

AGENDA FOR PEDALS MONTHLY MEETING

8.30 p.m. on

Monday 21 May 2007 (Pedals 28th birthday!)

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, lead by Arthur Williams & Dave Clark, departing at 7 p.m, from top of Queen's Bridge Road, opposite Nottingham Station)

AGENDA

1. Welcome, and apologies for absence

2. Minutes of Pedals meeting of 19 March and matters arising including extra last minute items and:-

- AGM decision on subscription increase and comments
- proposed Beeston-Clifton pedestrian-cycle bridge – consultation and Sustrans decision to drop the scheme
- Queries raised on City Council matters; comments from Jenny Kuhan
- Edwards Lane / Valley Road / Kneeton Vale pedestrian safety scheme and site meeting on cycling issues
- Carrington Street summer closures and changes
- Proposed Cycle lockers at the NET Phoenix Centre Park and Ride site.
- Boots site Beeston Statement of Development Principles- Pedals comments
- Report on outcome of County Council Highways South Cycle Working Group meeting of 19 April
- East Midlands Cultural Way proposal and comments

3. Cycle facility and traffic matters including:-

- Lessons from Edwards Lane / Valley Road proposals for consulting with Pedals on City Council traffic proposals
- Hockley / Goosegate Pedestrian Priority Area; extension of new surface at Cranbrook Street end
- Cycle parking in the Old Market Square and Smithy Row area
- Gregory Boulevard/Leslie Road area- pedestrian facility and school awareness campaign
- NET Phase 1: cycling through tram stop area at bottom of Market Street
- NET Phase 2: draft statement for autumn Public Inquiry (to be finalised by 31 May)
- City Rights of Way Improvement Plan consultation draft: response needed by 31 July

- Environment Agency Trent Left Bank Flood Alleviation scheme
- Signing of road works affecting cycle facilities
- Cycling provision in the new A608 Gedling 'Integrated Transport Scheme'
- Use of cycle paths in Burton Joyce (A612): message of 14 May from Andrew Shepherd
- Cycling on the Siemens site, Beeston
- Cycling on the canal towpath between Wollaton and Awwsworth
- Cyclists and the A610/M1 junction
- A46 Newark-Widmerpool dualling scheme; Highways Agency response to Pedals detailed comments

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- meeting with Notts. Police

7. Actions to curb dangerous driving – lessons from Richard Maher's recent horrific experience

8. Events / meetings including:-

- Cycle Campaigns Network/CTC Spring Conference, Derby, Sat 19 May
- 2 June Old Market Square Climate Change event – proposed Pedals/Ridewise stall
- 4 June: Ridewise enmasse cycle ride; appeal for help
- Cropwell Bishop Charity cycle ride, 9 June – appeal for help
- West Bridgford Summer gathering (Green Fair), (organised by Pedals member Karina Wells), Sat. 9 June
- Attenborough Nature Reserve Cycle Challenge, 17 June: appeal for help
- Wheely Big Cyclists Breakfast, 21 June (Bike Week, 16-24 June)
- East Midlands Cycling Forum meeting Leicester changed from Sat. 23 to Sat 30 June
- Ride to Tour de France (4-8 July) – message from Simon Gellar, Sheffield Pedal Pushers
- 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.

9. Miscellaneous items

- Plea for help in distributing City cycle maps
- Pressure for bike sheds at schools in Clifton and relevance of the Bikelt project / cycling to school
- Highway code changes in wording of advice on the use of cycle facilities – CTC/CCN campaign
- Nottingham found to be among top ten hot spots for bike theft – implications?

- Publicising personal cycle routes
- My absences from 25 May-2 June and 10-17 June

10. Any other business

BACKGROUND NOTES!

* means feedback especially wanted please

** means help please!

N.B: For some reason much more business than normal seems to have accumulated since our last meeting with a whole range of issues being drawn to my attention!

Even though many items will be of little interest to everyone we can be quite sure that everyone will find at least a couple of things that are of particular concern to them and which they may have passionate feelings about.

As usual, the following is only an extract from the very large number of emails I have had recently, with the addition of various explanatory paragraphs to give some background or highlight the key issues for us to discuss next Monday!

Some of these emails have been generally circulated already; others only to those I thought would be most interested but including extracts from these gives other people a chance to comment if they wish as well to see comments already made by other people.

1. Welcome and apologies

Apologies for absence from

Mara Ozolins, John Wilson, John Bannister, Chris Gardner.

2. Minutes of the Pedals Meeting Held 16th April 2007 at The Globe.

Present:

Hugh McClintock, Susan Young, Peter Osborne, Andrew Martin, Arthur Williams, David Miller, Terry Scott, Alison Russell, Jenny Kukan, Karina Wells and John Park

Apologies for Absence:

Mara Ozolins, John Wilson, Chris Gardner, and Lawrence Geary.

Beeston/ Clifton Footpath-Cycle bridge. 11000 homes in Clifton have received leaflets about this. Beeston will be leafleted later in the year. A poster has also been issued. There will be exhibitions where the public can air its views at the following venues:
Clifton Library – Friday 27th April 9.30 to 19.30
Clifton Market – Saturday 28th April 9.00 – 1500
Clifton Cornerstone Building – Monday 30th April 9.00 – 18.00

It was suggested that a wider area should be leafleted, particularly West Bridgford and Wilford. There has been a small article about the proposed bridge (part of the Sustrans Connect 2 project) in the Nottingham Evening Post. An article about it will appear in the next Pedals newsletter.

New East Midlands Rail Franchise. A cyclists' consultation group for the new franchise has been proposed, and a decision on who gets the franchiser will be taken in July. Also in July, the government is issuing a white paper on the Future of the Railways. The CTC is encouraging cyclists to lobby their MPs via the CTC website about cycling issues in this. Notts County Council is leading a campaign to get Sunday services on the Robin Hood Line. This would help leisure cyclists in particular.

County Council's Draft Right of Way Improvement Plan. Hugh is responding to this.

Cycle Facility and Traffic Management Matters:

Castle Boulevard: In general these were positive but the changes do have the distinct disadvantage of making it more awkward for people wishing to access the footbridge further along the road to ride to the canal path on the south side. Further improvements, including lighting on the adjoining (northside) canalside path, and widening of the link between it and Castle Boulevard, are desirable.

Edwards Lane – Valley Road: Work has begun on this project. Pedals does not appear to have been consulted about these proposals although the City Council claim that a general consultation letter was sent out last July.

The **riverside path** between the suspension bridge and Wilford has been reopened following improvements.

Phoenix Park NET Park and Ride site: There are still no cycle lockers installed there.

Birdcage Walk: This is a popular commuter route. The City Council is proposing improvements to this, with better links to and from the new 'ng2' development and the Riverside retail park. It was pointed out that many people are inhibited from using this rather isolated path after dark and that this defect should be addressed in the improvement plans.

Carrington Street: The bridge outside the railway station is being rebuilt between June 11th and September 16th. The bus and cycle lanes will be affected, but the road will remain open in both directions. Pedals will ask to be consulted when the lines are reinstated.

Finance. £225 for insurance (public liability etc) needs to be paid immediately. Cheaper quotes will be sought

for next year's renewal as Pedals' insurance requirements have diminished following disposal of the tools and trailer. Bank account change – to be discussed next meeting.

Pedals Tools. Chris Gardner and John Wilson need to discuss which tools John thinks are his so that John can get them back the ones he has recently remembered that he lent to Pedals about 10 years ago.

Other Stuff: East Midlands Cultural Link: The idea of a route connecting Derby, Nottingham, Leicester, Northampton and Lincoln is being floated. This already exists in part in the form of Sustrans routes. Agreed that we should ask Sustrans East Midlands to take the lead on this.

A46 Public Inquiry: A pre-meeting will take place 16th May. The Public Inquiry will be later in the year.

CCN is now a company. Pedals is sending in a form to confirm membership, as required before the AGM in Derby on 19 May.

Hockley Pedestrian Priority Route scheme: further improvements to come.

Map: A new Mansfield and Ashfield Cycle map is now available from Nottinghamshire County Council.

Boots site in Beeston. Housing development is happening here. Cycle links are already present, but need to be improved. Pedals, in commenting on the Statement of Development Principles, will request to be consulted at all stages of development.

Membership Forms: David Miller has produced revised membership forms that incorporate the changes to subscription rates. Hugh said it was imported that we got copies of these printed and circulated widely asap to help combat our decline in membership.

Pedals President: Sir Paul Smith has declined the presidency (too busy).

Update

Pedals subs rate changes

Lawrence Geary, who was not at our AGM in March, has told me that he thinks that our decision to increase the rates from 1 May, with a temporary concession for existing members to renew at the old rate is "absurd and unfair". Perhaps therefore I should make clear the reasons for this to anyone else who was not at the meeting.

The reason for allowing existing members to renew at the old rate was because we recognised that it was going to take some time to get in new place all the arrangements for the transfer, including allowing for time for Susan, who, as she made clear, just now has many other preoccupations, to set up the new Coop Bank account arrangements also agreed at the AGM, and for the Membership Secretary to contact all new members, where applicable, to get them to alter their Standing Orders, to allow both for the new rates and the new bank account details. This concession was agreed just for practical reasons, as a temporary move

and will not be a permanent one, it should be emphasised.

Lawrence also maintained, as he has done when a subs increase has been proposed at previous AGMs that this was "absurd" when we have a substantial surplus in our account. However, the majority feeling, even more evident at this year's AGM, was that an increase is now justified on two main grounds.

The first is that our annual expenditure now easily exceeds our total income, mostly because of the expense of producing and distributing our thrice-yearly newsletter, even allowing for the £1000 p.a. grant for this that we now get from Nelsons.

Our situation is thus very different from that of other cycling campaign groups (e.g. Derby, I know) who charge a low rate but who do not provide any newsletter to their members other than an occasional email update.

The second is the feeling that our old rates, unchanged now for several years, now look distinctly low compared with that of other organisations and that people would be more inclined to join if we charged a more "serious" rate. We do of course still have a concessionary rate applicable for the usual range of cases.

Two months after we agreed the new rates at our AGM (effective from 1 May) I am well aware that there is still no easy way for people to find out what these are! Dave Miller has been working on designing a new leaflet with the new rates and I hope these will be printed very soon that we can start distributing them widely (they will have to be revised a bit later once we have the new Coop Bank account details to include). I have asked our Webmaster, Alistair Morgan (now working in Edinburgh) to get them on our website asap but when I last checked this had still not been done and I have not been able to get through to him to establish the cause of this delay.

Pedals trailer tools sale

Just after the sale at the AGM in March of Pedals tools from our old trailer John Wilson, who used to come to Pedals meetings for many years and who has done much over the years to help with stalls, recruitment and newsletter stuffing dispatch, (now in his late 70s by the way!) told me that some of those tools were ones that he had lent to Pedals about ten years ago when we used to run lots of Dr. Bike clinics etc., and that he now wanted them back.

I said that it was possible that some of these had now been sold but recommended that he contact Chris Gardner, who has the stock of tools, asap, to arrange to identify those he thinks are his and to get them back. I gather that for various reasons John and Chris have had problems in contacting each other to do this but hope now that it will be sorted out asap.

It might mean however, if some of the tools John thinks are his have now been sold that we need to ask those who bought them if they would mind giving them back and getting their money back. Sorry about this!

Beeston-Clifton proposed foot- and cycle bridge:

Sustrans drop the scheme (copy of my email of 30 April):

“Very disappointing news this afternoon about the Beeston-Clifton foot- cycle bridge proposals. On arriving at the third day of the City Council's very well-attended public exhibition in Clifton I was told by Stewart Thompson who has been leading the City Council's bid and 'expression of interest' to Sustrans that he had been told this morning that Sustrans had now dropped this scheme from the ones (140 in total) they had short-listed for funding if they are successful in getting lottery funding for their national Connect2 project (despite it being ranked 20th in the score of pledges on their website).

This decision seems to have been because of their concerns about the extent of local support for the project and, in particular, by the very unhelpful remarks made last week by the leader of the City Council, Cllr. John Collins, that the scheme was a low priority one for them (with £1mn still having to be found locally to complement the £1mn from lottery funding, although spread over 3 years). It seems that he made this comment when electioneering in support of his Labour colleagues in Rylands (outside the City). Even allowing for the heated atmosphere of a local election campaign it does seem very regrettable that, at the very least, he did not delay making such remarks until the outcome was known of the current extensive consultation being carried out by his own Council's officers, in Clifton (and with further exhibitions planned, e.g. in Beeston). No doubt news of this had filtered through to Sustrans and may have strengthened underlying concerns they may have had about continuing evidence of hostility to this scheme being evident at the time of the televised vote on the final national short-listed projects due to take place this autumn.

The irony is, as I am inclined to point out in a letter to Sustrans expressing our great disappointment, is that there has indeed been recent evidence of increasing support with, I was told today, 95% of visitors to the exhibitions in Clifton expressing their support. I daresay that the proposed exhibitions in Beeston (now very unlikely to go ahead) might have also shown much evidence of support from the wider area, to offset the strong negative opinions expressed by some (not all!) Rylands people living very close to the bridge (at least when the proposals were first publicised, in their amended form from the ones a few years ago).

Obviously the prospects of the bridge going ahead in the foreseeable future are now zero (for the second time, following the abortive bid for lottery funding for this project about ten years ago, and the much more limited consultation that took place then) but, at the very least, I hope that the evidence now coming in of considerable extensive support, combined with the willingness to make a serious effort to address local residents' detailed concerns, might make it that much more likely that it can be promoted in the longer term.

There will of course be an opportunity to discuss this experience and 'where we go from here' at the next Pedals meeting, on Monday 21 May.”

...my message of 2 May to John Grimshaw, Chief Executive, Sustrans

“John

Pedals was very disappointed to learn that Sustrans has decided not to take further Nottingham City Council's Expression of Interest under your Connect2 Project for the Beeston-Clifton foot- and cycle bridge.

