



PEDALS CONTACTS

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(Including downloadable membership form!)
<http://www.pedals.org.uk>

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Vacant: offers welcome please!

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NEW Subscriptions rates

(Membership year runs from 1 May to 30 April)

£12.00 for a couple or family, £9.00 for an individual or
£7 for unwaged

Please pay by Standing Order, if possible.

Publicity Officer:

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**Distributor of the 'County - City - Forest ' Country
rides book: and the Pedal Pushers' Guide:** Lawrence
Geary, 96 Pierrepont Road, West Bridgford, Nottm.
NG2 5DW, tel. (0115) 982 2720

Pedals T-Shirts Distributor:

David Miller, 9 Studland Way, off Compton Acres, West
Bridgford, Nottm. NG2 7TS, tel. (0115) 846 0688,
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SERVICES, HELP AND INFORMATION:

CYCLE ROUTE LEAFLETS AND OTHER INFORMATION?

See the **Cycling Pages of the County Council
website:**

[http://www.nottinghamshire.gov.uk/home/traffic_and_](http://www.nottinghamshire.gov.uk/home/traffic_and_travel/traffictravel-cycling.htm)
[travel/traffictravel-cycling.htm](http://www.nottinghamshire.gov.uk/home/traffic_and_travel/traffictravel-cycling.htm)

or [http://www.nottinghamshire.gov.uk/](http://www.nottinghamshire.gov.uk/traffic_and_travel-cycling)
(traffic and travel - cycling)

Maintenance reporting is via

[http://www.nottinghamshire.gov.uk/home/traffic_and_](http://www.nottinghamshire.gov.uk/home/traffic_and_travel/traffictravel-cycling/ttcycle_path_faults.htm)
[travel/traffictravel-cycling/ttcycle_path_faults.htm](http://www.nottinghamshire.gov.uk/home/traffic_and_travel/traffictravel-cycling/ttcycle_path_faults.htm)

- **County Council Cycling officer: Ed Ducker,**
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- **City Council (including Nottingham cycle maps):**
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email: steve.brewer@nottinghamcity.gov.uk

**N.B. THE OPINIONS EXPRESSED IN THIS
NEWSLETTER DO NOT NECESSARILY REFLECT
THOSE OF THE EDITOR OR THE POLICIES
OF PEDALS**

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Rural Rides programme celebrates 21 years!



Acknowledgement: Nottingham Evening Post

This year sees the official 21st birthday of Nottinghamshire County Council's Rural Rides programme, in which many Pedals members have acted as volunteer leaders, on rides which have been enjoyed by thousands throughout the county.

However, the Rural rides programme was in fact started by Pedals in the summer of 1983, with a programme of 6 rides organised by David Law and Steve Parry (the original instigators of the Great Nottinghamshire Bike Ride in 1982, it should also be mentioned!)



Rural Rides 2006

Within 3 years it was clear that the free Rural rides programme was very popular and we welcomed the offer by the County Council, already running a Guided Walks programme, to take on the Cycle Rides and develop those as well.

Within a few years the programme had been extended to cover the whole county, including the Newark and Mansfield / Ashfield areas, with a wider range of volunteers to help lead them, including people from CTC and the County Council's own staff.

New volunteers to lead rides are always welcome and basic training e.g. on first aid and leading rides is provided by the County Council.

The programme has become very popular, with a wide range of rides appealing to many people including those who rarely get their bikes out and for whom cycling even 10 miles is a great achievement. The rides have a friendly informal atmosphere and normally include a pub stop for those who wish.

Many thanks to all those who have helped over the years to make this programme so successful and including the stalwart efforts of several people at the County Council such as Pete Jarman and Steve Jones. Long may they continue to provide so much enjoyment!



Guided Rides 2007

- **Rural rides brochures for 2007 should be available from local cycle shops and libraries. The programme can also be downloaded from the County Council's website at: www.nottinghamshire.gov.uk/ruralrides2007.pdf**

Dates for your Diary – Come and join us!

