develop our links with Sustrans and also with the other cycling groups in the region. We should much welcome the new interest in the East Midlands Cycling Forum and the opportunity that gives us to learn from each other more easily and effectively. I hope that, if indeed this new momentum does keep going, it may be a useful way to attract some badly needed new blood to our circle of activists.

Although we have had volunteers to take the minutes it is now about 9 years since we last had a Secretary and almost 2 years since we last had a Publicity Officer. Meanwhile our inability to run stalls, combined with our lack of Publicity officer or anyone else to coordinate the supply of (handy-sized) membership leaflets to local cycle shops etc. may well be the main reasons why our membership has now dropped below 200, the lowest number for many years, I think and probably since very early in our 28-year history. We must urgently address this, whether or not we have volunteers to fill these posts.

Meanwhile, I must express my very warm thanks to those who do most important tasks for Pedals, particularly to Susan Young as Treasurer (and in many other ways), to Dave Morris as Membership Secretary,

to Peter Osborn as Minutes Secretary, and to Alistair Morgan as Pedals webmaster (now being helped by Larry Nelson to upgrade our site), as well as to Lawrence Geary who helps behind the scenes in various ways, including the management of all important stocks of Pedals publications. Chris Gardner, as well as being one of most regular meeting attenders, also has a useful behind the scenes role in looking after the Pedals display boards etc, and it would be nice if one day we again had enough volunteers to be able to use them. Also very helpful in the last year or two has been the role of Roger Codling, both directly, and in helping us liaise with the local CTC. They much appreciated Pedals support for their fund-raising event for the Cyclists' Defence Fund in November and I hope that there will be more examples in future of collaboration with them as well. I should also mention John Wilson, who though unable to come to meetings now for a couple of years, still gives much appreciated help with stuffing and dispatching the newsletters. And of course, on the subject of the newsletter, I should make clear our great appreciation to Nelsons for renewing their vital sponsorship this year.

Hugh, March 2007

#### **A4. Treasurer's Annual Report and discussion**

This year would have continued the trend of core outgoing being greater than core income but for the income from book sales, the substantial advertising arrears from several years ago and the sale of assets, one offs rather than regular or sustainable income.

Our main source of core income comes from subscriptions and their associated donations. We have seen a fall in membership, possibly due to the difficulty we are currently experiencing in getting members to staff stalls at local events, our main source of publicity. If this continues it has serious implications for the group.

A major expense is the newsletter. It is well produced due to the continued support of Nelsons. However, our contribution to its cost is just about covered by subs revenue hence the rest of the Pedals costs are reliant upon income from sales of the Pedal Pushers Guide to Nottingham (3<sup>rd</sup> edition) and City County Forest (second edition). This is unlikely to continue in the long term as we do not envisage further publications. Revenue from PPG3 is almost at an end and from CCF2 is likely to begin to show a fall.

Due to the trailer and tools now being rarely used and the trailer in need of repair, the decision was taken to sell. We have been paying to store these for some years, at times with difficulty. Enough tools will be retained for covering Dr Bikes but disposing of the surplus will cut the costs of storage.

One area giving cause for concern is the rate of subscriptions as the concessions rate barely covers the annual cost of newsletters. This needs monitoring.

The issue of using a bank with ethical credentials has arisen. Due to the difficulties to arise from changing over banks, I suggest Pedals looks further into this when the subscriptions next increase.

Pedals as a whole is healthy financially due to continued income from sales and has sufficient money in the bank to keep the group in good financial shape in the short term hence I do not propose the raising of subscriptions this year. £3000 of the money in the Britannia account is our Publications fund, the long term future of which will need discussion too.

I wish to thank everyone for keeping costs down, sending claims with invoices and banking cheques promptly.

Susan  
March 2007

PS. Detailed accounts are being circulated by email separately and a few hard copies will be available at the meeting.

#### **A5. Election of office-holders (if required)**

So far no nominations have been received. Whether not you decide that I have become a gross liability to the group and that it is high time to sack me after 27 years as Chairman we could really do with nominations please for the posts of Secretary and Publicity Officer and Social Secretary (the latter never actually filled!) Apologies if people get a bit fed up with my keeping on about this!

Well over 3 years ago, in November 2003, when Stuart Greenfield resigned as Membership Secretary, Dave Morris very nobly offered to take over for 3 years, while he was doing his PhD at Loughborough University and still living locally. Now that the 3 years is up I recently emailed him to ask whether he wished to continue or that we should try to get a replacement but I have not yet had a reply so I assume he is prepared to continue.

#### **A6. Any other AGM business.**

*(10-minute break)*

### **AGENDA FOR MARCH MONTHLY MEETING**

#### **B2. Minutes of the Pedals monthly meeting held 19<sup>th</sup> February 2007 at The Globe.**

**Present:** Hugh McClintock, Susan Young, Peter Osborne, Andrew Martin, Roger Codling, Arthur Williams, David Clarke, John Bannister, David Miller, Rob Murray, Terry Scott, Dave Morris, Chris Gardner, Alison Russell and Gary Smerdon-White of RideWise.

**Apologies for Absence:** Mara Ozolins, John Wilson, and Lawrence Geary.

#### **Discussion with Gary Smerdon-White of RideWise and Greater Nottingham Transport Partnership).**

Gary described the role of RideWise which is essentially to support the Local Transport Plan, and to deliver cycle training across the community. Currently RideWise provides training for adults, children, families and business (e.g. B&Q and St John's Ambulance). Gary also outlined a common RideWise/Pedals agenda with Pedals as the lobbying element in the agenda. As noted at previous meetings, with a declining pool of

volunteers cycling groups should work together at future events. RideWise has limited resources for promoting itself, but this is something that Pedals can help with (e.g. distributing RideWise leaflets at the Great Notts Bike Ride).

Gary's presentation was followed by a long and lively discussion on the role of RideWise and issues affecting cyclists (e.g.: problems with new schemes such as the Turning Point and new bus lanes). A couple of key points to emerge from all of this was that it has been recognised that cycling did very poorly in LTP1 but its prospects in LTP2 are much brighter, given that cycling is the one area where the LTP has conspicuously failed to meet its targets for growth; and that it would be more constructive for lobby groups such as Pedals to focus on what needs to be done, rather than focus on telling the agencies that implement the Local Transport Plan what mistakes have been made.

**Finance.** An auditor has at last been found for Pedal's accounts – Chris Gardner's sister. The cost for this is that Chris has to fix one of her radiators!

**Climate Action Network Notts (CANN).** Pedals has now joined the list of members. It was agreed to renew subscription to EMSTAR (East Midlands Transport Activists' Roundtable) and CCN (Cyclists' Campaign Network).

**Pedals Tools.** These will be for sale at the AGM. Chris will bring them.

**Pedals Newsletter.** In each edition of this, Rebecca Firmin (an Associate Solicitor at Nelsons) writes an article of relevance to Pedals members. If anyone has a suggestion for a future article, please email her at [Rebecca.Firmin@nelsonslaw.co.uk](mailto:Rebecca.Firmin@nelsonslaw.co.uk)

**Events & Meetings. June 4<sup>th</sup>** Graham Hubbard of RideWise is organising a mass bike ride.

**Saturday 23<sup>rd</sup> June:** East Midlands Cycle Forum in Leicester. **Sunday June 24<sup>th</sup>:** Great Notts Bike Ride (ten free places reserved for Pedals members).