I learnt of the decision on Monday afternoon from Stewart Thompson when I arrived to attend the third day of Nottingham City Council's recent public exhibitions on the proposals in Clifton, the second of the two visits I made. It was clear from both of these not only that there was lots of interest in the proposals, with lots of people making comments but also that many were favourable. Indeed Stewart told me on Monday that 95% were in favour!

While it is certainly true that the revival of these proposals last autumn aroused much initial and very emotive opposition from some local residents in Beeston Rylands, as evident in the very hostile public meeting there last October, it also soon became clear that many people, particularly in the wider area on both banks of the Trent, were much more positively inclined, even if some at first felt intimidated from expressing their views because of the strong negative comments expressed at the public meeting.

To help encourage these more favourable attitudes, and to develop a dialogue with opponents on their concerns and how these might be addressed, Pedals decided it was important, in close collaboration with the City Council, to bring together the various interested parties for a calmer and more focused and balanced discussion. To this end we organised a smaller (invitation only) meeting in January, with representatives from local groups on both sides, and the Police, with a neutral Chairman. This was very useful and constructive and one thing that came out of it was an agreement on the importance of wider public consultation, including with residents of the wider area on both sides of the Trent, and major local employers, etc.

The City Council's recent consultation in Clifton was an important part of this and they also made plans, with Broxtowe Borough Council, to provide an opportunity for people in Beeston to express their views.

As a result of all these efforts, while we knew that some local residents, especially in Rylands, remained hostile, we felt there was now real evidence of increasing support from a number of people and groups and that this could provide solid ground for a way forward, in combination with careful attention to address local concerns about the increased risk of crime and vandalism.

This process of gaining increasing support was certainly far from complete (and not helped by the heated atmosphere of local election campaigns) but with the real progress we were making we now feel it very regrettable that the process has now had to be aborted before we had the chance to see whether a further period of wider consultation would indeed have consolidated this to the point where it was clear that the project did indeed have the clear support of the majority of local residents as well as many other organisations.

Is there no possibility, even at this stage, of this project still being retained, at least on your reserve list please? Hugh”

...and copy of message to John Grimshaw of Sustrans from Stewart Thompson, City Council (1 May)

"For information.

From: Stewart Thompson
[mailto:stewart.thompson@nottinghamcity.gov.uk]
Sent: 02 May 2007 16:49
To: 'Sustrans Connect2'; 'John Grimshaw'
Subject: Sustrans Connect2

John,

I am very disappointed that Sustrans have decided not to include the Beeston to Clifton bridge in the Connect 2 programme.

On Monday we completed a major 3 day survey of resident's opinions. This involved an exhibition staffed by officers at three separate locations. It resulted in a staggering 94% of people in favour of the bridge. The only concerns raised are associated with the bridge being used as route for crime. These concerns predominantly come from residents in Beeston Rylands who feel that criminals will cross over from Clifton. Our research indicates that the crime rates in Clifton and Beeston are comparable, so this is not an argument that we would support, particularly since it is so prejudicial to one of our communities. In our discussions we had agreed to address this matter in terms of the bridge design and the security systems implemented to monitor it.

You mentioned the gradient at Clifton Grove, but there is no gradient at all if the proposed bridge site is approached from Fabis Drive or along The Trent Valley Way from the Barton direction. I have cycled a substantial proportion of the National Cycle Network, and Clifton Grove is a minor climb compared to some of the gradients encountered e.g. the Coast To Coast crossing of the Pennines.

I can accept that you are looking for popular schemes to win the Lottery Bid, but in this case you have been influenced by a vocal opposition, and not taken account of a representative sample. The local elections in both the City and Broxtowe have not helped the situation either.

For your information the bridge will not be progressed any further without Sustrans support. This is a sad end to a piece of infrastructure that would have had strategic importance to the development of cycling and walking provision in this area.

In the light of the above comments I would ask you to re-consider your decision.

For information I would like to know where in the voting table the scheme came. I would also like to know why you rejected a scheme using information that you already had at the outset.
Stewart"

...response from John Grimshaw (10 May) to my message:

"Dear Hugh,

Like you I was really disappointed this scheme did not make the final list. For me the issue was the gradients up to Holgate in Clifton. We are aiming for 1:20 slopes on all the urban projects so that we equally cater for the

disabled and for wheelchair users. As you know, the track down to the river is steep.

I suggested that one solution to this was to relocate the bridge site to this area and to use the length of the bridge as a good part of this climb, i.e. set the bridge at 1:20 itself. This would land well up the cliff face at Clifton Grove, from where only a modest cutting and a path through the trees would complete the climb. Or, alternatively, a ledge cut out of the north side of the existing defile would have touched very few trees.

However, the Council would not consider this or come up with any other plan to make for a direct route of easy gradient. I am sorry about this.

Hoping you are well.

Regards, John"

...and comments on this from Stewart Thompson, City Council (11 May):

"Hugh,

This was never a sensible suggestion. The grove approach cuts through ancient woodland in an area of SSSI's. A pedestrian / cycle viaduct up to this point would be ridiculous. There is also the assumption that everyone needs to approach the bridge from the Grove. This is not the case.

Stewart"

Message of 17 April from Jenny Kukan, City Council re "Queries raised at last night's Pedals meeting"

Just received from Jenny Kukan who recently started work for the City Council and who is also, very usefully, now coming along regularly to Pedals meetings, assisting our liaison with the City Council over a range of issues.

As mentioned last night it is very important that we take full advantage of the forthcoming exhibitions etc. (e.g. in Clifton from 27-30 April) to generate strong support to the City Council for the controversial Beeston Lock to Clifton Grove pedestrian/cycle bridge proposals. There should also soon be opportunities for people in Beeston and West Bridgford, etc., to get hold of copies of the leaflet and to express their views both on the need for the bridge and the proposed design etc. Watch out for material about this on the City Council website which, as Jenny says, should soon be put there.
Hugh

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

From: "Jenny Kukan"
<jenny.kukan@nottinghamcity.gov.uk>
To: "'Hugh McClintock (Dell)'"
<Hugh.McClintock@ntlworld.com>
Sent: Tuesday, April 17, 2007 10:53 AM
Subject: Queries raised at Pedals meeting

Hugh,

I've been asking around the office about the points raised at the Pedals meeting last night. Please could you forward the information to anyone who was interested at the meeting?

Edwards Lane - Helen Richardson was responsible for the consultation on the Order back in July 2006. She informs me that she sent letters to the entire mail merge list which includes Pedals so you should have received

a copy of the plan and letter almost a year ago. The funding was not available for the last financial year which is why there has been a delay in the works commencing. As regards to consultation on future schemes, Pedals is on the list of organisations to consult with so you should receive details and the opportunity to comment at an early stage in the process.

Castle Marina Footbridge - Steve Brewer has informed me that a British Waterways bid to GNP will provide the funding for the design and building (2008/2008) of a new footbridge to replace the steep, ridged bridge currently there. Steve also said that the issue of lighting the path on the opposite side of the canal has come up before and there was the possibility of solar powered lighting as British Waterways were unwilling to fund the running costs of electric lights. However, he said that realistically and unfortunately nothing is planned for this at the present time. Steve also didn't know anything about any plans for a new bridge over the canal around this location.

Dropped kerbs - these should be flush with the road wherever possible. However, sometimes there are engineering reasons why they cannot be. This includes the gathering of water in the dip created and in this case there should be an up stand of no more than 25mm.

Clifton to Beeston Bridge - The plan is to put the leaflet on the website (hopefully sometime in the next few days). John and I are going out today to deliver leaflets and put up posters. We will be including West Bridgford Library in addition to the Clifton/NTU/Wilford/Silverdale areas.

I think that's about all for the moment. Let me know if there are any other queries.
Jenny Kukan, Traffic Management"

Edwards Lane / Valley Road proposed changes

John Clark and I had a useful site meeting on 24 April with Hayden Reed and Francis Ashton of the City Council. It was in the end agreed that some changes could be made to the pedestrian safety scheme (on which work has just started) to help cyclists including making the new signalised crossing a toucan crossing rather than a pelican with short shared path approaches to help cyclists get safely into Kneeton Vale, whose east end exit has now been made one-way only for drivers.

...comments from Hayden Reed, 26 April

"Hugh.

You will be pleased to hear that the traffic signal implications of the proposal have been assessed, and no objection raised.

We are proceeding with implementation of the changes to the crossing and once finished, this should provide a useful facility and a significant step forward in cyclist safety.

In respect of consultation, I will review our procedures on this. It may be desirable to send out further letters, in cases where consultees don't respond to our initial approaches.

Regards, Hayden."

Quoting "Hugh McClintock (Dell)"

<Hugh.McClintock@ntlworld.com>:

> Hayden

> Thanks very much for the useful and productive site meeting on Tuesday. I

> am glad that even at this stage we were able to agree in principle on a

> reasonable and feasible solution including changing the pelican crossing

> to a toucan and introducing safe approach routes to and from the crossing

> while not comprising the important fundamental aims of the whole scheme.

>

> We must be extra vigilant in future to watch out that such proposals with

> important implications for cyclists do not again somehow fall through the

> net at the consultation stage so that the impact on cyclists of such

> wider proposals is fully considered at the outset.

> Hugh

Carrington Street changes

Hayden Reed of the City Council agreed to consider changes to the cycle lane markings on Carrington Street outside Nottingham when these are put back in September at the end of the 3-month bridge strengthening work.

However, he warned me that this would only be a provisional scheme as they are now working on much more radical changes to this road for introduction in about 3-4 years time in conjunction with the Station redevelopment scheme.

These will include reducing the number of lanes from 3 to 2, doing away with the separate bus lane, and reducing motor traffic other than buses and taxis by various measures including closing off Station Street. I asked for an early meeting to discuss these ideas (which currently keep changing, he said, so it might be some time before they are in a position to consult us, although he accepted the principle of having such a meeting.

Proposed cycle lockers at NET Phoenix Park park and ride site:

I still have had no response to my message on this and intend to chase it again soon. We may also need to raise it at the next NET (Line One) Advisory Committee meeting, on Tuesday 12 June, which Andrew Martin has said he may be able to attend in my absence.

Pedals comments on Boots site Beeston Statement of Development Principles – response from Richard Wood, City Council (24 April)

"Hugh

Thank you. Very helpful and constructive as always.

Tony and I will feed into the emerging work programme for the Boots Campus.

Regards, Richard"

Report on Notts. CC Highways South Cycle Working Group meeting, 19 April:

I have already emailed copies of the minutes of this meeting compiled by Ed Ducker a few days later so won't go into detail again here, except to mention that there was a special focus at this meeting on updating ideas for cycling in Rushcliffe Borough including West Bridgford and improved links to and from nearby settlements. Following the meeting I circulated a consolidated list of Pedals ideas on this plus a few other raised at the meeting and can circulate this again (with a few recent further editions) to anyone who asks me for it,

The next CWG meeting will be on Thursday 19th July at Trent Bridge House at 9.30

Extra items for 16 April 2007 Agenda (not circulated with original agenda but raised at the meeting) included:

East Midlands Cultural Cycle Way / possible link up between EM Capital Networks Group, Local Cycle p – message of 11 April from Matthew Linley

"Dear Hugh

Andy Salkeld of Leicester City Council suggested I got in touch with you and a few ideas about an idea that is brewing.

I am Director of Phoenix Arts and am currently leading on the development of a new building to replace the current facility in Leicester's Cultural Quarter. I'm also part of a network of cultural organisations across the East Midlands who are all developing new venues scheduled to open in 2008/9 (in the main).

As a keen cyclist and member of Sustrans I noticed that the NCN links all the projects within the Capital Networks Group (from Northampton to Leicester to Derby to Notts to Lincs). As a result I wondered about the possibility of developing an East Mids Cultural Way linking the new capital builds. I half pitched the thought to my colleagues on the Capital Network Group - who are in the main the CEO's of their respective organisations - and got a generally positive response.

From there I contacted Andy who told me about the plans for route 66 and possibilities that might stem from that. He also suggested contacting a number of people about the thought to see if it has legs.

The attached document outlines my thoughts to date - it is very informal - but at this moment I don't think the idea justifies a formal paper. I've committed to taking an updated paper to the next capital projects meeting in early May and it would be great to have your feedback by then.

If you'd like to call me you can usually get me on the mobile - 07989748350 or send me an e
Hope to hear from you soon!
With all best wishes
Matthew
Matthew Linley
Director, Leicester Arts Centre T/a Phoenix Arts

The idea

Work collectively with Sustrans and Local Cycle schemes to 'brand' a route that links Northampton-Leicester- Derby - Nottingham and Lincoln (exists already by the look of the map) as the East Midlands Cultural Way or such like.

What's in it for Sustrans and Local officers cycle officers

- Potential to raise the profile of the cycle route (consortium find funding to produce a guide)
- Enhancements to the route (again consortium find funding to commission additional art works)
- Venue commitments to 'benefits' for cyclists as part of travel plans.

The capital networks group

Is a group of organisations who have been developing new venues in the East Midlands. It's been well supported by the Arts Council and has a fair amount of weight when it works collectively. The venues that are involved include

Nottingham

- Broadway
- C CAN
- New Art Exchange
- (Nottingham Artist Studios – project not yet in advanced development)
- (Dance 4 – again project not yet in advanced development)

Derby

- QUAD
- First Movement

Leicester

- DMC (the Phoenix project)
- The Peepul Centre
- The PAC

Lincoln

- Lincoln Centre for the Performing Arts

Northampton

- Northampton Theatres

My original e mail

Dear all

Had a slightly whacky thought last night which I wanted to share with you all - and please tell me that I am bonkers. I honestly won't mind!!

Cards on the table first - I'm a keen cyclist and an active member of Sustrans who won the Millennium Award for best ever lottery project for their national cycle network.

Anyway when you look at the National Cycle Network its noticeable that it links all our projects (see reservations about cities below) from Northampton to Leicester to Derby to Nottingham and onto Lincoln. The only possible exception is the First Movement project. I wonder if this provides us with an interesting possibility around PR, sustainable transport plans and some joined up thinking that together we propose a cultural cycle route that links our capital projects. In

essence the infra structure is there and in place - we just put our brand on it.