Pedals monthly meetings are held on the third Monday of each month in the top room of The Globe PH on the London Road and Rye Hill Street, just north of Trent Bridge, at the edge of The Meadows, with a different pattern and timing in the winter and summer months.

Meetings in April and May start at 8.30 p.m. and the June and July meetings at 9 p.m., preceded by a mini-ride leaving from the top of Queen's Bridge Road (opposite Nottingham Station) at 7 p.m.



Wheely Big Cyclists' Breakfast 2006

Pedals monthly meetings:

- Monday 21 May (8.30 p.m.)
- Monday 18 June (9 p.m.)
- Monday 16 July (9 p.m.)
- Monday 20 August – Ride only – no business meeting this month
- Monday 17 September (7.30 p.m.)

Other meetings/events:

- Saturday 19 May
- CTC and Cycle Campaigns Network Autumn Conference, Derby
- Hosted by Derby Cycling Campaign
- **Details from John Stubbs, DCG, email: J.Stubbs@derby.ac.uk**
- booking form at: www.derbycyclinggroup.org.uk/conference.php



Wheely Big Cyclists' Breakfast 2006

Monday 4 June:

Mass cycle ride to work, Nottingham, organised by Ridewise

- details from Graham Hubbard, Ridewise, email: info@ridewise.org.uk

11-15 June:

Velo-City International Cycling Conference, Munich, organised by the European Cycling Federation, Munich City Council and the German Federal Ministry of Transport, Building and Urban Affairs –

- Details at www.velo-city2007.com



16-24 June Bike Week

-details at www.bikeweek.org.uk/ including Thursday 21 June: Wheely Big Cyclists' Breakfast, in the newly revamped Old Market Square, organised by Nottingham City Council and The Big Wheel.

- Details from Jeremy Prince, City Council, email: jeremy.prince@nottinghamcity.gov.uk

Saturday 23 June:

Third meeting of the East Midlands Cycling Forum, Leicester (a new network of local cycle campaigners in the region).

- Details from John Stubbs, Derby Cycling Group, email: J.Stubbs@derby.ac.uk or Hugh McClintock, Pedals (details at rear) or Andy Salkeld, email: andy.salkeld@leicester.gov.uk

Sunday 24 June:

Great Nottinghamshire Bike Ride entry forms available from local libraries and cycle shops and from the Nottinghamshire County Council website at www.nottinghamshire.gov.uk/home/leisure/l-cycling/bikeride.htm

Saturday 1 September: 10.00:

Halfway to Hucknall Ride and meet-up linking the Nottingham and Sheffield tram systems, organised by Sheffield Pedal Pushers and Sheffield CTC in collaboration with Pedals, with a gathering at the Teversal Visitor Centre

- Details from Susan Young (Pedals) on (07963) 269159 or Simon Geller, (Sheffield Pedal Pushers), email: simon.geller@blueyonder.co.uk



Wheely Big Cyclists' Breakfast 2006

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Highway design claims – an obstacle course!

Rebecca Firmin, Nelsons

Since my last article I have been asked to comment upon the status of consultations carried out by the local authority (with organisations such as Pedals) relating to changes to road layouts etc.

My views were canvassed as to whether or not, if advice was ignored about a hazard following consultation, and an individual subsequently suffered an injury, a local authority would be liable to pay compensation.

I have acted for a client who was injured when using the cycle path on Castle Boulevard. Many of you may know that the design of the Castle Boulevard cycle track as it was in 2000, required a cyclist to effectively follow a slalom around the right hand side of various mature trees on the route towards the city centre.

My client was unaware of this, as there were parked cars in between the trees masking her view and no signs to indicate any alternative route. She therefore attempted to cycle through a narrow gap between the left hand side of a tree and the edge of the pedestrian pathway. As she did so, her wheel caught in uneven tarmac (due to tree roots) and she was propelled over the handlebars. She suffered lacerations to her face, causing scarring.