**Rushcliffe Community Quiz. Feb 20<sup>th</sup> 2007.** Pedals went one better than last year by storming into second place in the closing rounds of this keenly contested quiz. Despite this impressive team effort, Pedals failed to win any prizes.

**Websites.** Two new CTC websites to look out for are: [fillthathole.org.uk](http://fillthathole.org.uk) for reporting potholes; and [learthatrail.org.uk](http://learthatrail.org.uk) for reporting off-road obstructions.

#### **Update:**

#### **Old bike refurbishment: message of 24 Feb from Graham Lansdell**

"Only just read this, so maybe others have assisted already. Framework Housing Association run bike renovation at their 32 Bentinck Road Nottingham premises, assisting their ex-homeless clients to become competent at mending cycles, and also assisting their mobility by providing them with renovated bikes. I expect that they'd welcome the bike as a donation. My details are 2 years old, but at that time a guy called Al on 0115-841 7730 ran it on Thursdays. If that is out of

date, Framework's website no doubt gives up-to-date contact details.

Hope this is of use.  
Graham Lansdell  
1 Gritley Mews  
Nottingham  
NG2 1PZ  
Tel: 0115-986 4342"

#### **20 Feb Rushcliffe Community Quiz; Pedals team success!**

Our 'Pestering Pedallers' team came second out of 19<sup>th</sup>, thanks particularly to some very high scoring in the music round by Chris Gardner and Peter Osborne, and Dave Miller's team very able captaincy.

#### **proposed Beeston-Clifton pedestrian-cycle bridge**

I hope by Monday to have further news of the public consultation plans

#### **B3. Newsletter: Spring/summer newsletter plans and content**

Please let me have any contributions not later than Monday 16 April please.\*\*

#### **B4, Forthcoming meetings/events**

##### **CANN Social, Saturday 17 March**

"The Climate Action Network Nottinghamshire (CANN) social is just around the corner and you're invited!

The social includes:

- a speaker from Senegal;
- a fun climate change activity run by Global Action Plan;
- a look at CANN's plan for 2007;
- food, refreshments and plenty of socialising!!

A little bit more about our guest speakers:

Ahmadou is an agronomist from Senegal. Senegal's agriculture has been negatively affected by climate change. Since 1987 Ahmadou has been involved with Christian Aid's partner, USE (Union pour la Solidarité et l'Entraide/ Union for Solidarity and Mutual Aid) one of the longest-standing NGOs in Senegal. USE is promoting the responsible use of natural resources in order to protect the environment this includes teaching local communities to build energy-saving stoves that use less wood and reduce the amount of time needed to collect it. Ahmadou has experience of managing agricultural projects, forestry conservation, literacy programs, environmental campaigning and lobbying. Ahmadou has most recently been USE's Director of Natural Resources and should make a very interesting speaker!!

Global Action Plan was created in 1993 as a different kind of environmental organisation, focusing on people and how they can take practical action in their everyday lives for a better world. It was a simple idea with big implications. Global Action Plan offices have opened around the world to take up the challenge.

In the UK, they have helped thousands of people and organisations to make substantial environmental and financial savings. Their vision is to be the leading charity that encourages the public to become more environmentally sustainable. This will be achieved by providing accessible and stimulating information, uniting people's views and evoking the desire for positive change.

**When:** Saturday 17<sup>th</sup> March 2pm -6pm

**Where:** Room 1

Nottingham Council for Voluntary Service

Nottingham Voluntary Action Centre

7 Mansfield Road

Nottingham

NG1 3FB

0115 934 8400

Map location:

<http://www.streetmap.co.uk/streetmap.dll?G2M?X=457236&Y=340430&A=Y&Z=1>

**Please RSVP to [callie.iister@foe.co.uk](mailto:callie.iister@foe.co.uk) by Thursday 1<sup>st</sup> March**

**Leicester Bikeability launch (26 March) – invitation from Andy Salkeld**

“Dear all

You are invited to attend the launch of Bikeability in Leicester, the 21st century version of cycling proficiency testing, which is being rolled out nationally this spring by Cycling England.

The briefing will be held on Monday 26 March 2007 at 10am at Braunstone Leisure Centre, 2 Hamelin Road, off Hinckley Road Braunstone, Leicester LE3 1JN, and will outline what Bikeability - the future of cycling - means for Leicester's children, families, schools, its cyclist and its policy makers.

Bikeability is the national cycling award for children who learn and achieve the National Cycle Training Standards. On-road cycle training for young people will help to achieve some important goals for both individuals and the community, with the benefits of improved health and fitness, reducing congestion on the school run and helping to diminish pollution.

Cycle training is at the heart of Cycling England's biggest work programme, and has been boosted by significant additional funding from the Secretary of State for Transport. The cycle training programme has also got the backing of the Department of Education and Skills and Department of Health.

Since the announcement of the initial phase last year, much work has been done with an increasing number of local authorities and other training providers to perfect the award scheme and ensure that it satisfies the needs of all of those who will be involved. During this six month gearing-up phase over 5,000 children completed their Level 1 and 2 training and received the new Bikeability badge and certificates; hundreds of parents, teachers and children in the pilot areas have been consulted and Cycling England has worked closely with those vital to the success of the new scheme - local authorities, road safety officers, cycling officers and instructors.

Cycling England is now planning the national roll-out of Bikeability with the DfT and would like to work with local authorities who have been pioneers in their adoption of National Standard Cycle Training. Leicester City Council is clearly one of these authorities and in recognising the commitment and effort which has already been put into delivering high-quality cycle training, has been invited to be the principal launch city.

Coinciding with this national roll-out programme, Cycling England will be offering grants for the delivery of cycle training from a fund of £1.5 million in 2007/8 set up by the Department for Transport. This funding will rise to over £3 million in 2008/9 - all of it dedicated to additional cycle training. It will be available to local authorities who deliver training to the National Standard and wish to train more children than they would otherwise have been able to do. Details of how to apply for these grants will be made available at the launch.

I look forward to seeing you there but if you have any questions about this in the meantime, please feel free to contact me or Sarah Graham from Blue Rubicon, who is helping to coordinate the Bikeability roll-out on behalf of Cycling England. She's on 020 7260 2700 or you can email her on [sarah.graham@bluerubicon.com](mailto:sarah.graham@bluerubicon.com).

There is a press call from 8am - Breakfast is available from 9am and then a stakeholder meeting hosted by Phillip Darnton (Chair of Cycling England) from 10 to 11 am.

Please email by return to confirm you can join us and let me know if you have any particular dietary needs for the breakfast.

Check out [www.bikeability.org.uk](http://www.bikeability.org.uk) for background and forward this to any stakeholder groups you know may benefit.