What it might entail

- * Print - Sustrans produce print and leaflets and guides to recommended cycle routes. As a collective we might co commission a guide to the cultural cycle path of the East Midlands.
- * Sustrans have a long track record of engaging with art works on their cycle routes and we might be able to apply to ACE or others for interventions along the route. These could be public art pieces or inventive signage / mile posts (Digital Media Centre 4 miles, CCan 20 miles etc etc). (see note 1 below)

The advantages to us

- * Assuming that most of you are having to put together transport plans a commitment to a scheme like this would presumably be a very good thing.
- * Also worth noting that a collective commitment like this - and working with Sustrans and Local Authority cycle officers - could encourage better cycle routes within the city to our venues. Again in this environmentally sensitive age a very good thing.
- * I'm not aware of any other cycle routes which are hung on culture like this - so a potential bit of profile and all the rest. There are also a number of artist cyclists who I'm certainly aware of who could help us profile the route and our venues. Its one way of presenting our East Midlands story
- * Arts and healthy living link

Possible issues

- * Cycle routes in cities are varied in their quality and consistency. For this to work we'd need to identify (with Sustrans / LA cycle officers etc) good 'branches' from the National Cycle Network to our venues - but in a way we probably should be doing this anyway. No doubt one or two of the venues will be tricky (but maybe not - worth finding out)

I could make a few enquiries and bring a paper to our next C Network meeting - or alternatively if you think I'm bonkers then please tell me and I wont!!

Matthew

The responses

Deborah Dean – C CAN

Hi Matthew

I don't think you're bonkers! Sounds like a great idea to me and could work on lots of levels.

Deborah Dean C CAN

Quoting Matthew Linley <Matthew@phoenix.org.uk>:
Donna Munday, CEO Northampton Theatres

...comments from Nicola Jones, Sustrans East Midland

"Hugh,

I haven't heard of it but quite a lot is already either planned or in place. I'll forward it to our Arts Co-ordinator, who only recently met the Arts Council about artworks in the region.
Best wishes, Nicola"

...and comments of 23 April from Laraine Porter, Director, the Broadway Cinema (and a Ridewise Director):

"Hi

I'm very interested in the Cultural Cycle way and I think we can work around Patrick's misgivings. We are not after 'stealing their brand' but rather strengthening and complementing it. Besides, we would be interested (I assume) in maximizing our own distinctive offer So I can offer Broadway's support
Cheers, Laraine"

...and comments of 24 April from Katy Hallett, Sustrans

"Dear all,

My interest is in working with artists to help mark particular sections of the National Cycle Network with distinctive waymarkers or landmarks to aid navigation and to enhance the experience of travelling along the paths. Also to make the journey special in contrast to travelling on for example motorways where ubiquitous signage gives no indication of the specific local character of the passing landscape.

My observations are that the most successful 'cultural' [I'm also rather allergic to this word!] arts projects are those which adopt this principal at an early stage - the scope of an arts project clearly written up and funding written into any bids from the beginning.

Please see www.sustrans.org.uk - then projects - art & the travelling landscape - collections recent examples of our projects - many could well be called cultural.
Yours, Katy Hallett."

East Midlands Cultural Way proposals: comments from Patrick Davis, Sustrans East Midlands:

"Matthew

Well met last Tuesday. Here's confirming my first thoughts on your own.

First the negative. I'd be reluctant to have a *Cultural* brand put on any part of the NCN which is an inclusive artifact and (we'd insist) already has a strong brand of its own. Besides, though enthusiastic for the ends to which it is put, I'm suspicious of the word "*Cultural*" as currently fashionable since I'm sure it will swiftly date, just as Heritage Parks were all the go in the 90s and Garden Festivals before them.

However, if you prefer to think in terms of some kind of event(s), a linear land-play (performance earth art or geodeion), interactive big-screen blog-map, charity happening, concours de velo-fantastique, climathlon or what you will, I'd say you have the core of a pretty intriguing notion. Though preferring back-room roles myself, I'd be more than happy to provide any info or assistance you may need in picking a route, routes or network for whatever your imagination may produce.

I also promised a cross ref to the East Midlands Landmark scheme lest there be a useful tie-in but having revisited their website, I'm not so sure. To discover more, Google on "Sky Vault" and check out 2hD.

With all best wishes
Patrick Davis, Sustrans East Midlands
tel. 0116 270 2905"

...and comments from Lynn Hanna, The Big Wheel (and Pedals member)

"Dear Hugh and Matthew

Thank you very much for your email. This is a very interesting idea - potentially able to link with a similar scheme that has started in Nottingham.

The Big Wheel (Greater Nottingham's campaign for integrated and sustainable transport) has been meeting with the Arts Council and now CCAN on using a 10 mile walking/cycling route - The Big Track - to link cultural venues in Nottingham. More than that, we want the Big Track itself to become a space interpreted through art. We have some funding from the Arts Council and GNP to interest a national or international artist, and are currently in discussion with CCAN and the Arts Council to move this forward.

The Big Wheel is also working on some interim cultural projects along the Big Track - one sound based, the other contributing to Hinterland - a series of arts events along the Trent side curated by Jennie Syson. Until recently Jennie worked at Q Arts in Derby.

In conclusion, I appreciate that this is in early stages - at the Big Wheel, the Greater Nottingham Partnership and, I'm sure, the Arts Council, we'd be very interested in its development.

On the transport side you may like to know that a proposal is being put to the 3 Cities group for a Big Wheel demonstration project, outlining a communications programme on the transport/economic links between Nottingham, Leicester and Derby. The idea of a future sustainable cultural route between the cities is very exciting.

With best regards

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

3. Cycle facility and traffic management matters:

Consultation with Pedals on City Council traffic management schemes: lessons from the recent Edwards Lane / Valley Road / Kneeton Vale experience:

Thanks to the cooperation and willingness of Hayden Reed of the City Council to make changes to help cyclists in a scheme on which work had already started John Clark and I were able at the site meeting we had with him to agree to make this scheme distinctly more cyclist-friendly but there are some lessons about consultation with Pedals that we need to discuss carefully.

Consultation letters on these proposals (involving a new pelican crossing and changes to the junction of Edwards Lane and Kneeton Vale with Valley Road near the City Hospital) were sent out last July, I am assured, but I have no recollection of receiving such a letter. This could be for various reasons:- that it went missing in the post, that it came during the time I was away for 5-6 weeks on my long rail journey to Hong Kong, or that I lacked the detailed local knowledge of the area that John Clark has to appreciate its significance. I might mention that I do get a great many such consultation letters, many involving little more than proposals for Traffic Regulation Orders to extend yellow lines, and

that I only select some of these, which I feel are more significant, to circulate to interested local members and put on the agenda.

Given that we unfortunately cannot rely on the cycling implications of such schemes being picked up within the City Council before the proposals go out to consultation, a lot depends on the efficiency of our system for responding to them if we are not to miss important proposals, while at the same time not wishing to overload people with quite minor proposals, some of no obvious implications for cyclists.

In considering how we might improve our system, so that such an incident is not repeated, we also have to bear in mind a) that I rely a lot on my impressions of who, I think, particularly among local members, might be especially interested in a set of proposals and b) that deadlines for responses (coordinated sometimes from several people) are often quite tight, in some cases leaving no time to put these on the agenda for wider discussion. This is a particular problem over the summer and Christmas periods, with no business meetings in August and December. Any comments please on how to improve our system for responding to such consultations?*

Hockley PPR - proposed extension of raised carriageway- my message of 3 May to Tessa Evans, City Council

"Tessa

Thank you for your letter of 3rd May on the extension of the Hockley PPR raised carriageway paving from Brightmoor Street to approximately 30m west of the Cranbrook Street junction, a matter that I briefly discussed with Steve Brewer recently.

As I pointed out to Steve, Pedals considers it very important, to help both cyclists and drivers, that there continues to be some clear differentiation of the uphill (westbound) contraflow cycle lane on this stretch but the drawing you attach does not make at all clear if this will in fact be done. Could you please clarify whether this will indeed be included? If not, drivers coming downhill from Heathcote Street and Brightmoor Street will not be expecting cyclists coming the other way, putting cyclists more at risk.
Hugh"

...and her response (8 May):

"Hi Hugh,

Thank you for your response to last weeks consultation letter. The purpose of the consultation was to highlight the extended raised carriageway which constitutes a traffic calming feature and as such needs to be advertised, etc. as part of the statutory process.

The proposed raised carriageway will be consistent with the other phases of the scheme in that there will not be any road markings or delineation of the cycle lane on the new paving. However, the cycle lane will be marked on the tarmac at the eastern end of Goose Gate on the approach to the Cranbrook Street junction and there will also be improvements to the signing and bollards at this location. Additionally, there will be 'except cycle' plates underneath the left turn only signs at the Heathcoat and Brightmoor junctions which will clearly indicate to cyclists that it is a contraflow lane.

Just to let you know that I have included the 'except cycles' plates which were requested for the signal heads at the Lower Parliament Street / Broad Street junction in the latest signage works for Hockley, so these improvements should be imminent.

Regards, Tessa
Tessa Evans
Senior Officer - Traffic Management
Nottingham City Council
Tel. 0115 915 6593
tessa.evans@nottinghamcity.gov.uk

...and comments from Arthur Williams (8 May):

"Hugh,
Thanks for raising this again. The problem is that there is no indication to DRIVERS that there is a contra-flow cycle lane. I have already encountered a white van, coming out of Heathcote Street into Goosegate and using most of the road while turning the corner, thus encroaching into the space that used to be the marked contraflow cycle lane. The driver gave me a look and shake of his head that suggested he was thinking something like: "Does that cyclist know that he is cycling the wrong way up a one way street?"
Regards, Arthur"

...and from Dave Morris (10 May):

"I agree with everything Arthur mentioned - Although the faded remnants of a contra-flow cycle lane are still present, there's no signage to indicate this to motorists.

There NEEDS to be some sort of provision for cyclist across the city centre that allows the choice of quiet routes (i.e. those avoiding Maid Marion Way etc.).

Given that this entails navigating at least part of the narrow Hockley/ Lace Market one-way system (EG from my house to the rail station), any cycle lanes or contra-flow arrangements really need to be properly signed and, if we were drawing up a wish list, differentiated by surface treatment - particularly as there is greater pedestrian activity in the area.

I'm very much in favour shared-space schemes where single-grades and street furniture emphasise pedestrian priority. However, where motorists still have limited access they need to be aware that different restrictions might apply to cyclists, or else the scheme will generate conflict.
Dave."

Cycle parking in the Old Market Square and Smithy Row area

Since the decision last year by City Councillors that they did not want to have any groups of cycle stands in the newly redesigned Old Market Square, and the consequent concentration of these in one large group a bit west of the Square, cyclists have not surprisingly taken to locking their bikes to the ends of benches or whatever else they can find around the Square and its environs. There are a few stands a little way up Market Street from the Square but I think we should now press for some more in the areas just to the east, especially Smithy Row, to help ease the situation. Any comments please?*

Gregory Boulevard/Leslie Road area- pedestrian facility and school awareness campaign

We have had a letter from the City Council asking for our comments on this. No obvious cycling implications (although cyclists on Gregory Boulevard might feel a little more squeezed from the proposed new pavement build-outs which will reduce its width at this point to 7 metres but, in view of the recent experience with the Edwards Lane/Valley Road pedestrian scheme proposals which "slipped through the net" think it is important for us to consider these carefully. The deadline for comments is 6 June.

NET Line One; Tram stop area at bottom of Market Street / west side of Old Market Square:

One of the many people I got talking to when attending a meeting I was invited to on 20 April at the Ice Stadium organised by the Highways Agency and AMScott to discuss road safety on Trunk Roads in Area 7 was from the NET Team and said there was a problem with cyclists riding down Market Street and carrying on straight through the tram stop area where only trams are allowed.

I said that the main reason for this was probably that there is no alternative way for them to ride, given that, unlike with most bus lanes, tram stop areas are generally by law only accessible by tram (except in some cases, e.g. Lace Market / Fletcher Gate and on Goldsmith Street where all vehicles are allowed, at least for access). They ride through therefore despite this section having a tram tracks crossover where cyclists are particularly like to slip, at least in wet or icy weather.

NET Extensions: submission of comments/objections under the Transport and Works Act order for the Public Inquiry in the autumn.

We have to move fairly quickly in finalising our submission (to the TWA Orders Unit at the Department for Transport in London) as these must be sent in by 6 June at the latest. On Monday I circulated a draft of this, for people to have some time to read and send me comments, either before Monday's meeting or at it. If necessary we can arrange a special subgroup meeting a bit later to finalise the points arising.

I should make clear that this first draft was prepared rather more hastily than I would have like, to give a chance to discuss it at our meeting and that, with having no copies at home of the full documentation and having to peruse these at my local library, I have not yet been able to check and cross-check things as much as I would like (some of this material is available on the web at <http://www.netphasetwo.com/> if anyone would like to look for themselves as well as being available for inspection in several local libraries in areas near or through which the two extension lines (to Beeston/Chilwell and Wilford/Clifton will run), and local council offices.

My comments are based partly on our experience with NET Line One, and our involvement in the very long period of planning and implementing that scheme over about 15 years, but also on the detailed comments we made during the public consultation exercises into proposals the different sections of the two extra lines

about 3-4 years ago. Since then there have been a few changes but mostly relatively minor. In drawing up these comments I tried to tap the views of various local members where I did succeed in getting any responses from them.

PS. I will bring to the meeting some copies of the small NET Phase 2 consultation leaflet.

City Rights of Way Improvement Plan consultation draft: response needed by 31 July:

John Lee has sent me a copy of this for us to respond to, the City's equivalent of the one for the County Council for which I sent in our response a few weeks ago. I hope to have a chance to read it before our meeting. I have in fact seen an earlier draft which Roger Codling of the local CTC showed me and discussed with me back in November. He had a copy as a member of the City's Local Access Forum.