A claim was made to the local authority. I alleged that it was in breach of the Highways Act 1980 as it had failed to maintain the cycle path in accordance with its duties and the cycle path's design had contributed to the accident circumstances.

Liability was denied by the Council's representative who asserted that my client was the author of her own misfortune and had failed to take appropriate care when riding along the path. He went on to confirm that no problems or accidents had been reported in the 4 years prior to the accident.

It was at this point that I was introduced to Hugh McClintock, whose assistance was invaluable. He provided information showing that the authority had been aware of the dangerous state of the cycle path, due to the encroaching tree roots and poor design, for a number of years before the accident.

Hugh gave me documentation prepared by Pedals as part of their ongoing campaign to improve cycle routes around Nottingham between 1990 and 2000. These included letters to Councillors, newspaper articles and local transport plan submissions, all made before my client's accident. Apparently, funding had been allocated to improve the cycle track around 18 months before, but works had not started.

This was clear evidence that the local authority was aware of the problems with the track a long time before the accident happened. I was able to point this out to the local authority and after some debate, compensation was paid to my client for her injuries and financial losses.

As a cautionary note, you should be aware that generally cases where the negligent design of a highway is cited as the only cause of an accident are notoriously difficult to prove. In this case, the design of the track was poor but more importantly there was also evidence that there had been a failure to reasonably maintain the highway.

Rebecca Firmin is an Associate Solicitor at Nelsons in Nottingham, part of a dedicated team of personal injury lawyers with a national profile currently handling over 5,000 claims for a wide range of injuries from accidents on the road or at work, through to clinical negligence or criminal injuries. She can be contacted on (0115) 9895259.

nelsons
www.nelsonslaw.co.uk

The Bad and the Good (News)

It was decided at the AGM to not only raise subscriptions, but to change our bank to one with more ethical credentials in keeping with Pedals' aims. The raise is necessary due to current rates becoming uneconomic as it is over the five years since we last raised our subs.

PEDALS has also seen a fall in membership, dwindling sales and less from donations, partly due to having insufficient people to run stalls at local events. Any volunteers to help with this will be warmly welcomed or indeed, let us have any new ideas you may have as to how to raise our profile and membership.

The rise in subs will not however take place for current members until 2008. This is to give us time to change our bank and complete the necessary administration.

We will keep you fully informed as these changes are implemented but at the moment there is no need to do anything. I urge those who pay annually to do so **promptly** please and if at all possible to begin to **pay by standing order** – it makes it **much easier** for our membership secretary who like most of us prefers to be out cycling!

New membership rates
(from 2008 for existing members):

Family £12;
Individual £9;
Concessions £7

Happy cycling!

Susan (Treasurer)

Raising the Profile of Cycling in Nottingham – an Update

In the last issue we commented on the significant decline in the attention given to cycling in Nottingham in the last 3-4 years, particularly shown in the often very inadequate consideration given to the needs of cyclists in many recent major transport projects such as The Turning Point and the Old Market Square redevelopment, to name just a few examples.

Following a presentation in January on the Pedals perspective to the City Council's Sustainability, Regeneration and Infrastructure Scrutiny Panel, reported in our last issue, an Action Plan has been promised for this summer, on what is being done to address the many issues we raised.

Action Plan - New momentum?

To help develop new momentum in getting cycling to feature more prominently in City transport issues we are now working more closely with Ridewise and the Greater Nottingham Transport Partnership ("The Big Wheel") and a cycle route development group is to be set up, involving several people outside the City Council, to give a more strategic approach to local cycle route development.

This will include the closer involvement of Sustrans East Midlands who in any case are keen to dovetail their plans for extending National Cycle Network Route 15 across the south of the county between Newark, West Bridgford, Clifton and Castle Donington with plans by The Big Wheel, the local authorities and others to extend the much publicised Big Track walking and cycling route on the canal and riverside paths launched last summer.

Pedals has been working closely with Sustrans on this and a number of other issues including getting good cycling provision as part of the A453 (Clifton to M1) and A46 (Newark to Widmerpool) Trunk Road upgrading schemes.