Cheers - Andy

Andy Salkeld

Cycling Co-ordinator

Leicester City Council (York House)

New Walk Centre

LE1 6ZG

0116 223 2114

email: [andy.salkeld@leicester.gov.uk](mailto:andy.salkeld@leicester.gov.uk)”

**Request for help with a Doctor Bike for Eastside Collective Climate Action Event, 5-11 April; message from Dave and my response:**

Dave

Thanks for your message and request for help with a Doctor Bike.

In the last few years it has got very difficult to find volunteers in Pedals to take on things like this (and other tasks) but I will raise it at our next monthly meeting, on Monday 19th March and then get back to you with any offers of help.

Alternatively you might like to approach John and Pippa Hands from the local CTC who have done Doctor Bike

clinics on several occasions but they do levy a charge for their services of at least £1000, I believe.  
Hugh

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

From: "Eastside" <[info@eastsideclimateaction.org.uk](mailto:info@eastsideclimateaction.org.uk)>  
To: "Peter Osborne" <[peter.osborne@ouvip.com](mailto:peter.osborne@ouvip.com)>  
Cc: "Hugh McClintock" <[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>; "Morgan, Alistair" <[alistair.morgan@atosorigin.com](mailto:alistair.morgan@atosorigin.com)>  
Sent: Tuesday, March 06, 2007 7:37 PM  
Subject: Doctor Bike required!

> Hi Peter (Hugh and Alistair, copied in),  
>  
> I'm involved in a week of climate change events to be held in Nottingham from  
> April 5th-11th, called "Spring Into Action". It's a local spin-off from the  
> Camp For Climate Action, which you might have seen mentioned in the national  
> news briefly last summer.  
>  
> I met Alistair once before - I was supposed to be finding time to help re-do  
> the Pedals website, which I've unfortunately neglected to do, but still fully  
> intend to do at some point (really... I haven't forgotten, and I promise it  
> will be worth the long wait!)  
>  
> Anyway, the reason I'm emailing is because we're busily arranging a week of  
> public workshops and events to kickstart some local action on the issues  
> surrounding climate change - one of which being sustainable transport.  
>  
> One of the workshops will be on bike maintenance, and although I'm a bit of an  
> enthusiast myself and can fix most things on a bike, we were hoping that  
> perhaps a few "experts" would like to come along from Pedals and lend a  
> helping hand throughout the week fixing bikes and teaching people basic bike  
> maintenance skills. Ideally, we'd like bike maintenance to be one of the  
> workshops that runs on a continual basis throughout the week, since it's the  
> kind of thing that almost anyone with a bike can get involved in, and it  
> doesn't need to have a specific start or end time.  
>  
> We're also hoping to have bike riding lessons for anyone who wants to ride but  
> doesn't know how (or needs to improve their confidence on the road) so any  
> help Pedals could provide in this capacity would be much appreciated, though  
> we do already have one potential teacher (Andrew, from Veggies at the Sumac  
> Centre, don't know if you know him) who with a bit of luck will be on hand to  
> give people lessons.  
>  
> What do you get in return?  
>  
> Well, we may be able to provide a small amount of funding to buy small amounts

> of necessary equipment or pay some transport costs (if any?), but overall you  
> get satisfaction, publicity for Pedals, cross-pollination and skill sharing  
> between different groups who might not normally find out about each other,  
> and hopefully a whole lot more cyclists on the roads of Nottingham! (I might  
> finally get around to helping redesign your website too - in the time it's  
> taken for me to not do it so far, my graphic design skills have improved  
> tenfold!)  
>  
> If there's anything more you'd like to know, please ask and I'll see what I  
> can tell you. A provisional programme is on the way over the next couple of  
> weeks, as is our "proper" website (hopefully this week) which will contain  
> more information than the current one does. Keep an eye on  
> [www.eastsideclimateaction.org.uk](http://www.eastsideclimateaction.org.uk) for updates.  
>  
> A group of us currently meet to plan and discuss things every Tuesday from  
> 8pm-10ish at the Sumac Centre in Forest Fields, so if anyone would like to  
> come along from Pedals to see what we're all about, you'd be most welcome to  
> attend.  
>  
> We also have two email lists - "announcements only" and "serious discussion".  
> If you'd like to go on either of them, please let me know and I'll add you.  
>  
> We look forward to any involvement in the week you can offer, and even if you  
> can't help run any bike workshops, it's going to be a public event so you'd  
> be most welcome to attend just as a visitor - please do tell other Pedals  
> members if you get a chance, as the more visitors the merrier!  
>  
> Hope you'll manage to join in!  
> Cheers, Dave on behalf of Eastside Collective  
> Eastside Climate Action  
> <http://www.eastsideclimateaction.org.uk/>

**..PS further message from Dave of 12 March:**

"Dear all,  
Thank you very much for getting back in touch and offering your help with the bike workshops. Sorry I'm sending just one quick email to you all, but I will follow up with more details soon.

We are having our next planning meeting tomorrow night, so I will raise the following:

1. At least one Pedals Dr. Bike (Peter) available from 6th-9th April - we also have our own loose team of people who know how to fix various things on bikes and have quite a lot of tools and bike bits available, so there will be at least a few other people on hand to help.

2. Ridewise happy to help with bike training - I will phone Graham later today to discuss details.

3. Insurance considerations (which hopefully I can discuss with Ridewise).

Thanks again, and speak very soon!  
~Dave on behalf of Eastside Collective

### The 26th Great Nottinghamshire Bike Ride, 24 June

Thank you for taking part in last year's Great Nottinghamshire's Bike Ride over £42 000 pounds was raised for Cerebral Palsy Sport, Marie Curie Cancer Care, Rainbows Children's Hospice and When You Wish Upon a Star.

This year's event will be taking place on Sunday 24 June 2007.

The event will once again consist of three rides – a 7 mile ride for families, an 18 mile ride and 50 mile ride - so there's no excuse not to get your bike out of the shed, give it a rub down and have a fun, active and leisurely day out.

This year we are extremely pleased to be sponsored by the Big Wheel and BBC Radio Nottingham.

If you would like to take part in this year's event: you can apply online at [www.nottinghamshire.gov.uk/bikeride](http://www.nottinghamshire.gov.uk/bikeride), print and fill in the attached entry form or call 0845 330 4214 for an application form.

Please note that the closing date for entries is Friday 15 June 2007.

Hope to see you there!  
Great Notts Bike Ride Organising Committee

### ...message of 12 March from Helen Clayton (The Big Wheel) re the 10 free places for Pedals

"Hi Hugh,  
In order to get the free entry tickets for the ride you'll need to complete the application form below (see Anna's note below). It looks like Anna will then sort out the entry forms for the free riders.  
Hope that's OK - if you send the completed forms to me then I'll get Anna to action it.  
Helen"

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

**From:** Anna Gunasekera  
[mailto:[anna.gunasekera@nottsc.gov.uk](mailto:anna.gunasekera@nottsc.gov.uk)]  
**Sent:** 08 March 2007 14:30  
**To:** Helen Clayton  
**Subject:** RE: The 26th Great Nottinghamshire Bike Ride

Hi Helen

If whoever is to receive one of the free entries sends a completed application form to me and I will send their rider pack out to them as I have some numbers for each ride here at the office. That way we have them officially registered and therefore covered by our insurance and have their permission for photos. Please find attached a PDF of the application form.