Two particular matters to bring up include:

- problems for cyclists from the recent growing use of 'A-frame' barriers on several off-road paths (I gather that they have asked Cycling England for a study of the practice of other local authorities on these, under CE's service of 5 days of free professional support for councils)
- why certain paths which would make good shared paths are shown as footpaths, in contrast to the commitment we were given back in 1981 (under a different Rights of Way regime, admittedly) that any future new off-road paths built in the city would be designed for shared use. One of the links shown as a footpath is the path between Silverdale and Clifton which forms part of the Clifton to City Centre cycle route opened back in September 1982!!)

Nottingham Trent Left Bank Flood Alleviation Scheme Environmental Statement; copy of my message of 22 April to the Environment Agency
"f.a.o. Malcolm Dineley

Thank you for sending me a copy of the Nottingham Trent Left Bank FAS Environmental Statement.

I note that there are several references in the sections on 'Enhancements' to the creation of new footpaths but in most of these it is not clear whether or not these will be shared footways/cycleways as we would strongly prefer and which, we advocate, should be included from the outset, carefully designed to permit safe shared use, as in the current south bank scheme between Wilford and West Bridgford. Please can you clarify if this will indeed be the case?

Hugh McClintock
Chairman, Pedals (Nottingham Cycling Campaign)"

...and response of 8 May:

"Thank you for your interest in the Nottingham Left Bank scheme and the comments you have made. In

principle the Environment Agency supports the use of shared footways / cycleways wherever possible. The decision on whether the proposed footpaths will be shared footways / cycleways will be made upon receipt of planning approval when the detailed design starts. As I am sure you are aware we need to ensure that we can provide such arrangements in a safe way and this will be determined during the detailed design stage. We will consult with the Local Planning Authorities and affected landowners during this process and the comments we receive will influence our decision.

I trust this is of assistance. If I can be of any further help please do not hesitate to contact me.
Yours sincerely, Simon White"

...comments of 8 May from Ian Bussey, Gedling Borough Council:

"Hugh
The Environment Agency's work on the Left Bank is a good opportunity to improve the cycling network, including the "missing link" at Colwick Industrial Estate. They are obliged to do the work, but their point about negotiation with owners is a fair point, particularly where businesses have tight river frontages. In Gedling there have been discussions with Groundwork under the auspices of the Trent River Park to try and overcome some of these problems.

The idea of getting access along the river is looked at in groups concerned with flooding (Left Bank Scheme) and recreation (Trent River Park) as well as cycling (Working Group South). It is also worth pointing out that due to the nature of the work, applications will only be required in Broxtowe and Erewash. Our comments to the EA though can still be made on all stretches of the river.

Regarding shared surfaces, it should be emphasised to the EA it is our preferred option, but we may have to settle for less if landowners will not comply. This may mean either sections of the route become narrow and pedestrian oriented or else alternative routes are considered.
Hope this helps
Ian"

Signing of cycle facilities disrupted by road works / construction works; my message of 19 April to Ed Ducker and Paul Hillier, Notts CC and response from Paul:

"I'll pass your comments on to Eamonn Harrison: the issue of on-site works is rightly one for the Operations teams to take on board.

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

-----"Hugh McClintock \(\Dell\)"
<Hugh.McClintock@ntlworld.com> wrote: -----
To: "Paul Hillier" <paul.hillier@nottscc.gov.uk>, "Ed Ducker" <edward.ducker@nottscc.gov.uk>
From: "Hugh McClintock \(\Dell\)" <Hugh.McClintock@ntlworld.com>
Date: 19/04/2007 11:41PM
Subject: signing of road works / construction works affecting cycle facilities

Ed / Paul

One thing I forgot to mention at today's CWG meeting was the need for better signing of disruptions to cycle facilities caused by various road works / construction works and for alternative routes to be signed (as recommended in one of the DfT Traffic Advisory leaflets on Cyclists and Road works c.10 years ago, I recall). Two recent/current examples are the blocking off of the riverside access towards the Loughborough Road toucan crossing in West Bridgford and the disruption to the cycle route between Bede Ling and Wilford north of the Wilford Lane toucan crossing.

Can similar situations in future please be better signed?
Hugh"

Gedling "Integrated Transport Scheme" (GITS) cycling provision: my message of 8 March to Jarek Bien and Ed Ducker, Notts CC:

"Ed / Jarek

Having been invited along today to the official opening of the Gedling "Integrated Transport Scheme" I took the opportunity of a close look at the (evidently still developing) cycling provision and in fact managed to ride along the whole route, somewhat in advance of the first car with the Chairman of the County Council!

The shared path along the north side of the new road looks good, even if the surface is still rough in parts, but I wondered about the connecting links, especially at the Victoria Retail Park (Netherfield) end and the links to and from (Colwick Park and) the City via the Colwick Loop Road etc. I recall that we did have some discussion on this at the last but one Cycling Working Group meeting in January and wonder how far consideration of developing this link has now got, as the case for it is surely now all the greater to form some longer and more coherent link with the shared path along the GITS. Although the present footway is not an ideal width for shared use it would generally appear acceptable, given the apparent very low number of pedestrians and assuming that satisfactory arrangements can be made at junctions. With no speed limit on this road many cyclists will find it pretty hairy to ride on the carriageway, especially if they have got used to a good level of segregation on the new road.

I also looked at the Stoke Lane crossing. I know that if the cycling provision there is not yet complete but hope that, when it is finished, it will be clearer than now that and how cyclists can go right through between Stoke Bardolph and Netherfield, as well as buses via the bus plug. For example, the advance direction signs on the approach from Stoke Bardolph show destinations to left and right but not, for cyclists, Netherfield. This needs to be clear to all on the approaches as well as at the junction and including 'except cycles' plates under the No Through Road signs (apparently not the case either here nor at the Burton Joyce end of the 'old road'. I also hope that all the changes here will be completed before the Great Notts Bike Ride on 24 June as it is of course part of the last stretch of the official route.
Hugh"

Use of cycle paths in Burton Joyce (A612): message of 14 May from Andrew Shepherd

"Can you please tell me why organizations such as your own 'pedals' have campaigned for years for cycle paths

such as the one on the A612 through Burton Joyce and, having succeeded, refuse to use them?

It is a frequent cause of frustration, particularly at weekends, that this road is obstructed by inconsiderate cyclists riding 2 or 3 abreast on the road. Cyclist rightly request that car drivers give them a wide berth yet this particular group of cyclist insist on antagonising motorist and making it very difficult to pass safely.

It is a waste of funds to create cycle routes that cyclist will not use. Motorists are unlikely to support future campaigns if cyclists continue to refuse to use those already provided.
sorry, needed to get that off my chest..
Andrew, Gedling"

Any comments, please, from anyone with more local knowledge than me of the cycle paths in Burton Joyce? My impression of these is that they are only shared paths and the sort that tend to go rather up and down with drive entrances; hardly very comfortable to use! In any case the path through Burton Joyce is not one that we campaigned for, and the connecting shared path to Gedling introduced a year or so ago was also not our suggestion, but rather one of the County Council's idea that we supported, with some suggested modifications, because we thought it might be of help to some less confident local cyclists.

...and his response to my comments:

"Hugh

Thank you for your speedy and comprehensive answer. You do make some valid points. The Route I referred to is shared with pedestrians and there are frequent minor roads to cross.

The biggest cause of conflict and irritation is a cycle club that meets at the junction of the A612 with Shearing Hill most weekends. It is they that insist on cycling up to 3 abreast, chatting with their friends, regardless of any motorist that may have to negotiate the cyclist and the numerous pedestrian refuges in the middle of the road. As I said before, your organisation does not need people like that who give cyclist a bad name.

Thanks, Andrew"

...comments from Chris Beattie:

"Hello Hugh

The cycle facility which Andrew is commenting on is 1/2 mile in length from the Carlton Le Willows School Gedling to the edge of Burton Joyce. It is a shared pedestrian cycle path that crosses many driveways and several road junctions that join the A612. It is heavily used by school children as a safe route away from the rush hour traffic in the mornings and evenings. At weekends I often see young families leisurely cycling with their young children who are just getting to know their bikes and many times I have seen more older people use this facility.

As the cycle path crosses many roads and driveways it is suitable for cyclists that are not in a hurry, who can stop every few yards at the junctions and stop for cars coming out of their driveways. The cyclists that Andrew might be commenting on are the commuters and cycling groups legitimately cycling on the road, which as you mentioned were not the group that this facility was created for.

I travel this route daily, both as a cyclist and a driver, and as a driver I find that there is no problem in slowing down and waiting for a suitable safe time to overtake a single cyclist, a group of cyclists, a horse or a slow moving vehicle.

Kind regards, Chris”

chris@pedalexpress.co.uk

...and from Chris Gardner

“Hugh,

It may be that the weekend bikes are road bikes and are therefore not suited to riding at speed on shared paths with kerbs for safety reasons and to protect sensitive wheels etc. Also if the cycle track is only on one side and cyclists wish to commute effectively then it is unlikely that they will cross roads such as the A612 twice.

Chris”

...and from David Litchfield:

“Hugh,

I have some sympathy for this gentleman. I don't think his complaint is aimed at the sort of cyclists for whom Pedals campaigns, riders such as you or I. From my own observations, I think he may be referring to a group of what I would term 'hard riders', i.e. those on racing bikes with all the lycra etc. I have often seen this group (perhaps a dozen) gathered by the railway bridge at Shearing Hill on a Saturday morning. When I have seen them heading towards Burton Joyce they usually ride in a tight bunch at least two, sometimes three abreast, at no great pace. I think there is no chance of these riders ever using a cycle path but as a cyclist and motorist, on the occasions I see them riding on the A612 in pseudo-Tour de France mode with a line of cars stuck behind them, I am embarrassed.

I know the CTC has a hard riders section, but whether these riders are in any way connected with that, or any other organisation, I don't know.

David”

...and response to them from Andrew Shepherd (17 May)

“Hugh

Thanks for that.

I now appreciate the need for safe routes for families and the more sedentary cyclist for which the aforementioned cycle route is suitable.

David is correct. It is indeed the group he refers to that are a source of frustration. I am pleased that he too has made a similar observation. As I said before, it is people like them that undermine the good work you do. Thanks again.

Andrew - fat, overweight, motorist.”

Cycling at Siemens, Beeston; message from Roland Smith forwarded to me by Dave Holladay (CTC Public Transport Campaigner) after being attached to comments sent to Dave in connection with the current CTC Bikes on Trains campaign:

“Summary

Atos Origin have recently moved their office containing 200-300 staff to the Siemens site in Beeston. Siemens discriminate against cyclists by prohibiting cycling on their site. This situation is currently aggravated because Atos Origin staff do not have access to the side-gates to the complex. We are told that this will change, but it

is taking a lot longer than was originally said, and we are not being told why. The site has recently been acquired by HSBC for development.

Is there anything that the council can do to help ? Ideally this would be by encouraging Siemens, HSBC and possibly Atos Origin to be socially and environmentally responsible to the area in which they are based. I would like to think that they would all be very keen to be seen as responsible in this respect. If not, then would the council be able to force them to be more accommodating to cyclists? If not now, then at least when HSBC put in a planning application for the new offices that they will be looking to build? It is an issue that is causing a great deal of anxiety to a great many staff here, so it needs to be resolved asap.

The Issue.

I work for Atos Origin, who have recently moved offices from Queens Drive to the very large Siemens site in Beeston. The site is very large, as I am sure you know, taking about 10 minutes to walk from our office to the main gate. as a long-time supporter of Sustrans, I was pleased that at last I would have the opportunity to use part of the National cycle network to which I had been contributing in the firm belief that in order to solve the severe transport crisis in this country, it is essential to encourage more people to get out of their cars and onto their bikes.

You can imagine my shock when, on my first day on site, I was informed that there was to be no cycling anywhere on the site. Amazingly, this even includes the peripheral road where they insist cars go. They do have the same rule for motorbikes, but they seem to realize just how ridiculous it would be to make people push motorbikes for about half a mile. Unfortunately, they do not seem to realize that it is almost as ridiculous to expect cyclists to do the same.

The particularly annoying thing about it is that, were they to allow cycling, the Siemens site would be the safest part of my daily journey from Mapperley Park. They have a 20 mph speed limit, where they do allow cars, and there are not many of those. Even where they do not encourage cars to go, the routes are mostly as wide as a single carriageway A-road, so there could be no conflict of interest between cyclists and pedestrians. There are a few fork-lift trucks, but they are slow and easily avoided. If that were not the case, they would be more of a risk to pedestrians than to cyclists.

I see from the Broxtowe website, that it is council policy that no new large developments should be allowed without provision being made for cyclists among other things. This particular site is actively discouraging people from cycling. Even though I myself have contributed quite a bit of my own money to encourage others to cycle (via Sustrans subscription), I generally drive to work because Siemens make it too much effort for me to do otherwise. Clearly the Siemens site is not so far a new development, but as I understand it, it has been bought by HSBC with the intention of developing the site into something that would attract new businesses. We are the first customers, and Atos Origin has already brought in about two to three hundred new people to the site. Nearly all of these people drive to work, and I see very little evidence of car sharing, so that must be at least another 150 cars

on the roads of Beeston every morning. I know of several who drive now who used the train or bicycle before.

Are you able to confirm that HSBC will be actively encouraged to promote cycling on site as part of the planning applications that they will inevitably be making if they are to achieve their intentions? Whether or not that is the case, would it be possible to approach them now to point out what a negative policy they have towards the environment, albeit one that was initiated by Siemens. Perhaps HSBC are already aware of this and plan to do something about it, but I have seen no evidence of this. Atos Origin have made the right noises, but I do not think they care very much, or they would have done it when they were in a position of strength – i.e. before they signed the contract to rent the site.

There are some gates at the edge of the site which Siemens staff are allowed to use, but so far they have not allowed us access to them. To do so, would significantly ease the situation to the extent that I would be able to cycle to work once more, but while they continue to prohibit on-site cycling, I would still feel like I was being treated like a second class citizen by my employer, simply because I choose to cycle to work.