Strong Pedals support for new pedestrian-cycle bridge proposals

Pedals has particularly welcomed the City Council's proposal to revive the idea of creating a pedestrian and cycle bridge between Clifton Grove and Beeston Rylands for which they have been shortlisted for funding under the Sustrans Connect 3 national bid for lottery funding.

To help address the fears about the possible increased risk of crime and vandalism from such a bridge Pedals in January organised a special meeting in Lenton of all the main interested parties from Clifton and Beeston, including the Police and the City and Broxtowe Councils.

Further public consultation, on a wider basis, is now going ahead, starting in Clifton (see below) and with close Pedals involvement in what we see as the vital exercise of gaining wider public support for this important major project, of great potential benefit to both commuter and leisure cyclists and walkers.

Improvements

Meanwhile, as we also report below, there have been several welcome improvements in recent months for cyclists in Nottingham. Although not perfect from the point of view of all cyclists we feel these are broadly beneficial. They include changes to the Castle Road / Castle Hill cycle cut through, and on Castle Boulevard and Forest Road East.



The Castle Hill cut-through (see photo) now is wider and is smoother, with new signs. This forms part of a useful quiet (if hilly!) cut-through for cyclists between Castle Boulevard, The Ropewalk and Canning Circus, and we would like to see further signs to promote the whole route, as well as signs to the connecting routes across the City Centre, e.g. via the Castlegate toucan crossing.



More vigilance!

We also intend to be more vigilant in ensuring that cyclists' needs are addressed more carefully in future major projects such as the redevelopment of the Inner Ring Road on the east side of the City Centre (Parliament Street etc.) the Broad Marsh redevelopment and extension, and the "Ring Road Major Scheme" involving a series of changes to the Outer Ring Road (Middleton Boulevard, Valley Road etc.) north of Derby Road.

Broad Marsh and Carrington Street changes

As part of the Broad Marsh redevelopment and extension a new bus/LRT interchanges is to be built astride the NET viaduct at the bottom of Middle Hill, combined with a diversion of Middle Hill to the east of the viaduct. We shall be pressing for this to take more account of cycling than in the present 'tram cycle bypass' below Weekday Cross.

Before this major redevelopment and disruption starts on the south side of the City Centre, probably next year, there will be 3 months of disruption from June to September this summer with strengthening of the Carrington Street bridge outside Nottingham station. This will require half of the road to be closed at a time, for about 6 weeks each. The cycling provision will be reinstated, with some further improvements, we hope.

Access to the cycle stands in the Porte Cochere area at the front of the Station will still be possible during this period, we are assured, but you might sometimes have to carry your bike to get to the stands!

Cycle Lanes? Here's The Good News

Reports Dave Morris

Poorly-designed cycle facilities are a common complaint amongst cycle advocates everywhere. We've all seen them- Those bits of cycle lane that go nowhere or are blocked by a phone box that the designers somehow overlooked. Warrington Cycling Campaign show some infamous examples on their website and Wolves on Wheels award the "Chocolate Chaining" for Wolverhampton's worst.

Over the years, Nottingham too has seen a few local oddities. But, just as one poorly-designed section can blight an entire route, so a well-conceived scheme can greatly improve life for cyclists.

As local campaigners, we're often quick to criticise but our role should also be to encourage good practice, so maybe a bit of praise is in order when things go to plan. Here are a few recent examples that get my vote:

Forest Road: Advance Stop Line



I usually ride home up North Sherwood Street, avoiding the parallel Mansfield Road and then turn up Forest Road/ Mapperley Road. During the evening peak, the traffic on Forest Road queues past the exit from North Sherwood Street.

Short of waiting all day for a gap, the best option was to filter onto Forest Road and ride straight to the front, but the resulting negative vibes from vexed motorists would be enough to melt the back of your helmet as you sat at the head of the queue.