Regards, Anna Gunasekera  
Communications Development Officer  
Communities Department

Nottinghamshire County Council  
Tel. 0115 9774895

How do people think that we should we sort this?\*

### B5. Cycle facility and traffic management matters

#### Broad Marsh Centre redevelopment and extension planning application

Our comments on this application need to be submitted by next Wednesday (21 March). Here is my draft for us to discuss (no comments yet received on the earlier draft I circulated last week to those on email):

#### Pedals comments on Broad Marsh Centre Extension Redevelopment planning application number 07/00117/PVAR3, March 2007

#### Proposed transport interchange

Pedals very much welcomes the proposed Bus/NET Transport Interchange on the east side of the new centre and the intention to provide cycle facilities within it. It is very important however that these are well-sited, with reference to security and convenience of access, and also that they are well-signed, well-publicised and promoted, and well-managed for the benefit of both occasional and regular users.

#### Implications for cyclists of changed traffic management arrangements

It is also very important that the implications for cyclists of the proposed new traffic arrangements, on different sides of the new centre, are carefully and systematically thought through and related to wider issues of cycle access to, from and within the city centre and the Nottingham Station area, as well as other new and proposed employment and housing areas.

This must particular address these issues:-

- Cycling on Maid Marian Way in the vicinity of the new Broad Marsh Centre entrance and the interactions between pedal cycles and buses stopping outside the entrance and pulling away from it.
- Cycling movements north-south-north across the City Centre via Middle Hill and Weekday cross
- Cycle access to and from the new Transport Interchange and lockers
- The changes to the current NET bypass cycle facility south of Weekday Cross required by the realignment of Middle Hill east of the NET viaduct
- Cycle access to and from the current and redeveloped Nottingham Station
- Links to and from the canal towpath from both west and east directions
- Links to and from the Eastside development area and Sneinton
- Links to and from the London Road roundabout / Island site area via Cliff Road
- Links from the west including the Castle Hill-Ropewalk-Canning Circus 'back-street' route and the Castle College (former People's College) site.

We would very welcome an opportunity to be involved in discussions on these issues both at a strategic level and in terms of the details of the proposed layouts including features such as advance stop lines and toucan crossings.

HMcC, March 2007

**“Castle Hill - missing cycle route signs and Castle Blvd-Canning Circus through route for cyclists etc. – message of 24 Feb from Graham Lansdell to Chris Keane, Nottingham City Council:**

“Dear Chris Keane, Nottingham City Council and Hugh McClintock, Pedals

I too noticed the disappearance of the sign, but of more concern to me is the dangerous upstand presented to cyclists using the route, due to the non-flush dropped kerb, installed when the gap for cyclists was recently widened. This appears to be in line with the Council's continued inability to design its urban infrastructure consistent with best practice guidelines in respect of pedal cycle provision.

I have several questions, for the City Council to answer, and for Pedals (if it wishes) to publish the replies, when they are forthcoming.

1. Was an upstand included in the specification for the reconstructed cycle gap in Castle Road's road closure?
2. If so, what dimension, and for what purpose was the upstand specified?
3. Is the City Council aware of the publication "Cycle Friendly Infrastructure"?
4. What is the Council's view on that booklet's advice on the avoidance of such upstands?
5. What remedial measures does the Council propose, and within what timescale does it commit itself to undertake them?
6. What are the Council procedures through which I may claim reimbursement for the costs which I have already incurred in repairing my cycle following damage to one of its wheels when I hit the said dangerous upstand last week?

I wish to receive replies to all the above by e-mail within two weeks: please also copy your replies to Hugh McClintock, Chairman of the Pedals cycle campaign group.

Graham Lansdell, a member of Pedals, and of the CTC”

**...and response of 1 March from Tina Turner, City Council**

“Thank you for your email dated 24th February 2007, the contents of which have been noted.

I would like to add that I appreciate and understand the concerns that you are having with regards to the Scheme on Castle Road, however the scheme is not yet complete. When the weather improves, the road surface will be altered to lay flush with the kerb stone, therefore there will not be an upstand and consequently no future problems. The post and cycle stand will be painted to fit in with the surroundings and when totally complete the scheme should be a benefit to all cyclists, which is the objective of the scheme along with removing through traffic which was violating the Traffic Regulation Order at this location and causing conflict with pedestrians and cyclists.

I have passed on your request for compensation to the relevant department and they will contact you directly.

Kind regards

Tina Furlong

Technical Officer- Traffic Management  
ext 56580”

**...response from Graham Lansdell to Tina Furlong, 4 March:**

“Dear Tina

Thank you for your prompt reply to my message to Chris Keane. I am also very grateful for the fact that by today (Friday 2/3/2007) the kerb upstand had already been eliminated by the installation of a tarmac ramp. Much appreciated. Referring to the questions which I posed in my first e-mail, I now realise that you ARE aware of Cycle Friendly Infrastructure, did NOT include an upstand in the design of the Castle Road scheme and do NOT consider upstands to be appropriate.

My erroneous assumption that the upstand was permanent stemmed from two causes. Firstly, there were no warning signs to alert cyclists to the temporary road surface consisting of the non-flush kerb, nor any attempt to provide a temporary ramp to protect passing cyclists' wheels from the upstand, nor any attempt to prevent access while the temporary hazardous surface existed. Had any of these been provided, (as is the custom with road works affecting motor traffic), it would not only have been obvious that the problem was only temporary, but the danger to cyclists would have been avoided. May I take this opportunity to ask you to pass on to the relevant staff the need to ensure that the highway is safe, even while work is still in progress, or to ensure that the public do not have access while the danger persists? Not doing this risks giving the impression that cyclists are second-class road users compared to motor traffic, as well as exposing the public to danger and the Council to risk of claims against it.

The second reason for my assumption that the upstand was permanent is that not far away, on St Peter's Gate, there is an upstand, (admittedly not as severe as had been present on Castle Road), which was put in as part of the closure of St Peter's Gate to through traffic, close to the bottom of Exchange Walk, a year or so ago. This upstand also crosses a route now closed to general motor traffic but still available to cyclists. I apologise for assuming that the Castle Road scheme was intended to be implemented in a similarly inconvenient way for cyclists. Please can you contact the staff responsible for the St Peter's Gate scheme and ask that they amend theirs to the standard which you have now achieved on Castle Road?

I see that the painting of the Castle Road street furniture is coming on well, and look forward to its completion being indicated by the painting in white of at least part of the road closure bollard, which of course is necessary in order that in times of darkness cyclists can easily see and avoid running into it.

Regarding the original point made by Mr McClintock that the "No Motor Vehicles" signs were missing, I note that one of them (visible to northbound cyclists) has now been replaced by a "No Entry" sign, despite the fact that Mr McClintock's accompanying photograph showed the former sign. I assume that this "No Entry" sign is also temporary, (like I now realise that the



upstand was), pending completion of the scheme, though I am hard put to understand why an incorrect sign would be needed as a temporary measure.