The policy (or possibly just indifference and laziness – I'm not sure) of not so far allowing us access through the side-gates is also discriminating against pedestrians as it makes them have to walk further to get off the site. The only people who are encouraged are those who arrive by car. I spoke to a colleague yesterday who went for a run along the river last week, but it took him so long to get there that this week he drove to the river first. If they ever give him access to the side gate then that is another car journey that won't be needed. Other people are driving to the sandwich shop which I understand is about 100 yards from our office through the gate, but about a mile away by car.

If they ever see fit to give us access to the side gates, then only one of the two appears to be set up to allow cyclists through. The one which allows access to the canal only allows pedestrian access, even for Siemens employees. Since the council has obviously spent a lot of money resurfacing the canal towpath to produce a tolerable surface for cycling, this would appear to be yet another way in which Siemens have been discriminating against cyclists. It probably adds about another half a mile to the journey for anyone approaching via the towpath from Nottingham (in addition to the extra distance we currently have because we cannot get through the side-gate that does allow access to Siemens cyclists).

Another issue is that there is a sports club that we could join which has showers. Many people would probably want to use these after cycling in to work, but since they are outside of the perimeter fence, it makes it unfeasible to lock your bike in the cycle sheds before having a shower. To do so would mean an additional 25-30 minutes of walking. With access to the side-gate it would not add more than about 5 minutes of walking. It would of course be possible to lock the bike outside the sports club, but that is less secure, and having to lock a bike at all is a necessary inconvenience, especially for those with expensive bikes, who have to use heavier locks and cables, and tend to leave them at

the bike-shed.”

...and comments from Chris Gardner (25 April)

“Hugh et al,

I have worked on the Siemens site for nearly 20 years and cycled there for most of them. I feel that a lot of Roland's thoughts should be addressed to the site services manager if not done so already rather than broadcasting to a larger audience. Anyway a few comments:-

1) There are two side gates with cycle access and the main gate. Access is normally granted to the gate nearest your usual cycle shed.

2) I'm afraid Security works both ways and if folk do happen to forget their swipe then perhaps the long way round will encourage them to remember it in future. Interestingly I wonder how an employee enters his building without swipe?

3) The Siemens site has recently changed owners and one area that is opening up is vehicle access. Until only last year motorbikes were not allowed on site and only after a successful trial were they permitted. Cycle access is also under review and indeed I had a meeting with site services within the last 6 months to identify a safe route across site. To say there only a few forklifts around is a considerable understatement with our building alone accepting 4-5 deliveries in 40ft HGV's a day. Cyclists make little noise has always been a concern.

4) There are showers on site, 2 in the gym F block and two in K block. If Roland needs block specific shower facilities I suggest that he approaches his employer with written justification so as they can be quoted for his building.

5) Siemens encourage healthy living/working and a recent welcome addition to the benefit list was the 'cycle 2 work' scheme introduced following discussion on an employee forum between myself and Operations Director.

I think Roland just needs to direct his concerns to the correct parties to achieve more favourable responses.

Unfortunately Hugh I cannot make the 21 May meeting as I am away on overseas business but you can always contact me on e-mail should you require further thoughts on the Siemens Site.
Chris”

...response from Roland Smith of 27 April:

“Hugh,

There are some good points there, and I am glad to hear that the issue of cycling being prohibited on-site is being addressed. I do not actually work for Siemens - I work for Atos Origin who have rented an office on the Siemens site.

It has been particularly stressful over the last five or six weeks because we could not get access to the side gates, but yesterday we were finally given this access, so I am very happy. I was getting the impression that it was Siemens who were making it difficult for us, but given that the access was granted almost as soon as the task of liaising with Siemens was handed over to a different person within Atos, I have to conclude that it

was just indifference to cyclists at our end that was the problem.

Thanks for your concern, and I await with interest the outcome of Chris' talks with site services.
Roland"

Cycling on the canal towpath between Wollaton and Awsworth: comments of 3 May from Richard Maher:

"I came back along the disused Nottingham canal between Wollaton and Awsworth to find newly erected gates through which it was impossible to get my bike without lifting it over (see picture). I checked my Explorer map to see the route turn into a footpath from a bridleway at this point when I got home, however the Erewash canal is also shown as a footpath only but is marked for cycling and used as such. Seeking to exclude bikes from this nicely prepared and flat canal tow path I really don't understand."

...and comments on this from Pete Jarman, Notts CC:

"Hugh,
The barrier in question is a Broxtowe Borough structure. we are currently working with them to upgrade the footpath section to bridleway which will remove the structure or replace it with a more cycle friendly structure.

Support from Pedals for the upgrade would probably be welcomed by Steve Fisher at Broxtowe.

Regretfully the structure will remain until the upgrade takes place as this is a footpath.
Regards, Peter Jarman
Senior Recreational Routes Officer
Communities Department
Nottinghamshire County Council
Tel. 01623 825491"

Any comments, please?*

A610/M1 junction – dangers for cyclists; response from AMScott (Managing Consultants for the Highways Agency's Area 7) to points raised by Richard Mayer on 2 May:

"Hugh,
Jeremy Dixon has passed your request to me as I am the route manager for the M1 for AMScott. I have looked into the issues that you have raised regarding cyclists crossing the top of slip roads.

This is the first time that this issue has been raised as far as I am aware, although the A610 is a county road and as such any issues would have been passed to Notts County Council. I have spoken to our Studies Manager who confirms that this has not been raised with him and that he does not have any studies in the programme to look at these issues.

Currently as there are no personal injury accidents involving cyclists recorded, it is unlikely that any form of safety scheme would enter the study stage or be funded at this time.

I would like to thank you for bringing your concerns to our attention and whilst we are unable to progress any improvements at this time, we will make note of your comments should any change arise in the future.

If I can be of any further assistance please do not hesitate to contact me

Your sincerely
Richard Willey
AMScott
Route Manager
A1/M1/A38
01623 676655

..Richard Mayer's comments:

"My particular issue with cycling facilities is where they cross the road at round-a-bouts, particularly the exit from the round-a-bout where drivers are not expecting to have to be mindful of any other vehicle crossing their path. This is most dangerous on high speed dual carriageway round-a-bouts, like those intersecting with A roads and motorways (M1 and A610 being my particular problem near my home), where drivers have already got their foot down to accelerate onto the slip road. I am aware of the hazard, but my 17yo and 15yo children seemed woefully unaware of the haste with which it is necessary to cross these areas, with cars doing between 40 and 70mph (65 to 110ft/s), and neither am I comfortable with having to dash across out of necessity. It seems most unsatisfactory to me, and I would favour at least a painted zebra crossing at these points. Is this an issue that get's raised often?"

...and further comments (9 May)

"Hi Hugh,
Thanks for your mail, My particular issue is the round-a-bouts with the A610 and B6010, Nottingham Road, and that outside Ikea, both of which are busy, but impossibly so for a cyclist on, say, a weekend or bank holiday afternoon (due to Ikea). I fear aspects of them are simply a serious or even fatal accident waiting to happen. The hazards that exist seem to be made worse by the poor design of the cycle ways, and in that regard, I take the point regarding the wording change in the next release of the highway code which will compel cyclists to use sometimes ill thought out, badly designed and frankly dangerous cycling facilities, against their better judgment, particularly, around round-a-bouts. My point wasn't supposed to be limited to the facilities for cyclists at just these round-a-bouts, rather this is typical of my experience generally when negotiating traffic islands. The round-a-bout with the A610/M1 (J26) I am less bothered about as for a cyclist there are far better ways to go into Nottingham, and avoid that particular piece of road.

Since a picture paints a 1000 words, I have created an annotated KML for use in Google Earth of my particular points. If any of the recipients of this mail are not Google Earth users, then this may be a good opportunity for them to download it and install it, particularly now Nottinghamshire is all high res, and it is rather cool, as these KML files are best viewed from there. However for the real technophobes, the following link [Round-a-bout-hazards](#) will load the file into Google maps online, although the red track will be blue. Click the placemarks to view the text associated with the

particular hazard.
Regards, Richard”

**A46 Newark-Widmerpool Improvement Ref:
REP/0256/01 - Pedals: your letter of 18 April – my
message of 4 May to Mohammed Habib, Highways
Agency:**

“Thank you for your letter of 18 April with your detailed responses to the points raised by Pedals in my letter of 26 February. Your letter arrived too late for me to report on at the last Pedals meeting in April but I will raise it at the next one on Monday 21 May. Before I do that it would be helpful please to have your further responses on various points arising from your latest letter.

No bridge at Station Road:

We accept the case for not having a general road bridge at this point but do believe it is important to retain a direct link for cyclists, to avoid the detour and the need to cycle on the Widmerpool roundabout. I therefore think it is likely that we will want to support designated Alternative KN13, the cycleway/bridleway overbridge of the A46 at Station Road / Kinoulton Lane.

Surface for new Bridleways

It would be useful please if you could provide some clarification of the four categories proposed. For example, is "sealed surface" the same as tarmac and, if so, how does it differ from the fourth category, the existing surface to be retained when the existing A46 is used as the NMU route? Does "natural surface" just mean grass or dirt rather than any kind of stone surface? How smooth would the stone surface sections be?

No Cycling Provision between Colston Gate and Stragglethorpe.

We are not clear about the basis for your assessment that there is "no demand for facilities south of Stragglethorpe". Could you please give some clarification of this and also of your statement that "...for much of the length south of Stragglethorpe a north-south bridleway would exist in some form or other as a result of the several east-west diversion routes". Although there are, as you say, alternative parallel routes on local roads south of Stragglethorpe these would, on this stretch, involve significant detours for cyclists following the A46 corridor and it is important to think about the needs of cyclists following the (old) A46 route as a whole rather than just those making shorter local journeys.

Cycle route at A46/A52 Saxondale Junction

While we appreciate the inclusion of the toucan crossing on the new dual carriageway west of Bingham between the old and the new roundabout which will be of benefit both to A46 corridor and to A52 corridor cyclists, as will the Saxondale bridleway overbridge for the latter, we remain concerned at the significant extra distance involved and think it likely that some, more confident cyclists, will choose to take the more direct route through the two roundabouts, when following the A52.

Cycle route between Newton and Bingham

Given the amount of traffic likely to be using the Margidunum overbridge, effectively part of slip roads to the A6097, we do think that shared footways/cycleway should be provided on both sides of the overbridge, with coherent links on both sides of the A46, including the old road. This will be of benefit to cyclists going between Newton and the north side of Bingham, to complement the route to and from the south side of Bingham via the Saxondale bridleway overbridge etc.

We look forward to your further information on these points please
Yours sincerely,
Hugh McClintock, Chairman, Pedals”

**4. Pedals Spring/summer newsletter including
standby artwork preparation arrangements**

Getting this letter laid out, printed, stuffed and delivered has proved much more of an effort than normal for a number of reasons, and we need to review our arrangements, including possible standby arrangements for preparing the artwork.

Things started off OK with my getting the copy to Derrick two days after our last meeting (i.e. on 18 April) as agreed but, when I rang next day to check that he had received it OK and if there were any queries, his wife told me that he had been taken into a hospital a few days earlier with recurrence of an old excess fluid problem. She said then that he should be out by early the following week and that she was sure he would then be able to get on with our newsletter, as he would be able to do it sitting down. However, when I rang to check progress early the next week she told me that he would not be out until the following Monday at the earliest so I then began to think how we could make alternative arrangements at very short notice for artwork preparation.

Derrick's wife, Jennifer, said that he was disappointed at our decision to take the work elsewhere but understood it in the circumstances, provided that we went back to him in future (he has done this now for about 14 years and, until 2 years ago did the printing, before we decided to go elsewhere to get better quality, helped by Nelson's decision to sponsor it to the tune of £1000 p.a.)

After putting out lots of feelers about possible ways forward I got a very generous offer from Helen Clayton of The Big Wheel to get it done by one of the firms they use (De Facto design), and for free!

A further very pleasant surprise was they were able to turn this round in less than 3 days, compared to the 2 weeks Derrick needs for this, with another bonus being the distinctly improved quality). It was all so much better and easier and quicker, with the final result being a pdf of the finalised artwork, emailed through to Novaprint (in Warrington) rather than put on a CD and mailed, as Derrick does,

It is tempting to try to go for some permanent arrangement with De Facto Design for these reasons (which would also mean that the material has much less time to get out of date by the time it gets to our members) but I have no doubt that it would be much

more expensive than the reasonable low rate Derrick (an old friend of David Lane's) charges us!

We do however need to think of future standby arrangements, in case such problem arise again, now that Derrick's health is more frail (he did come out of hospital last week, I gather) and the best solution would be to rely in some in-house expertise with desk top publishing which I do not have. I am prepared to learn, if someone can advise me on how to obtain a (relatively) cheap copy of MS Publisher but, I am sure, it would take a long time before I felt competent to take on laying out the newsletter!

Novaprint as normal completed the printing and delivery to me in just over a week but we then had further problems at the stuffing and dispatch session (John Wilson – many thanks – still helps Di and I do this). I only received the labels and subs renewal reminders from Dave Morris late the night before our session and only towards the end of the session noticed that the subs renewal letter (for those who do not pay by standing order) did not make it easy for people to do so by making clear the rates and enclosing a tear-off slip, with also an encouragement to start paying by SO. In fact I recall noticing this last year and suggesting to Dave that we amend this to a more user-friendly form as we used to have. To rectify the situation we decided to defer the dispatch until we had prepared some more user-friendly forms, with details of the rates applicable, copy these and send them off. This was done on Saturday and all the newsletters were dispatched in time to get that day's post.

I hope that people will have had plenty of time on this occasion to read them before our meeting and as always would welcome full and frank comments on the content, and also this time in the points I raised above about standby artwork preparation arrangements, etc.!

PS. Message of 17 May from De Facto Design in response to mine of 16 May

"Hi Hugh
Good afternoon. Many thanks for your positive feedback regarding the artwork for the Pedals newsletter, I'm glad your pleased with the outcome.

Having produced the document before, we think subsequent editions should take less time to produce as long as the styling and pagination stays the same. With this in mind, we feel the project should take five hours to artwork, proof and complete one set of amends – costing £300.00 and one hour of Account Management £60.00, giving a total cost of £360.00 per edition.