And when the lights turned green you'd know all about it. Now, the lead-in lane and ASL mean not only is it easy to bypass the queue but there's a highly visible bike logo to support such a manoeuvre, which definitely gets the message across and helps reduce the subsequent "revenge overtaking" when the lights turn green.

Mansfield Road: Bus Lanes

The busy Sherwood section of Mansfield Road has recently seen an extension of the bus lanes in both directions. Personally, I love cycling in bus lanes. OK, a slight exaggeration, but where else do you get a 4-metre wide lane along a strategic route that's free of cars, kerbs, wheeliebins and "Cyclists Dismount" signs?

Motorists tend to stay out of them, even if they're only enforced at peak times; Bus drivers are generally very considerate when overtaking; even where off-peak parking is permitted, there's space within the bus lane to pass safely.

Personally, I think they make a big contribution to safe cycling on direct (but often busy) main routes, particularly if I'm slowly inching back from Sherwood laden with groceries – a situation where sharing space with fast-moving vehicles can otherwise be unnerving.

Castle Boulevard: Cycle Lanes



Lastly, what about Castle Boulevard? The old shared-use pedestrian/cycle path was a classic example of a well-intentioned scheme that was, in practice, confusing for users and slower than staying on the road.

Along one side it weaved around the trees and on the other there were regular ambushes (collective noun) of signposts and street furniture. In my opinion (yours might differ) the new on-road cycle lanes are a vast improvement.

For those not familiar with the "hierarchy of cycle infrastructure", this re-allocation of existing road-space to cyclists is the preferred option (unless traffic volume and speeds are very high), with the former shared-use approach seen as a last resort. Like the Forest Road ASL, the new bike lane markings influence the behaviour and road-positioning of motorists, so it's usually possible to swoop unhindered past queuing traffic.

They're also wide enough to avoid getting "doored" by vehicles in the adjacent parking bays, so it's useful to take my Ridewise trainees on this route to test their Stage 3 decision-making and awareness in moving traffic streams.

We all know that simply painting a few lines on the road in isolation does little to help cyclists. But when local facilities are well-designed and contribute to improving the wider strategic network they make our journeys quicker, safer and more enjoyable. Their visible presence also signals that cyclists are legitimate road users.

With winter turning to spring, the sight of more people using their bikes to stay healthy whilst dodging the tailbacks might help turn the thoughts of frustrated commuters towards cycling as a positive transport choice. And surely that's what we're all about?



PS. Editor's footnote.

*The changes to the cycle facilities on Castle Boulevard, including a new toucan crossing by the Castle Bridge Road junction, opposite the eastern end of the canal towpath from Grove Road, were completed at the end of March. **We would welcome other members' comments please!***

Proposed Clifton to Beeston Foot and Cycle Bridge

- An update from Jenny Kukan, Nottingham City Council

In October 2006 the City Council submitted an expression of interest to the cycling charity Sustrans as part of their "Connect2" project competing for a single grant of £50 million from the National Lottery Peoples Millions. Sustrans Connect2 projects must overcome barriers between communities and help them move around in a more sustainable way, for example by walking and cycling more often especially for local journeys.

Our idea is to build a foot and cycle bridge across the River Trent between Clifton and Beeston, just downstream of Beeston Weir.

To give people in Clifton a chance to tell us what they think about the idea a number of exhibitions were held in late April. We are also planning to hold a number of exhibitions at Beeston in June.

Why do we want to build the bridge?

- To help move sustainable transport forward (walking and cycling)
- To support Local Transport Plan objectives, for example reduce congestion, improve accessibility, improve road safety, improve air quality and quality of life
- To help encourage people to cycle and walk more often, more of the time
- To provide an important cycling and walking link for both commuting and recreation

- To build on the existing cycling and walking infrastructure including the Big Track, Trent Valley Way and Route 6 of the National Cycle Network

If Sustrans are successful in their bid to the National Lottery, the bridge would start to be built in 2008 and be opened in 2010. We think this is a really exciting idea but nothing has been finalised as yet and we do need to hear what people have to say on both sides of the river. Why not come along to any of the exhibitions and find out more.