Of course, though Mr McClintock's photograph only illustrated the "No Motor Vehicles" sign formerly visible to northbound traffic, he was also drawing your attention to the disappearance of the matching one at the closure and visible to southbound traffic, for which no temporary (and incorrect) "No Entry" sign replacement has been provided. I assume that as part of the completion of the scheme, the one "No Entry" sign will be replaced by a back-to-back pair of "No Motor Vehicles" signs like the ones which were present on the site when Mr McClintock took his picture.

I would like to close by once again thanking you for your prompt action in resolving the issue which I had raised.

Graham Lansdell  
1 Gritley Mews  
Nottingham.  
NG2 1PZ"

**"...and response from Hugh to Tina Furlong, 4 March:**

"Tina

Thanks for this. I am glad to see that the work you mentioned has indeed now been done and the wider cut-through and flush kerb are a distinct improvement, along with the new cycle stands, are a distinct improvement.

However, I am concerned the signing at this point is now worse and indeed positively misleading, with a no entry sign replacing the former no motor vehicles sign, with no 'except cycles' supplementary plate. Why is this the case when there is now a wider cycle gap and the 'except cycles' plate under the No Through Road sign at the bottom of Castle Hill makes clear that this a through route for cyclists? Are there any plans to provide this soon and also to replace the useful cycle route direction sign which was in place until fairly recently?

Maybe, I can appreciate, this 'except cycles' plate is to be provided soon but my anxieties that it may not be reflect the fact that there are other locations in the city where 'no entry' signs have been erected on cycle routes without such plates, which is very misleading. One of these locations, as I have mentioned a couple of times to Steve Brewer, is at the bottom of Arkwright Walk, near the Portland Leisure Centre, and the other on the eastern approach to the toucan crossing on Mansfield Road at the east end of The Forest. Not including such supplementary plates on a route that is otherwise signed for cyclists to use is not only misleading and confusing but this inconsistency is arguably tantamount to encouraging cyclists to disobey the law (which of course makes it illegal for all vehicles, including bikes, to ignore a sign). It is bad enough that these other misleading situations continue without adding another example! Can this be anomaly be put right as soon as possible please, together with the reinstatement of the missing cycle route direction sign on this useful quiet back street cycle route between Castle Boulevard and Canning Circus?

Commenting on such details may seem a trifling matter, I am aware, but the point is surely that accurate,

reliable and consistent signing of cycle routes, like having smooth surfaces with properly flush kerbs, are very important details for making cyclists feel that their needs are being taken seriously!  
Thank you, Hugh"

**Deptford Bridge (Highbury Vale) and Sustrans Route 6: message of 13 March from Paul Hill:**

"Hugh,

Here is a message that I have just sent to NET regarding the state of Deptford Road Bridge.... I will let you know when I receive a reply and what there outcome is.

Have any other pedals members used this bridge recently and made any comments about it...?

Dear Sir or Madam

Last Saturday afternoon I decided to use Deptford Bridge at Highbury Vale for the first time in a very long time and was disgusted at the mountain of rubbish around the steps on the Bulwell side, there are no security lights as was promised a long time ago, and the parapets of the bridge are covered in graffiti. As this forms part of the NCN 6 route for Bestwood and Hucknall, it does not inspire confidence in many cyclists to use this bridge. Could you please tell me who is responsible for maintaining this bridge i.e. clearing away the rubbish and blasting off the graffiti from the bridge parapets.  
Looking forward to hearing from you soon in response to my query.  
Regards. Paul"

**...and response of 13 March from Andy Holdstock of the NET Team**

"Hugh

Deptford Crescent bridge, although constructed as part of the NET project, is the responsibility of the City Council, as Highway Authority, to maintain.

I will therefore pass this information on to the relevant sections of the Council and request that they clean up the rubbish and graffiti and ensure that the lights are working.

Regards, Andy Holdstock  
NET Project Office"

**NCN6 Bestwood Railway Line to Mill Lakes: message of 13 March from Paul Hill:**

"Hugh

Further to my message about my trip along the NCN 6 via the Deptford Bridge, I continued along the NCN 6 to Bestwood Country Park... and was appalled to see all manner of rubbish dumped at the side of the track and other rubbish scattered about...

The main conglomeration of rubbish lies on the grassy bank to my right hand side behind the houses on Brownlow Drive / Little Oakwood Drive at Rise Park, close to the Gedling / Nottingham border... How I wish now I had taken some photos of the rubbish to pass to the authorities...

I am not sure who is responsible for clearing away the rubbish from this route and I wonder if you could help on this matter that would be great.  
Regards, Paul"

**Cycle path blockage at Bestwood: message of 13 March from Paul Hill**

"Hello Hugh

Thought I should bring this to your attention...Last Saturday I was riding up Bestwood Road towards Hucknall Road and had planned to use the short section of offroad cycle path in front of the last row of houses, but was confronted by a car facing Hucknall Road but sitting directly on the cycle path close to the dropped kerb, not to mention that a truck facing south was parked outside the same houses virtually blocking the dropped kerb both drivers preventing cyclists from using that facility to enable crossing of Bestwood Road safely in order to reach the other section of offroad cycle path which leads to the toucan on Hucknall Road... although I had my camera I didn't take any pictures of the offending vehicles.. I wish I had done now!

When I returned from my trip from Bestwood Country Park, heading back to Bulwell the truck had gone, but the car was still sitting in the same spot on the cycle path ... I am not sure how often the driver parks his / her car on the cycle path, but it is obvious the car owner needs to be informed that the cycle path is not a parking lot, and access is required at all times, I am sure that the vehicle owner is not very bright and very ignorant and selfish, and cannot read the highway code.

What action can be taken to stop drivers from blocking cycle access?

I look forward to hearing from you soon.

Regards, Paul"

**The Big Track possible south bank of Trent extension and Sustrans Route 15 plans: exchange of messages involving myself, Gary Smerdon-White, Lynn Hanna (The Big Wheel) and Patrick Davis, Sustrans**

"Dear all

This sounds absolutely superb and the collaboration seems to be able to deliver more than I personally would have hoped for. The use of the brand would also be very sensible for GNottm and the BigWheel link..

Chris Carter has outlined to me some work he has started in looking at the big picture for cycling across Greater Nottingham and it would be great if the plans Patrick has sketched out below could be factored into that initiative. There may be lots of ways of delivering an extended network  
Gary"

Lynn PS – re the artist – I've spoken to Arts Council manager and new Executive Director of CCAN and the ED feels the Masterplan is more a creative international curatorial task than one for a specific artist but he is going to clarify that with the Arts Council and progress it quickly as possible

(from Lynn Hanna) "Dear Hugh

I think my comments would be this sounds tremendous! We'd be very happy indeed for the Big Track brand to be extended in this way - and indeed it is a good fit with

the general direction of our agreement with the County Council, who now contribute to our work programme.

We would love to be involved. Incidentally we are now working with the Arts Council to see if we can continue engage a national/international artist to give us an "arts masterplan" for The Big Track that we can then work towards implementing.