I trust the above meets with your approval, if you have any queries, please give me a call.
Best regards, Brett"

On 16/5/07 23:20, "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com> wrote:
Brett

Thanks very much for returning the CDs with the Pedals images, which awaited me this evening after being in London for two days. We were indeed very pleased with the final brochure and, in view of the distinctly superior quality of the finished product would be interested to know what the charge would be for this work if we were to get you directly to do it on a regular

basis. I daresay that it would be distinctly more than we have been used to paying but it might still be interesting please to have a quote that I can mention when we discuss this at the next Pedals meeting next Monday. Hugh"

5. Pedals finance including new Coop bank account arrangements

Susan Young to report on her discussions about these and on her ideas for the best arrangements to bring these changes to the notice of our members and getting them to amend their standing orders etc., as well as to change the relevant details on our membership forms and website.

6. Pedals policy on Cycling on Pavements for Notts. Police:

On 16 May I met, at his request, PC David Silverwood and two of his colleagues from Canning Circus Police Station to discuss the very prominent complaints about cycling on pavements they had been receiving from local residents in the area, and Pedals attitude to this issue.

They said that they would like to organise some publicity about this via the local media etc. and asked me for copies of any relevant leaflets etc. I was aware of and for me to put Pedals views on writing for them to quote from in the press material they would prepare. I agreed to do this after I had had the chance to put this to the next Pedals meeting and get it agree.

I duly produced a first draft of this which I circulated later the same day and several people have sent me comments for which I am grateful and which I have incorporated in the revised draft reproduced below. This I would like to get finalised at the meeting and will then submit to PC Silverwood and his colleagues.

Revised draft (17 May), taking account of comments from several people on the first draft I circulated last week:

Pedals policy on cycling on pavements, May 2007, prepared following meeting requested by PC David Silverwood and his colleagues at Canning Circus Police Station on 9 May in response to prominent complaints they had received recently at meetings with local residents, especially the elderly, and intended to provide the basis of a clear policy by Pedals from which extracts could be used in a forthcoming local media campaign they are planning with various partners including the City Council, Nottingham University, Ridewise etc.

We agree that footways are for the use of pedestrians and in principle should not be used by pedal cyclists, particularly since cycling on the footway can often pose

danger, concern and fear to pedestrians, particularly to elderly or disabled ones.

Similarly, on shared paths with segregated parts for pedestrians and cyclists, cyclists should not ride on the pedestrian part, and pedestrians should not walk on the cyclist part.

Pedals also recognises however that some cyclists currently take to riding on the pavements because they feel intimidated by motor traffic, especially on busy roads, narrow roads and roads with high proportions of fast and/or heavy vehicles. In some cases, e.g. outside city centres, the footways alongside these roads also have low volumes of pedestrians, encouraging even responsible cyclists to feel that their presence is not posing any real threat to other users, as well as making them feel safer.

It is therefore very important to understand these concerns, especially those of less confident cyclists, as well as those of pedestrians, in finding solutions to this problem.

Cyclists can also be tempted to ride on pavements for other reasons and the nature of these reasons must also be clearly understood as part of the wider approach we advocate to addressing the problem. These other reasons include:-

- Poor condition of the carriageway, especially the part nearest the kerb where cyclists tend to ride.
- Poor surface condition of the cyclist part of paths legally shared with pedestrians. This includes routes where the area intended for cyclists to use is much rougher than that for pedestrians (e.g. Castle Hill) as well as older shared paths where the whole of the surface tends to be uneven and less smooth than the nearby carriageway (e.g. Woodside Road)
- Poor signing including lack of clear signing of where shared pedestrian-cyclist paths end and footways (with no legal right to cycle) begin
- Vandalised or otherwise defaced cycle route signs and signs facing the wrong way
- Lack of attention in traffic management schemes to cyclists' needs, e.g. for safe, direct, comfortable, convenient and coherent routes, resulting in cyclists having to make long detours, sometimes via much busier and hillier routes (e.g. Castle Hill for westbound cyclists from the city centre rather than Friar Lane), and sometimes via routes that they regard as likely to make them more at risk of assault, e.g. the route past the garages at the back of the Savoy Cinema in Lenton.

- Lack of driver respect for on-road facilities that cyclists use including shared bus lanes, cycle lanes and advance stop lines and the extra dangers that cyclists can face in having to pull out suddenly into traffic if no enforcement action is taken to prevent such abuse by a range of motor vehicles, including buses, vans and HGVs. Cycle lanes where such abuse is particularly common include those on Woodborough Road and Castle Boulevard and most ASLs are commonly intruded into by drivers.
- Pedestrians straying into the cyclists' side of shared paths, with some unable to hear warning shouts or bells due to the use of ipods/mp3's or mobiles glued to their ears. effectively encouraging cyclists to pass them by riding on the pedestrian side.

Solutions – the need for a comprehensive approach

Pedals advocates a comprehensive approach to tackling this problem, rather than just relying in rigid implementation of the new Fixed penalty notice (FPN) regulations. This wider approach must include:-

- Educating cyclists and all road users to respect each other.
- Education of all road users about the correct use of footways and cycle facilities, with particular attention to schools and colleges, and repeated publicity to new intakes.
- Training cyclists and potential cyclists (including purchasers of new bikes) in how to ride safely and responsibly in traffic.
- Lower speed limits (e.g. 20 mph), especially in residential areas, and more priority to ensuring that drivers respect all speed limits.
- Higher priority to the maintenance of the carriageway and shared paths including careful attention to smooth surfaces and clear and consistent signing.
- Making good provision for cyclists on the carriageway including cycle lanes, advance stop lines and shared bus lanes but ensuring that these are well-marked and well-enforced.
- Upgrading the quality of substandard cycling schemes, e.g. those that are narrow, uneven and with dangerous junctions.
- Ensuring that cyclists' needs are fully taken account of in all new road and traffic management schemes so that cyclists are less tempted to take illegal short cuts on

- pavements to avoid longer and busier or otherwise more disadvantageous routes.
- Addressing the hazard on the highway that may encourage cyclists in a particular location to take to riding on the pavement to avoid it.
- Discretion by the Police in the use of FPNs and discriminating between those whose behaviour is dangerous and unacceptable and those acting responsibly and for their own safety
- The behaviour of young child cyclists should be disregarded in this context as they would be unlikely to conform to any legal restriction and may be less able to deal rationally with traffic.
- Encouraging pedestrians on segregated/adjacent shared paths, through better signing and markings, not to intrude into the cyclist's side, to help inculcate the principle of each user keeping to the parts they can legally use.

7. Action to curb dangerous driving: lessons from Richard Maher's recent horrific experience

Message of 14 May from Richard Mayer:

"Dear Hugh,

I thought you may like to hear what happened to My daughter and I at the weekend, in the context of the meetings that you are having with the Police regarding complaints from pedestrians who object to cyclists using the pavements, and the changes to the highway code that I know you feel so passionately about. I have copied Robert English on this mail, who is dealing with the investigation. Please feel free to circulate it as you see fit to those in government and other GO's and NGO's that I know you deal with.

We were both going to attend the Saturday 'Castle Views' Rural Ride starting from Wollaton Park. Since it was billed as a short ride of up to 15 miles, we decided to cycle from our home in Newthorpe, the extra 6 miles each way, to and from the start point at Wollaton Park swings.

This was by my usual route to Bilborough college, using the partly off road route along the bridle way between Swingate and Strelley.

As I cycled up Swingate on the road, with my daughter maybe 15 yards behind, and as I was passing parked cars, I became aware of a vehicle behind me that was unable to pass me, as another car was coming the other way. As I cleared the car on the opposite side, the vehicle behind me, passing far too close, clipped my elbow with part of the vehicle. I am not sure which part. The vehicle, a blue discovery driven by an older woman with a younger woman in the passenger seat, clearly realised we had had contact, by both looking round and looking in the rear view mirror, but did not stop. I was irritated by this, but we carried on.

As we got to the top of Swingate, we were met by a youth speeding, with tyres screeching, who skidded to a stop in front of us, put down his window, and subjected us to a torrent of abuse accusing me of hitting his mothers vehicle. I pointed out that we were just on a bike ride, and his mother had passed me too close and clipped me as she passed and did not stop, and that she should calm down. With more abuse, I wasn't inclined to engage with him, and we were also late anyway, and so I told Rebecca to carry on and we did so with Rebecca on the near side. The youth (who was facing the opposite way to which we were travelling), screamed off, and turned in the road, and then drove at as fast as he could. In fear of our lives, Rebecca cut across me to get onto the front garden of a house, and I did the same, as the car tore past and then skidded sideways to a stop. I have no doubt that if we had not moved, he couldn't have stopped and would have run us down. At this point we were in fear for our lives.

The youth now got out of his car, screaming more abuse and now making threats to kill me, this continued unabated throughout. My impression was that he now realised he was in some trouble over his actions, and determined to provoke a similarly aggressive response by both abusing

me, and now my daughter, whilst in our space. I placed my bike between the two of us, as well as backing away as it was clear to me he was now out of control, and he was met with a non response from us and we said very little. He swung his fist at my GPS on my bike and smashed it, (and cut his hand which was now bleeding); he followed this up by kicking the rear wheel of my bike twice and buckling that and breaking spokes. At this point I called the police on 999. Realising this, the youth then entered what I can best describe in aviation terms as a 'flat spin';

randomly getting in and out of the car he was driving, pacing about, and more abuse and threats that both he and hid Dad would kill me. A tractor pulled up, the driver of which knew the youth, got out of his cab, and also told him to calm down, and he gave me what I understood as a knowing glance, but after a few minutes, drove off again. Then the mother, and I assume, daughter, and others turned up, all now putting their oar in, and I made a second call to the Police, as we were increasingly fearful for our safety, who finally arrived 15-20 or so minutes after the 1st call in number. Later I learned the officers had attended from the station 3/4 of a mile away and stated that they had not been requested to attend after the 1st call, and were simply sitting in the station.

We were separated and I sat in the Police car while the only real Police officer there at the time spoke to me and I explained what had happened. The officer then got out to speak to the other parties, and then came back to me after some minutes, and by this time an older and more senior officer was also present. The Police initial response was to ask me what I wanted to do about it, as if they were going to do anything, they would have to arrest us both, which I got the impression seemed like too much trouble for them. With absolute incredulity I pointed out that damage to my things aside, this guy had intentionally tried to run us down, and for what; we were

simply on a social bike ride, and how long was it going to be before he did it again and killed someone? If the situation demanded that we all be arrested, then they should do so, and of course I wanted to make a statement.

In the end I was not arrested, but taken to the station where I made a statement, and the officer told me that on the basis of what I had said, at least the youth would be arrested and interviewed with a view to bringing charges. I think the seriousness of the situation had finally been brought home, however there still seemed to be a degree of doubt and resignation that regardless of what the police may want to do, the entirely faceless CPS are loathed to bring any prosecutions. As individuals, I find the police officers I have had contact with, affable agreeable people who care in the main about what they do. As they get older, they seem to get increasingly frustrated by the system and care less, and as an enforcement organisation to protect the regular man on the street, they are about as use as a chocolate teapot. Made impotent by the bleeding heart do gooding liberals, plethora of Human Rights Legislation, that amounts to a criminals charter, and an already full penal system loathed to put anyone away. Even if the Police do not prosecute it is nigh impossible to bring a civil case for damages, as the police won't release name and address details (more human rights), and even if you can get this information, it is impossible to bring a civil case without revealing your own name and address details, so that they know where you live!

So, what is the upshot, and expectation of my experience from Saturday?

Damages: £40 for a new wheel, and a few hours fixing it up, plus £150 for a new GPS, emotional trauma for me and my Daughter and a ruined weekend, plus fear of using the roads in future.

Will I be able to recover my loss? No

Will I get support from the authorities to recover my loss? No

What will I do in future? Ride on the pavement wherever possible, make good use of my bell, and ignore whatever laws exclude me from doing so.

What if I get pulled over from the Police for doing so? Explain to them the reason why and carry on doing so, safe in the knowledge that this is the safest thing to do for all, and certainly me, and nothing will happen anyway; the system is impotent to act in such cases.

What if I get prosecuted for doing so? Explain similarly, and still carry on.

What are the Police and judges going to do if do? As they seem to acknowledge, nothing, and the alternative is a repeat of Saturday.

It's a no brainer decision for me.

Is there anything that can be done to make me change my behaviour? Yes, provide me with a safe cycle way, and not much else.

What will happen to the guy that tried to run us down?

Well I guess we will see. But I bet you he keeps his, liberty, license and is not even required to get any treatment for his anger problem or even get training and retake his driving test, if the matter goes anywhere at all. I'll keep you informed.

I started cycling again as a matter of routine only in the last 6 weeks. I have been left with no doubt in that time that cycling in mixed traffic environments is not only unsafe, to a degree that would be wholly unacceptable to the car driving community, but unacceptably dangerous. If the government really want us out of our cars (and I find myself presently looking at trailers as I only seem to need my car for grocery shopping at present), then the cyclists needs to have priority on the roads they are allowed on, and their lot has to improve by orders of magnitude. Drivers slow down for horses, cyclists need similar consideration, and the onus needs to be on the driver to avoid them. Regards, Richard."

and comments from Angela Gilbert..

"Hello Hugh,
This is truly an alarming story and I can understand how scared Richard and his daughter must have been.

I think the issue relates not so much with safe cycle routes but with the impossible task of preventing loutish behaviour. Yes, safe cycling and cycle routes are important and in this context I'm sure we all go out of our way, literally, to avoid busy roads. But in the same way that it is impossible to legislate for the behaviour of complete nutters who go around randomly firing guns, there are morons like the man that Richard encountered whose behaviour is inexplicable. (I use the word moron in its true meaning).

I am really sorry to read Richard's report on the unseemly series of events. Sounds like an example of fate at its worst - wrong place, wrong time, big time. Cheers, Angela".

and comments from .. and comments from Arthur Williams

"Richard,
A very disturbing incident. Given the state of the young man, I think you did well to stay calm and protect yourselves as much as you did. Unfortunately, it seems that people can pass their driving test and still decide to use their vehicles as assault weapons.