Editor's note:

Pedals strongly supports the proposed bridge and we would very much encourage members to visit the exhibitions, and/or download the leaflet from the City Council website and express their support, as well as encouraging other people and organisations to do the same.

STOP PRESS

To our great disappointment we have just learned that Sustrans has now decided not to include this scheme in the final list of 79 Connect2 projects submitted to the Big Lottery Fund for a live television vote and decision this autumn, apparently because of concerns about the level of local support.

Pedals and the City Council had been working hard recently to build up this backing but there now seems no chance of this project going ahead in the foreseeable future, we much regret, despite the many very welcome pledges of support.

The Big Track – Nottingham's Waterside Car Free Route

- an update from Keith Morgan, Nottingham City Council

The Big Track is a 10-mile circular route that is great for commuting and leisure. The Track is made up of the paths along the Trent and Canal between Trent Bridge and Beeston Lock. The route can be used by cyclists and walkers and provides an attractive off road alternative to reach employers such as Boots, the Inland Revenue as well as the City Centre.

There are many places to move on and off the track with plenty to see and do on the way including the Attenborough Nature Centre and there are plenty of places to stop for food and drink. With all these attractions it means the route can be used in its entirety or as a means of getting from A to B.

The Big Track is already open and free for everyone to use but over the next 3 year's over half a million pounds will be invested in the route due to funding from emda and the Greater Nottingham Partnership with financial and project support also coming from the City and County Councils, British Waterways, Broxtowe Borough Council and the Big Wheel.

Over the next few months there will be improvements made to the direction signs with a distinctive branding added to enable people to easily find their way. There will also be a new map and a podcast of interesting historical facts along the route available soon.

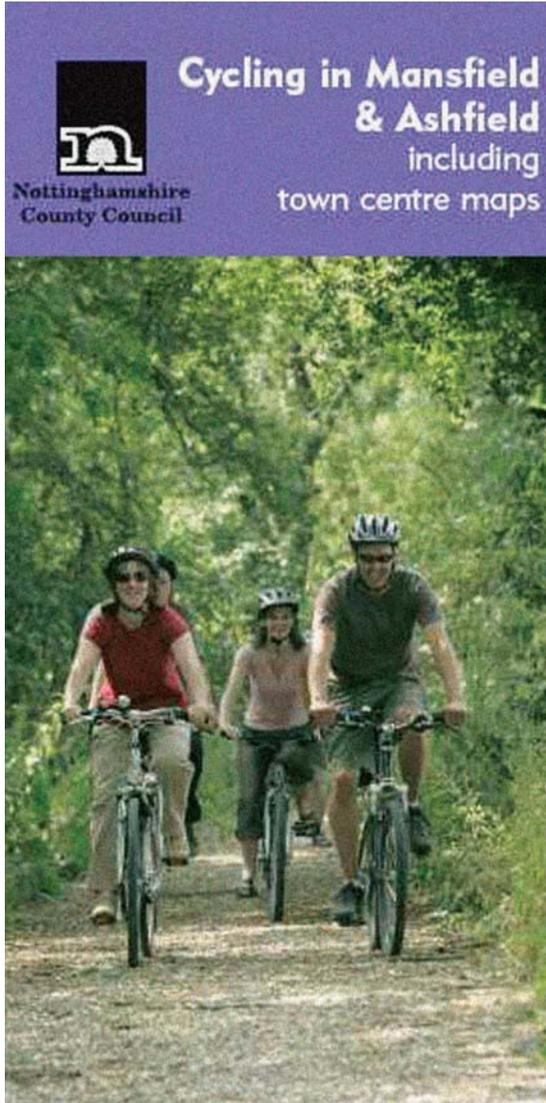
Later this year the river path between the Nottingham University playing pitches and Beeston Lock will be widened and resurfaced and improvements made under Clifton Bridge.