Best regards, Lynn"

Lynn Hanna

Communications and Marketing Manager

Greater Nottingham Partnership

Tel: 0115 950 7845

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

**From:** Hugh McClintock (Dell)

[mailto:Hugh.McClintock@ntlworld.com]

**Sent:** 20 February 2007 13:49

**To:** Helen Clayton; Lynn Hanna; Gary Smerdon-White

**Cc:** Nicola Jones; Patrick Davis

**Subject:** Fw: Big Track, NWSC and Sustrans NCN15

Gary

Lynn

Helen

Any comments please on this email from Patrick Davis of Sustrans?

Hugh

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

**From:** [Patrick Davis](#)

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

**Cc:** [Steve Jones](#) ; [John Bannister](#) ; [Phil Marshall](#) ; [Ed Ducker](#) ; [Paul Hillier](#) ; [Peter Jarman](#) ; [Nicola Jones](#)

**Sent:** Monday, February 19, 2007 8:31 PM

**Subject:** Big Track, NWSC and NCN15

Hugh et al

The Big Track appears to be a hugely popular success. Its potential extension to HP must surely thus also be a factor in the NWSC equation. From there, it could extend without further investment to Gamston and across the A52. Also, once the Sandy Lane Byway claim has been resolved (Pete Jarman confirmed last week that bridleway status is already secure), the Radcliffe link should be equally marketable. In the medium term, Sustrans is in process of acquiring the old Cotgrave railway siding with a view to further extension to what we hope will be Big Track standards.

Whilst, of course, we look forward to the completion / improvement of NCN15 in these parts, we are even more keen that maximum mileage, literally and figuratively, should be gained from expansion of the Big Track brand as far and wide as practicable.

Before Nicola and I consider how to frame any submission to Cllr Baron, we'd welcome all comments on / crit of the above.

Regards. Patrick Davis

Sustrans East Midlands

tel. 0116 270 2905"

**Further message (to John Nuttall of British Waterways) from Patrick Davis of 9 March; The Big Track extension and signing of Sustrans Route 96 etc.**

"John

My note of 1/03 was indeed the first time I'd mentioned this to you. In fact the idea of incorporating the excellent Big Track into the National Cycle Network only arose a

couple of nights earlier at a meeting in Nottingham which was also attended by Ed Ducker of Notts CC and Jennifer Kukan of the City. Jennifer is currently designing waymarking and asked, if Big Track were to become part of the NCN, what number would it be? My Bristol colleagues replied "96".

The wider concept chewed over on the night envisaged a multi-user trail extending beyond Big Track to Trent Lock, Shardlow, Long Horse Bridge and Sawley, thence on-road via Ambaston to Elvaston Castle and Derby. In the other direction, it could go at least to the Water Sports Centre but would hopefully also incorporate a north-bank route to Gunthorpe and East Bridgford to join the prospective Fosse Bridleway associated with the A46 dualling scheme.

I sure that much or all of this overlaps with the Trent Greenway about which I don't yet know a lot. It would also interact with the M1 cycle route which the Highways Agency has agreed in principle to accommodate in "spare" width on the present Trent viaduct if / when the new northbound span is completed in 10-12 years time.

At this stage, due to Connect2 pressures, I'm not in a position to do more about this than flag up Sustrans' interest. However, I'm heartened by your in-principle support, below, and look forward to becoming more closely involved in due course if present stakeholders agree.

With all best wishes.

Patrick Davis, Sustrans East Midlands"

**Regatta Way (West Bridgford) - NWSC shared path maintenance – my message of 19 Feb to Notts CC (Ian Parker, Ed Ducker, etc.)**

"Ian

A couple of years ago, as you probably know the shared path on Regatta Way, West Bridgford, was extended from Adbolton Lane towards the NWSC entrance which was very welcome.

However, since then, because it lies close to a riding school and is much used by horseriders its surface has become very soiled and this makes it quite unpleasant for cyclists and pedestrians to use, both in wet and dry weather.

Of course it is useful for horseriders to use this if they feel safer removed from motor vehicle but it does seem very unjust that other path users should have to suffer. Is it therefore possible please, in view of the particular usage pattern of this path, to arrange for much more regular maintenance to keep it in a generally much attractive stage? Ideally, it would be best to have a softer area for horseriders alongside the tarmac path and to encourage them to use this but, if this is not possible, at least in the short run, the maintenance issues of the existing path must be properly sorted out please.  
Hugh"

PS. I subsequently met Phil Hearn, one of Ian Parker's Highway Inspectors, on site to discuss this.

**Coordination of cycle route signing in Wilford and Gresham Park development (West Bridgford): my**

**message of 5 March to Steve Brewer and Ed Ducker and Ed's response:**

Steve/ Hugh,

I'm going to speak to Niz Merali (NCC Design Team Manager) to get an update on progress of this when he returns from leave tomorrow.

I also think it important to consider whether we can link the Gresham routes into the Big Track signing work - linking the north bank of the Trent into Gresham/ Wilford by use of Wilford bridge (and possibly also the suspension bridge).

I will update you in due course.

Regards, Ed Ducker  
Cycling & Walking Officer  
Communities

Nottinghamshire County Council  
(0115) 977 4585

-----"Hugh McClintock \(\Dell\)"

<Hugh.McClintock@ntlworld.com> wrote: -----

To: "Steve Brewer"

<steve.brewer@nottinghamcity.gov.uk>

From: "Hugh McClintock \(\Dell\)"

<Hugh.McClintock@ntlworld.com>

**... coordination of cycle route signing between Wilford and Gresham Park etc.**

Steve

As you probably are aware, some of the new cycle routes in the Gresham Park development are now complete and Ed Ducker tells me that these will be signed when they are all complete. Are you liaising with the County Council about the coordination of such signs with those in the Wilford area as Pedals thinks it very important please that the links to and from Gresham Park, e.g. via Holly Road, Wilford, are included in this comprehensive signing, as well as the various stretches of riverside path nearby, in the city and county?  
Hugh"

**...further message from Ed Ducker (7 March):**

"Dear all,

To update you on yesterday's e-mail, it is estimated that we will be in the position to start signing the Gresham development at the end of April 2007.

Jarek Bien is dealing with the signing/ lining on the site if you need to contact him, Steve, to co-ordinate with any of Hugh's suggestions. I will also provide Jarek with some background information on the Big Track signing so that he can tie in Gresham with this if it is felt appropriate.

Regards, Ed Ducker"

**New cycle signs in Beeston: High Road to Station: message of 8 March from Anne Sladen:**

"Hi Hugh

The new signs are now up in Beeston, the ones I noticed yesterday were directing from the east end of High Rd, south down City Rd, across Middle Street towards the Rly Stn and MCR6 via Nether St & King St.

Unfortunately the sign southwards from Middle St directs you past the no entry sign as no 'except cycles' sign has been added. There is a shared pavement sign facing you but I suspect should refer to Middle St not

City Road, there aren't any markings on the pavement to suggest otherwise.

Also the sign on Nether St directing you down King Street is rather lost in some ivy on the north (right hand) side of the road, not well positioned and very easy to miss.

Are you able to take this up with Ed Ducker at Notts CC as I think it was him who was working on this project?