One thing that I have realised has a positive effect when I am concerned about a vehicle behind me, is a good look over my shoulder. Making eye contact with a vehicle driver seems to result in them giving more space when passing.

I get very frustrated by cars with darkened windows, as it is then impossible to make eye contact. Personally I think darkened windows should be banned on safety grounds.
Regards, Arthur"

and comments from Nick Moss:

"Hugh
A truly appalling incident. If Richard is in the CTC he should immediately refer it to them so they can take legal proceedings for recovery of losses. They will know how to obtain the offender's details. If he is not and is a trade union refer it to them. If not try Nelsons.

The guy has a very serious problem and could easily kill someone just by being in a car.
Nick"

PS. Richard is entitled to know what is happening to his case, prosecutions, court dates etc."

...and further comments from Richard himself, particularly with reference to Arthur's comments:

"I think there is a famous piece of legal case law (but not so famous I can remember it for now) where a car driver used the defence for knocking a cyclist off of his bike that 'he was wobbling all over the road'. The cyclist won the day as he was able to show that a bicycle in fact only stays up due to its 'wobble'.

I think plenty of car drivers just don't know how wide their vehicles are, or what an appropriate clearance for a wobbling bicycle is. I note in the Highway Code that motorists have to allow for a cyclist "...plenty of room.." (rule 188), or "...at least as much room as you would a car when overtaking" (Rule 139). These definitions see so vague and lacking in standards as to be meaningless to me, and I would add that a wobbly bike needs more clearance than a car because of its wobble and increased vulnerability of the cyclist.

Horses and Animals get motorists instructed to "drive slowly", "plenty of room", "be ready to stop", "pass wide and slow" (Rules 190 and 191), and I would favour cyclists being given stronger wording too, and specific numbers for clearances, e.g., "when overtaking cyclists allow at least 2m clearance from your vehicle, and be ready to stop if you need to".

As for the youth, I have never been a one for scrapping in the street at any age, particularly in front of my 17yo daughter, and wasn't inclined to start then (I am 41). I was hoping he would blow himself out, but for whatever reason (maybe he neglected to masturbate that morning), his testosterone fuelled rage resulted in real harm.

I think there is a good case for looking at someone's temperament, perhaps through their school record, and deciding if they are sufficiently balanced to hold a driving licence at all. In an environment of increasing competition for the roads that we have, driving is no longer just about skill, but must also include appropriate consideration, even priority for others, particularly those more exposed on the roads, such as cyclists.
Cheers, Richard"

8. Forthcoming events

Climate Change Exhibition 2nd June - invitation to Pedals to participate – message of 17 April from Graham Puxley, National Trust

From: Puxley, Graham

To: Hugh.McClintock@ntlworld.com

Sent: Tuesday, April 17, 2007 1:10 PM

Subject: Climate Change Exhibition 2nd June

Dear Hugh

The National Trust is organising an event in partnership with Nottingham City Council in the Old Market Square in the centre of Nottingham on 2 June. This is taking the form of a climate change 'fair' entitled 'Everyone's Talking (About Climate Change)', its aims being to

engage passers-by in Market Square in the following ways

- Raise awareness of the impact of climate change in Britain
- Raise awareness of the action being taken already by key regional/local organisations to mitigate the impact
- Inspire event visitors to make changes in their own lives to mitigate the impact
- Offer opportunities to learn more about options for domestic mitigation measures
- Hook visitors (particularly children) in to the event through engaging activities
- Inspire event visitors to visit the 'Exposed!' photographic exhibition in Nottingham Castle (running from 18 May to early July). This is a national touring exhibition sponsored by DEFRA which has already secured considerable national media coverage, with a regional media plan in place.

Exhibitors already signed up for the event (as well as The National Trust and Nottingham City Council) so far include The National Forest, Nottinghamshire Wildlife Trust, RSPB, Energy Saving Trust, Peak District National Park, Campaign to Protect Rural England, Forestry Commission, Greenpeace, Climate Heroes, Eco Teams, Global Action Plan, Severn Trent Water, Natural England and a number of others.

I am writing to see if you would like to join us on the day, to take an exhibition space to put across your particular messages. We have applied for additional funding from EMDA to offset the costs of providing each exhibitor with a covered 3m square area and electrical hook up if required so cost (if any) to your organisation should be minimal.

The exhibition will run from 10.30 am until 4pm with stands to be ready by 10am.

If you are interested in joining with us (and I hope you will) then I would be pleased to hear from you either by telephone 01909 511026 or by email graham.puxley@nationaltrust.org.uk. I will be happy to discuss our plans with you in more detail.
Kind regards, Graham Puxley,
Coordinator 'Everybody's Talking - about climate change'

...comments from Graham Hubbard, Ridewise, 24 April

"If Susan & or Andrew can be there they can double as RideWise & Pedals. Thus if they say " YES" can you respond by booking us a space please Hugh."
Graham

Safe routes to town Ridewise Enmasse event, 4 June: appeal of 26 April from Graham Hubbard:

"I am still embroiled in grant application procedures to get the money for the breakfast, I also still need people willing to lead from 3 other places around the city as the clock shows I have roughly 2 o'clock, 4 o'clock and 9 o'clock covered to date - could you run it by Pedals for an 8am start with free breakfast for half hours 'work'
Graham Hubbard
Ridewise Ltd Coordinator

Bikeability in Nottingham
07818 263738

From: "Hugh McClintock (Dell)"
<Hugh.McClintock@ntlworld.com>
To: "Ridewise" <ridewise@hotmail.com>
Subject: Re: safe routes to town ridewise
Date: Thu, 26 Apr 2007 11:44:05 +0100
Graham
Any more news on these plans please?
best wishes, Hugh"

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

From: [Ridewise](#)
To: [Hugh McClintock](#)
Sent: Tuesday, December 19, 2006 3:32 PM
Subject: safe routes to town RideWise
"Hugh
To make the early morning 'Enmasse' cycle ride into town on Mon 4th June as successful and safe as possible I would appreciate some help in developing 4 or 5 cycle friendly routes into the town centre. E.g. from Beeston along the canal. Ideally we need them in roughly equal gaps encircling Greater Notts.
Graham Hubbard
P.S. our next step will be getting able bodies to lead each subgroup into town although I hope most of our instructors will be involved"

...response of 26 April from Anne Sladen

"Hi Hugh & Graham
I could lead a ride from say Beeston station /Rylands into the City along the canal.
Regards, Anne"

Charity Bike Ride – Cropwell Bishop – Sat. 9 June: message of 30 April from Steve Newbold:

"Hi All,
I hope you don't mind me contacting you, but am contacting shops/organisations/clubs etc and have found your e-mail address on a website and thought I would drop you an e-mail letting you know about the event I am organising.

For a few years our village hall committee (along with myself) have organised a charity bike ride. Money raised is split equally between our village hall and the chosen charity of Notts and Linc's Air Ambulance.

The event starts at 12noon Saturday 9th June and carries on to dusk. It then starts first light on Sunday 10th June (around 5am) until 12noon.

This is a team event where the team sends out a cyclist in a relay way. When the cyclist has completed the circuit the next rider goes out. The circuit itself starts and finishes at the village hall and is 7 1/2 miles long - includes a good hill (depending if you're a novice like me!!), some flat and some slight long inclines. Being a team event it can be treated as a family fun event or a team building event.

Our village where the event takes place is Cropwell Bishop - situated in South Nottinghamshire very near to

the A46 and A52 - ten miles south east of Nottingham itself.

Because this is an over night event people are welcome to camp on the field and then enjoy themselves in the evening by BBQing, having a few drinks or an early night for the unlucky 5am cyclists.

Our event is fully marshalled at all junctions and we have 24 hour first aid cover. Please contact me if you would like any more information or would like to enter a team etc etc.

I have personally had a team in this event on the last 3 occasions and can say this is a really fun and enjoyable weekend.

As I say please get in touch for more information, or if you can't open the attachment or would like to enter a team or perhaps even help marshalling.

Kind Regards

Steve Newbold (Cropwell Bishop Memorial Hall Committee)

Tel. 07939 088653"

West Bridgford Summer gathering (Green Fair), Sat. 9 June (10.00 – 2 p.m), on West Bridgford Park

Karina Wells (Pedals member who came to our last meeting and pioneer in the UK of Ecoteams which she introduced from the Netherlands where she comes from) is organising a Green Fair event in West Bridgford on 9 June, including a pedal-power fruit drinks machine. Can we manage some sort of presence there, I wonder?*

Karina says: "The aim is to bring the community together and celebrate this in a sustainable way. It would be great if you and your friends could join in the fun.

Bring a picnic blanket and picnic, although there will be plenty of home made cakes and smoothies for sale!"

Cycle challenge at Attenborough Nature Reserve on 17 June: request from Ruby Cole

"Ruby

Thanks for your message and your invitation. I was interested to hear about your event. Have you also approached Ridewise?

Unfortunately, we tend to find it very difficult these days to get enough volunteers to bring stalls to all the events we get invited to, especially in summer, but I will at least raise this at our next monthly meeting, on Monday 21 May, in case we can manage something, e.g. a joint stall with Ridewise. I myself will be away then but will see if anyone else is interested.

Thanks for asking us anyway and good luck with the event
Hugh"

----- Original Message

From: [Ruby Cole](#)
To: [Hugh.McClintock@ntlworld.com](#)

Sent: Thursday, May 03, 2007 12:49 PM

Subject: Cycle challenge

Hello,

I am organising a Cycle Challenge at Attenborough Nature Centre on Sun 17th June. Would you like to get involved, perhaps bring a stall along?

Regards,

Ruby Cole, Ranger

Attenborough Nature Centre

01159721777

07779109031

rcole@attenboroughnaturecentre.co.uk

Wheely Good Cyclists Breakfast, 21 June (message of 17 May from Jeremy Prince, City Council):

"Hugh

The **Wheellie Big Breakfast** is confirmed for Thursday June 21st in the Old Market Square 7.30 – 10.00 AM. I have organised for our favourite mobile catering unit May'n'Haze to provide hot breakfasts using locally sourced products. Incidentally, May'N'Haze have won a national award for having the best small catering unit. They will also be providing tables and chairs as in previous years.

A number of gazebos have been ordered to accommodate publicity stock as the Market Square has pretty strict new rules regarding the distribution of flyers. I am aiming to attract 200+ commuter cyclists for this year's event.

Evans cycles, who have opened a new branch on Maid Marian Way will be supporting the event by providing a Dr Bike style health check service as well as displaying a range of bikes. Although not confirmed yet, I'm hoping that Ridewise. Pedals and other interest groups will be present as usual.

The Committee room in the Council House has been booked to host the Big Wheel Cycle Forum also on the 21st June from 10.00 AM -1.00 PM. We are in the process of completing the publicity materials and plan to distribute them by the end of this Month.

For further details or any suggestions to make this event even better please e-mail or call me on 9155 141. I hope this helps.

Regards, Jeremy"

East Midlands Cycling Forum meeting Leicester changed from Sat. 23 to Sat 30 June – my message of 13 May:

"I have just been talking to Andy Salkeld who is coordinating the arrangements for the next East Midlands Cycling Forum meeting in Leicester. Several people have mentioned to him that they would like to come but cannot make 23rd June, which also clashes with the CTC Rally, so he has decided to put it back to the following Saturday. That is OK with me and we hope also suits others (sorry, no time to consult more widely!).

The meeting will be based at the new premises of CycleMagic, about 10 minutes ride (depending on the many road works now in the city centre!) from the Station and will include a lot about cycle training. There will also probably be a couple of short slots on recent cycle mapping developments in the region, as well as a

ride which will include a visit to the Leicester bikes refurbishment scheme. As with the previous two meetings the meeting will be kept fairly informal, with not too many lecture/talking type sessions and lots of opportunities to chat and network.
Hugh

Andy will be in touch with me and others again soon to finalise the programme and for help in publicising the event, including making sure it gets a good plug at next Saturday's CCNC/CTC national conference in Derby".

PS From Andy Salkeld (16 May):

"East Midlands Cycle Forum - Leicester - Saturday 30th June 11am - 4.30pm

Venue - Cyclemagic Workshop - Unit 6 66 Friday St. Leicester.

(Courtesy of Cyclemagic)

Draft Agenda

11am Cycle Training - Leicester Bikeability & Cycle Derby Update

12 noon Bike Recycling - Cyclemagic & Bikes 4 All Recycled Bike Projects

1pm Lunch (Courtesy of Leicester Cycle-city Workshop)

1.30pm Bike Promotions - Film Festivals, Cycle Heritage, Bike It & EMAS schools

2.30 - 5pm Bike Ride - Site Visit - Weather and interest depending (Bike Park, Pedestrian Priority Zone & City Regeneration Schemes, Western Park Bike Trails, Upperton Road Bridge Project & Bikes 4 All Project).

There will be post Forum meeting at Criterion Pub (Beer & Pizza) Millstone Lane from 5.30pm.

Please email Andy at cycle-city@leicester.gov.uk to confirm attendance.

ps - This event will be shared with the 2007 Recycled Bike Seminar

Andy Salkeld

Cycling Co-ordinator

Leicester City Council (York House)

New Walk Centre

LE1 6ZG

0116 223 2114

email: andy.salkeld@leicester.gov.uk"

PS. Members of Leicester Spokes will also be helping run this event.

Ride to Tour de France (4-8 July) – message from Simon Gellar, Sheffield Pedal Pushers:

"Hi All,

A final reminder for the Tour De France ride I'm putting on, coming to a town near you soon: (And now with slightly different arrangements) Reservations are now open for trains back from London, and with some operators threatening to ban bikes that weekend it might be a good idea to get yours in now if you're coming down!

What

Ride to London for Tour de France
When Wed 4th Jul - Sun 8 Jul 2007

Where: Ride leaves from Barkers Pool Sheffield 9.00 am

Ride to London for Tour de France
Ride leaves 09:00 Thurs 5th from Barkers Pool Sheffield. Return by train on Sunday, 8th OR continue to Maidstone to watch Day 2 of the tour pass by.

We will head out along Abbeydale Rd to Owl Bar,, continuing on the A621 before turning left towards Pudding Pie Hill and taking the Pedal Pushers route to Derby. We will camp at Elvaston, hopefully turning up well before last orders!

In the morning From Derby (pick-up point at the campsite, 9 a.m.) we will join Sustrans route 6 through Loughborough and Leicester. We camp south of Leicester for the night. Passing through Market Harborough we will take the Midshires Way, still on Route 6, down towards Northampton. Then we will head for Luton and the Lea Valley, following this down through the market towns of Hertford and Ware, and camping up for two nights in one of the sites in the Lea Valley Country Park.

Can pick up/drop off by arrangement at the railway station in each of the towns mentioned except Loughborough, where the pick-up point will be the University.

Saturday will see us making our way to the start of the TdF, which is a 8km speed trial around the City Centre. There will also be opportunities to try out some of London's cycle routes, such as the Thames Cycleway through to Greenwich.

Those of us with work to do on Monday will be heading back to Sheffield/East Mids by train on Sunday. An optional extra is to head on to Maidstone to stay on a farm adjacent to the Day 2 route of the tour, courtesy of Tim Hess.

A robust touring bike will be the best kind of bike to use on this ride.

The route rationale is that we should have a fairly leisurely ride south of Derby - so we will get the hard bit out if the way on Wednesday night. We will use the NCN where it offers a reasonably speedy and scenic ride - if we find ourselves going too slowly we'll take to the road. We are very happy to pick up/drop off where practicable en route.

Contact Simon Geller, 07799 834837,
simon.geller@blueyonder.co.uk

Autumn meetings:

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.**

9. Miscellaneous items:

City cycle maps – help with distribution

I will bring a supply if I have space in my panniers!**

Nottingham found to be among top ten hot spots for bike theft – implications?

"A bicycle is stolen every 71 seconds in England as new figures show nearly 440,000 were reported stolen last year. As bike sales rise with people becoming more environmentally conscious, cycle thefts have risen 10%, according to a survey by Halifax Home Insurance.

> The hotspots for thefts are central London, Kingston-upon-Thames in south west London, Cambridge and Bristol.

> Almost 90% occurred when a cycle was left locked in public. Only 1% of bikes were taken from an owner's home.

> TOP 10 CYCLE THEFT HOTSPOTS IN 2006

> Central London
> Kingston-upon-Thames
> Cambridge

> Bristol

> York

> Oxford

> Richmond & Twickenham, south west London

> Brighton

> Portsmouth

> **Nottingham**

>

> Owners are being urged to step up the level of security on their bikes in the light of the new figures.

> Vicky Emmott of Halifax Home Insurance called the figure of one theft every 71 seconds "astounding".

> "The increase in thefts is due to an upsurge in the popularity of cycling across Britain," she said.

> "With increasing numbers of employers taking up initiatives such as the Government's cycle to work scheme, opportunities for thieves will only increase."

What should Pedals be doing in response to this?*

pressure for bike sheds at schools in Clifton (Nottingham) and relevance of Bike It!: my message

of 3 May to Dave Clasby, Bike It Project Officer in Derby and Leicester schools and active member of the Derby Cycling Group:

"Dave

At about 5 minutes notice this morning I was phoned by BBC Radio Nottingham and asked to do an interview over the phone about the item just about to come up on their breakfast show about the pressure from a group of parents in Clifton (organised by Lisa Withers) to get secure bike storage facilities at their local schools because they are keen to encourage their kids to cycle to school. Lisa said that she had phoned round all the schools in Clifton and learned that none now had bike storage facilities.

I was asked for a Pedals comment and of course endorsed the parents' views of the importance of secure storage as well as the general idea of encouraging kids to cycle to school but also said that it was yet another example of how the promotion of cycling in Nottingham has lagged behind other places, mentioning the much more comprehensive and innovative work done by places like Derby and Leicester, particularly on encouraging cycling by younger people. I did specifically mention Bike It and rather hoped that the interviewer would ask me to say more but he did not, unfortunately!

However, it did occur to me afterwards that this could still provide a useful opening, when there is such clear pressure in one area of Nottingham for cycling to school to be more seriously promoted. Could you therefore please perhaps contact BBC Radio Nottingham Breakfast show (sorry I can't remember the name of this morning's presenter) to say that you had heard about the item from me and asking them to pass on to Lisa Withers details of the Bikelt project in case she and her friends might like to know more about it and campaign for a similar project in Nottingham.
Just an idea!
best wishes, Hugh"

...response of 8 May from Dave Clasby:

"Hugh,

I will contact BBC Radio Nottingham. I will see if I can get in touch with the parents at the school too. Than you for the info.

David"

David Clasby,
BikeIT Schools Officer,
Sustrans.

Soundbites
11 Morledge,
Derby.
DE1 2AW

Email: davec@sustrans.org.uk

Mobile: 07814 611 749

BikeIT is a Sustrans project funded by the Bicycle industry's Bike Hub and supported by the Department for Transport.

2007 is Sustrans' 30th anniversary. As the UK's leading sustainable transport charity our vision is a world in which people choose to travel in ways that benefit their health and the environment.

We are the charity behind the award winning National Cycle Network, Safe Routes to Schools, Bike It, TravelSmart, Active Travel and Liveable

Neighbourhoods, all projects that are changing our world one mile at a time.

...comments (to Graham Hubbard, Ridewise) from Kate Fletcher, Notts CC

"Hi Graham

Schools can get funding for cycle facilities etc if they are willing to have a School Travel Plan. You need to contact Diane Topple and Sue Thorpe who deal with this. They are based at the Education Department at Sandfield Centre. Their numbers are 9157897 (Sue) and 9150966 (Diane).

Some schools in Nottingham already have bike shelters - namely, Emmanuel, Bigwood, Bluecoat (I think) and Ellis Guilford Comprehensives and Dunkirk Primary. There may be more, but you would have to check with Sue and Diane. It all depends whether the school is keen to promote cycling and other environmentally friendly forms of travel. Schools are under pressure with league tables etc and it very much relies on champions within the schools taking up the initiative.

On another matter, you may get a phone call from Jennifer Underwood, who has two children ages 10 and 11. She wants them to have some cycle training, but their primary school is not doing Bikeright.

Hope this is helpful.

Regards, Kate"

...my message of 17 May to City Council, Ridewise etc. re my meeting with Mike Mabin, National Coordinator for the Cycling England / Sustrans Bikelt Project.

"Dear all,

Further to our earlier exchange of messages I should report that there was lots of encouraging stuff about the Cycling England/Bikelt project, including a presentation by the Bikelt Officer for Brighton and Hove (Gary Schipp) at the Cycling England Annual Forum in London on Tuesday which I attended. I also had a useful chat with the Sustrans National Bikelt National Project Officer, Mike Madin, who in fact works from his home near Derby so know this region very well (it seems that he was in the Police force for 30 years until he retired from that last year and, as a very keen cyclist, took on the Bikelt job, and, for part of that time was seconded to work in the Home Office bit of GOEM so know Mike Hewitt, for example).

CE and Sustrans are clearly very pleased with the result they are getting from Bikelt, with its much more comprehensive approach to encouraging cycling to schools, and very much including the excellent work being done in this region in Derby and Leicester. Mike (to whom I am copying this message, as well as Dave Clasby, the Derby Bikelt Project Officer) is very keen to help develop such projects more widely and, I am sure, would be very willing to come over and discuss with any interested parties the potential for (Greater) Nottingham involvement and what has been learned from earlier Bikelt projects elsewhere.

Hugh"

Highway Code changes and petition: response from Richard Maher to CCN appeal to support petition:

"Hi Hugh,

In practice, how are the government going to 'force'

people to use cycling facilities 'wherever possible'? I think cyclists are also meant to stop at red traffic lights, but I see the majority not doing so, and yet to see one pulled over and taken to task over it by the Police. In an activity where you have no vehicle registration, no license, no MOT and government desperate to get people doing more of it to get cars off the road, what are the authorities going to do if cyclists do stay on the roads? My particular issue with cycling facilities is where they cross the road at round-a-bouts, particularly the exit from the round-a-bout where drivers are not expecting to have to be mindful of any other vehicle crossing their path.

This is most dangerous on high speed dual carriageway round-a-bouts, like those intersecting with A roads and motorways (M1 and A610 being my particular problem near my home), where drivers have already got their foot down to accelerate onto the slip road. I am aware of the hazard, but my 17yo and 15yo children seemed woefully unaware of the haste with which it is necessary to cross these areas, with cars doing between 40 and 70mph (65 to 110ft/s), and neither am I comfortable with having to dash across out of necessity. It seems most unsatisfactory to me, and I would favour at least a painted zebra crossing at these points. Is this an issue that get's raised often?

Also do you know the status of canal tow paths for cycling these days? I came back along the disused Nottingham canal between Wollaton and Awsworth to find newly erected gates through which it was impossible to get my bike without lifting it over (see picture). I checked my Explorer map to see the route turn into a footpath from a bridleway at this point when I got home, however the Erewash canal is also shown as a footpath only but is marked for cycling and used as such. Seeking to exclude bikes from this nicely prepared and flat canal tow path I really don't understand.

Dangerous and inaccessible ironmongery aside (much of which also appears to be on cycle route 6), I would say that generally I find the stoning of footpaths and bridleways, signs and road side cycleways, and other cycling provisions in recent years quite excellent, particularly as I seem to have most of it to myself in the daytime. :-)
Cheers, Richard"

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

From: John Franklin

To: CCN Exchange

Sent: Wednesday, May 02, 2007 5:19 PM

Subject: [ccnexchange] Highway Code
Please encourage all cyclists you know to sign the petition on the Prime Ministers website at:
<http://petitions.pm.gov.uk/roads4bikes/>

"We the undersigned petition the Prime Minister to listen to cyclists and not approve the revised Highway Code"

More details from petition creator:

The new Highway Code requires cyclists to use cycle facilities 'wherever possible'. Many facilities are of poor standard, or just plain dangerous. Cyclists should not be forced to use such facilities against their better judgment. In short, cyclists should be allowed to use the road.

PS. Rebecca Firmin of Nelsons Law, who now sponsor the Pedals newsletter, has shown great interest in this debate and has asked me for further information. I have also put her in touch with Roger Geffen of CTC and John Franklin of CCN who are leading on this campaign.

Publicising personal routes – message of 9 May from Richard Maher

"Hi Hugh,

You gather I am a fan of Goggle earth and also been scouring the web looking for cycling routes. There really doesn't seem to be much of a community established resource out there, unless you know of something I don't? I think the CTC website has something, but unless you want to join and pay money, and I don't particularly, you can't get access to it, similarly Sustrans has nothing of this type. Google Earth is a fantastic resource, and similarly, now Google maps can be linked pretty seamlessly into any other site to display KML files of GPS tracks of rides, from a bulletin board, or simply what you may draw by hand on screen. Google has their BBS for posting KML files freely through their bbs.keyhole.com site linked to Google earth, and also 'My Maps' and I have tried that, but my impression is that there is rather a lot of junk on there.

Do you think NCC or Sustrans could be persuaded to consider doing something? The payback to these organisations would seem to be that they would effectively get feedback on where people are cycling and how often, and the rest of us get ideas on how to get from A to B and avoiding round-a-bouts! Over time, this information can be used to establish new cycling routes as a result of their common usage, and also used to target money to develop the network. Publishing the Rural Rides in this format would also be excellent for people who may like to do them again by themselves or with family.

I cycle with a handheld GPS and starting to keep a log of what I have done with the aim of building up a network of routes for myself and others. The link to my fledgling [Nottinghamshire Cycle Routes](#) illustrates this. From here, you can click the KML link on the page to view the same thing in Google Earth, which is much better.

I'd be interested to hear your views.

Regards, Richard"

...comments from Ed Ducker (10 May):

"Richard/ Hugh,
Having an on-line resource of cycling facilities and suggested routes is something that Nottinghamshire County Council is working towards providing in the medium term. We do have an internal GIS programme with routes although at present the level of detail/ accuracy of information is not high enough for this to be published - however, in conjunction with the work Paul Rea is doing for us on mapping/ auditing I am updating our system. There also needs to be work done on which software/ system is the most suitable for using for this information - e.g. I think that the City Council's Nomad mapping is a useful resource but there may be cost and map copyright issues with us joining the County routes in with this system.

The only word of caution with Richard's suggestions is that once NCC produces a mapping system, it would not be possible for external users to add or edit the information. This is because the Council may not want to be seen to promote certain routes for cyclists, for example. It would, however, be useful for a means of feedback to be available so users can inform us of mistakes, advise of maintenance issues and make suggested route additions to us.

I believe that the Cambridge Cycling Campaign already has a google maps system similar to that suggested.

To summarise, NCC is looking into the production of an internet based interactive cycle map facilities, however I cannot give definite timescales as to when such a resource will be available at present.

I hope that this helps.

Regards, Ed Ducker

Cycling & Walking Officer

Communities

Nottinghamshire County Council

(0115) 977 4585"

(Nottinghamshire) Living for Tomorrow Spring issue feature on Pedals

The interview I did back on a rather cold day in February for Living for Tomorrow magazine duly appeared in their Spring issue published last week and I will bring some copies to the meeting. As I rather feared it appears less of a feature on Pedals and rather too much of a sycophantic self-promotion by me but I hope we get some useful publicity (and new members!) from it.

No doubt some people will complain strongly about my woolly hat and say how irresponsible I was on this occasion not to have been wearing a helmet!

My absences in late May and mid-June

Please note that from **Friday 25 May to late on Thursday 31 May** I will be away on holiday in Edinburgh and the Lake District, attending my niece's wedding party and visiting friends in the Lakes (including Jo Cleary, editor of the City County Forest rides book, who moved there from Nottingham two years ago).

From **Saturday 9th to Sunday 17th June** I will be away in Munich attending this year's Velo-city '07 European Cycling conference. This means that the agenda for the Pedals meeting on June 18th will be sent out early, on 9th June.

Hugh, 17 May 2007