Regards, Anne"

**Hucknall Town Centre Improvement scheme public consultation – message of 27 Feb from Rob Murray**  
"Hugh

I called in to the Hucknall redevelopment exhibition today. The plans show the new road as an extension of Annesley Road through to meet up with Station Street opposite Bolsover Street. There is an unsegregated footpath/cycleway on one side of the new carriageway and footway on the other with access to the high street for cyclists and pedestrians along Titchfield and Albert Street. I was left with the impression from the wall charts that there was also cycle access on the High Street however this is shown as pedestrianised on the take home version. Members of the Council will be in attendance to answer questions on Thurs. 28th Feb and Fri 1st March. I've put a copy of the plans in the post, they should be with you on Wednesday.  
Rob"

**Response of 5 March from Nicola Read, Notts CC:**

"Hugh,  
Further to your enquiry about access for cyclists into Hucknall Town Centre I can confirm that the pedestrianised section between the Baker Street/ South Street junction and the Watnall Road junction **will** be accessible to both pedestrians and cyclists at all times. (This was shown on a separate board at the exhibition which explained where and how traffic restrictions will apply).

The area of improvement (on Baker Street and South Street) adjacent to the Market Place between West Street and Ogle Street will also be open to cyclists at all times with the only traffic permitted being buses (any time) and loading/unloading vehicles (permitted only outside the restricted hours, which are 10am-4pm Mon-Sat).

The western section of High Street between the South Street/Baker Street junction and the Watnall Road junction will be traffic-free between 10am and 4pm from Mon-Sat providing an improved and safer environment for both pedestrians and cyclists. Loading for vehicles accessing shops will be permitted outside of these times in an eastbound direction only (i.e. travelling towards Watnall Road junction from the Market Place).

The off-road shared path running alongside the new road optimises safety and keeps land take to a minimum as opposed to including a designated on-road cycle path as part of the design. Additionally a toucan crossing has also been included at the point where Albert Street meets the new Inner Relief Road. I trust that this answers your queries.

Regards, Nicola"

**Draft County Council Rights of Way Improvement Plan 2007-12**

As I briefly mentioned at the last meeting when I had just received a copy of this draft report, we need to review it carefully, in coordination with the local CTC. Comments are needed by 14 May.

**Responses to comments on the M1 widening (Contract 2) Draft Non Motorised Users Context Report**

I have now had a response from the consultants, Arup, who did this NMU study, responding to the comments made by several organisations including Pedals, Sustrans and Notts. County Council, and can forward a copy of the pdf to anyone who would like to see it.\*

**B6. Cycling issues in the new East Midlands Rail Franchise: comments to Zach Stamps (DfT Rail) on behalf of the East Midlands Cycling Forum (original message contained attachment with detailed comments from several people who responded to me)**

Dear Zach

Thank you for your message of 26 February. I have waited to respond until I had had a chance to get comments from other members of the East Midlands Cycling Network, representing local cycle campaigners, and I attach a selection of some of these.

You will see from the responses that there is much concern that the opportunity is not now being taken with the new franchise to make great improvements in the arrangements for taking bikes on trains. We believe that the idea that a bike on a full commuter train could displace 5 passengers is too simplistic, especially if more flexible arrangements are used. And when trains are not full good reliable and convenient bike carriage arrangements can bring in more passengers and help to fill unused spaces.

We would like to see, in this and other new franchises, a far bolder, more imaginative and positive approach taken, recognising the importance of good bike carriage arrangements for encouraging longer trips to be made by combinations of bikes and trains rather than cars, with more dedicated and flexible spaces, and with much more careful attention to various ways of improving the management arrangements for improving the load and off-loading of bikes at stations to minimise delays and inconvenience for all concerned. We can learn much here from the experience of several other European countries and this should be studied in detail.

While we much welcome the recent growth in rail passenger numbers and the plans to stimulate further growth it is also vital, we think, that far more thought is given, e.g. via a travel plan, to a comprehensive package of measures to promote sustainable travel modes, particularly the use of bikes, for moving these extra passengers to and from stations, to minimise the extra local motor traffic which the increased number of passengers could easily generate. Secure and plentiful well-located quality bike parking, well-signed, well-managed and well-promoted is a vital part of these measures. We welcome the news that bidders for the new franchise have been asked to include in their bids investigations into ways for improving access to/from

stations for cyclists and would urge that this is given a high priority as part of wider set of measures.  
Hugh McClintock  
Pedals (Nottingham Cycling Campaign) and representing the East Midlands Cyclists' Forum.”

## B7. Pedals website

### **Pedals website changes – message of 26 February from Alistair Morgan to myself and Larry Naylor (who has offered to help Alistair with the website)**

“Hi Hugh, Larry,  
Apologies for also not being in contact much recently. I seem to have been running to just keep still. I've just been asked to stay up here until March next year (2008) now, so am still not seeing much of Nottingham.

Hugh,  
I finally managed to find time over the weekend to apply a range of outstanding updates to the site. To summarise the last update and what I've done over the weekend.

1. Contacts are up to date
2. Meeting minutes/agendas have all been regenerated and reloaded. I'm left wondering if our hosting company have changed the machines we're hosted on sometime last year, because I had similar problems when I tried to load some JPG files last night. I had to load them to their LINUX machine in binary format, which I'm sure I've not had to do before and was the cause of the problem with the PDFs.
3. I've added a new Maps page with the images and contact details that you gave me. This is linked to from the Links page and from the Home page (where I've put a "Stop Press" item to highlight it).
4. Logos should all be the standard Pedals logo.
5. I've included references to "East Midlands" in Home page text. I just need to get Search Engines to recategorise the site to recognise that we should be found if searching on "cycling east midlands" as well as "cycling Nottingham" (we should also be categorised for other areas based on our references to the regional maps.  
I'll try and check out what I need to do to action this more proactively than waiting for the Search Engines to do it automatically.
6. I've added Stewart Thompson's Nottingham Mountain Bike Guide to the Publications page (including PDF of the application form and book cover image).
7. Added miscellaneous links (CTC's road and trail fault reporting, EveryDayCycling, etc.).
8. Replaced the new Nottingham North/South Map images on the Contacts page and replaced the Cycling in Nottingham map to be the latest image.
9. Included the PDF Newsletter on the Newsletter's page. I've also highlighted this on the Home page and included an initial link to the PDF.

Outstanding issues are:

- a. Recheck emails for action from Hugh to see what I may have missed.
- b. Incorporate the presentations from the meeting in November. I've loaded the presentations onto the Webserver, but need to include links to them from the Events page and update Home page to state that the material is present on the Events page.  
Apologies for not getting this one sorted sooner. I honestly don't know where the time has gone!
- c. Bicycle recycling schemes. There have been a couple of emails covering this issue. Is there anything I can include on the website? I noted that Andrew from Veggies quoted a guy called Al who did some work in this area.

### **...and message of 28 Feb from Larry Neylon to Alistair Morgan (Pedals webmaster) and me:**

“Hi Hugh and Alistair,  
I'm going to have to apologise about my lack of action again. I really had in my head that when I went to 3 days to look after my daughter I'd be sat here of an evening loafing about, with lots of time to help out, rather than trying to do 5 days work in 3, which is what I'm actually doing.

Anyway I've had a think about your site and was wondering what you would think about having a content managed system (CMS) to run your site.

The reason I'd think this would work is that once it is setup, anyone who has a login can alter the content of the pages, upload documents, etc, so we could have multiple people maintaining the site, none of whom need any html/programming experience.

We could also easily introduce things like forums which I think would be good.

The CMS that I would probably recommend is drupal (<http://drupal.org/>). It is opensource (i.e. free) and appears to do everything that we would need.

The work involved in setting it up would be:

Setup the software (I've done one before so no probs)  
Create a design (I could do this based upon what I've already done)  
Copy your existing content into the new site (Should be a cut and paste job)  
Replace current site when we are happy with what we have got.

The only cost might be to get the hosting company to allow us to have a MySql database on their server. If this is more than a few pounds a year then I'll just have the database on one of my company servers. Other than that your current host supports PHP (which Drupal runs on) and it should just be a case of uploading it all once it is done.

A few sites that run using Drupal:  
<http://www.vcmelyd.co.uk/>  
<http://www.justride.co.uk/>  
<http://www.criticalmassreading.info/>

<http://www.southyorks.police.uk/drupal/news>

I'd be happy to setup a working example and get a simple design in place if you think this is a way forward. Last time I looked I'm fairly sure that Pedal Pushers website was a CMS based system (appears to be down at the mo), and I think I quite liked it. I used to be involved in Pushbikes when I was living in Birmingham, but I wouldn't recommend their site as one to copy!

Let me know your thoughts,  
Larry"

**...and further message from Larry of 1 March**

"Hi Hugh,  
The only costs should be a minor increase in your hosting costs.

Either Alistair or myself could contact Vision Internet to ask about how much it would be to add a MySQL database to our package. It might be worth mentioning that we are thinking about doing a Drupal site to check that there would be no problem with that.

If the costs are too great (which they shouldn't be), then I'll host the database on one of webservers, so your current site would remain where it is, but would get the data for the pages from one of my companies servers. It would be a bit slower, but wouldn't cost anything.  
Regards, Larry."

**...and message from Larry of 6 March:**

"Larry  
Just got your message I was away from Tuesday afternoon until this morning.

Many thanks for all your help with this. I will have a look and get back to you. I will also mention this at the next Pedals meeting, on Monday week, in case others too might like to comment.  
Hugh

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

From: "Larry Neylon" <[lneylon@ntlworld.com](mailto:lneylon@ntlworld.com)>

To: "Morgan, Alistair"

<[alistair.morgan@atosorigin.com](mailto:alistair.morgan@atosorigin.com)>; "Hugh McClintock" <[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>

Cc: "Susan Young" <[Susan.Young@nottingham.ac.uk](mailto:Susan.Young@nottingham.ac.uk)>

Sent: Tuesday, March 06, 2007 10:44 PM

Subject: New Pedals Website

> Hi all,

> I've spent a couple of evenings setting up a new test website for you and now have a very rough version for you to have a look at to see if you think we are going along the right lines.

>

> If you go to <http://pedals.110mb.com/> you can see the new development site.

>

> All I have put in for the moment is a few static pages (Books, Meetings & How to Join) and enabled the Forums section for the site. Obviously I need to do lots of formatting of content!

>

> I can understand why initially this might look confusing, but I will talk you through how the different people will use the site.

>

> 1. Normal Users just browsing the site.

> - Will see the homepage. This will have the latest news stories on it that will have been added by us.

> - See static pages. This will be exactly the same as the current site with details on how to join, etc.

> - Can view forums. Can have a look at the discussions going on without the ability to add new messages.

>

> 2. Users who choose to create an account.

> - Anyone can create themselves an account on the system. Once live this will require them having to have a valid e-mail address to do so.

> - Once they have created an account and logged into the system they can then add comments to any news items and contribute new posts to the forum and reply to existing posts.

> - They cannot update any of the static pages.

> - You can test this by creating yourselves a new account. I've disabled the e-mail confirmation, so ignore any errors you see. Once you have created an account you should be able to add new items to the forums and post replies to the one news item I've got.

>

> 3. Administrators.

> - Can update static data, add new Forum categories, change layout, etc.

> - Will only be a handful of Pedals members with this access.

> - To get an idea of this login with username: admin and password: pedals

> - Click on one of the links on the left hand side such as Meetings.

> - Click on the edit link at the top of the middle column.

> - Change some text in the text editor window and click on the Submit button to confirm your changes.

> - Click on the left hand menu again to see your changes.

>

> Hopefully this will give you an idea of how what I'm planning to do to enable easier site maintenance and allowing other people to be able to

> contribute content to the site via comments and the forums.

>

> THINGS STILL TO DO:

>

> 1. Various technical problems, mainly to do with the hosting company not allowing some functionality such as sending e-mail and searching.

> 2. Design. Yes I know it still looks like a bag of spanners.

> 3. Copy all content over from the existing site.

> 4. I'm sure there is lots more.

>

> WHAT YOU CAN DO:

> 1. Give me all the feedback you can, no matter how critical.

> 2. Have a think about the kind of categories that need to go in the Forums.

>

> Alistair, if you want a good overview about how to administer this I have a 20 min film that I can mail you (if you can cope with the American accent for that long).  
> Regards, Larry.

PS. I'm happy for anyone to have a play about with the development system. The things that don't work are searching and sending e-mails when you register (come up with an error on the screen, but will register you).

You shouldn't be able to break anything so change whatever you want.  
Regards, Larry."

**...PS. Comments from Peter Osborne (9 March)**

"Hugh - this looks a pretty good start. It would be good if it can be updated monthly, say - perhaps after the Pedals monthly meetings.  
Peter"

**....PS. Comments from Chris Gardner (11 March)**

"Hugh,  
On the forum front we should have:-  
- Commuting  
- And maybe a bike review section.  
- Also a list of useful links to other associations, our friends etc.  
Cheers, Chris"

**B8. Miscellaneous items**

**Message of 26 Feb from Graham Hubbard, Ridewise**

"Hello to all you potential leaflet droppers out there please be encouraged to keep on top of your patch of leaflet drops until we get loads of money to advertise this (& word of mouth) is one of the main ways you can help keep cycle training as a high profile topic at venues where folks may be open to the idea of cycling and all its many benefits we do have 1000's of leaflets here so don't be stingy in dishing them out  
Thanks, Graham Hubbard  
RideWise Coordinator"

PS. I gather that Ridewise has now recruited and trained several new trainers and now is actively seeking more customers to sign up to receive training!

**Recent cycling guide in The Independent**

Does anyone please have a copy they can lend me of the recent guide to cycling in The Independent published earlier this month?\*

**Advice on bike purchase**

For the first time in about 7 years I am likely soon to be buying a new bike, mainly for about town use but also for some touring (probably starting with a few days in Suffolk soon after Easter). I am thinking of another hybrid bike (but not too expensive and therefore extra theft prone!) and would appreciate any advice please\*\*

Hugh, 13.3.07