Next year it is planned to upgrade the bridge at Castle Marina for safer use by both cyclists and walkers. There are also plans for the Big Track to be adopted as part of the Sustrans Regional Network

- **The Big Track forms part of the Trent River Park project which aims to promote the route of the river as a regeneration corridor. For more information on this and the schemes that form it please see:** www.nottinghamcity.gov.uk/brochure_final_version_nov_05.pdf
- **Look out for the soon to be reissued Big Track booklet with map and podcast:** www.thebigwheel.org
- **For more information please contact:** Keith Morgan – (0115) 915 5054, email: keith.morgan@nottinghamcity.gov.uk

New Mansfield and Ashfield cycle map



A new County Council cycling map has just been published for central Nottinghamshire, covering Ashfield, Mansfield and the western part of Newark & Sherwood district. One side of the map has an overview of cycling facilities in the area and the other has comprehensive maps of Mansfield, Sutton in Ashfield and Kirkby in Ashfield town centres.

The map is the second in a series of four new more detailed maps covering the whole County - the next will be Newark area, which will be published in late 2007. The first map, Cycling in Bassetlaw, was published at the end of 2006.

Cycling in Mansfield and Ashfield is now available from Tourist Information Centres, libraries, council offices and bike shops throughout the mapped area.

- **A version for downloading is available on the County Council website:**
www.nottinghamshire.gov.uk/home/traffic_and_travel/traffictravel-cycling/cyclemapsandpublications.htm
- **Copies can also be requested by on (0115) 977 4585 or by e-mail to:**
urban.cycling@nottscc.gov.uk

A Missing Drain Cover

by Cathy Melia



Back in October, whilst cycling home from work in West Bridgford, I was thrown from my bike when my front wheel went down a hidden 'hole' in Bridgford Road, caused by a missing drain cover. It wasn't apparent that the drain cover was missing as it had been raining heavily during the day and so a very large puddle had formed, covering about half the width of the road, because the drain was blocked.

Luckily, apart from being very shaken up and sustaining a cut thumb, I was uninjured. Initially, I thought my bike was OK, as the wheels still went round and so I was able to cycle home. My main concern at this point was to alert Notts County Council to the danger of this hole in the road. Besides the dangers to other road users, I was concerned that if a pedestrian had stepped off the pavement at this point, then they could quite easily have been seriously injured.

A day or so later, I realised that the front wire basket on my bike was damaged by this accident and needed replacing. I then contacted Notts CC again explaining that I wished to claim for a new basket. I had to make another two phone calls to chase up the non-arrival of the claim form that they said they had sent; each time I was passed around from department to department within Notts CC, with a record of talking to four different people before being cut-off. In case anyone else wants to put in a claim for this area, the correct contact is the Highways South Admin Team (0115) 878 6005!

I completed the three page "Public Highway Incident Report Form", explaining the circumstances of the accident, including a sketch of the accident site and photos of the damaged basket (recommended by Notts CC). Notts CC replied to say that the authority is required to have in place an adequate system of inspection and maintenance. They claimed that the area where this incident took place is on a monthly inspection cycle, and was last inspected three days prior to my fall when no actionable defect was reported. So, in the circumstances they felt that they had complied with their obligations and no liability could be attached to them (i.e. they were unable to make any payment).

I wrote to Notts CC asking whether their inspection was just for the integrity of the highway surface, or if it included testing for the free running of the drain in question, as they had not made this clear. If the drain had been free flowing, then there would not have been the huge puddle and I would probably have seen (and avoided) the hazard. Notts CC replied that they would have dealt with the surface of the highway, including all manhole covers, gully lids and grates, but that Notts CC were not responsible for checking that each drain is free flowing.

At this point, I decided to give up with this claim! However, it does leave me with the question, "Who *is* responsible for checking the free flowing of drains in the highway?".

Pedals comments on Draft County Council Rights of Way Improvement Plan

As we go to press Pedals comments on the County Council's Draft Rights of Way Improvement Plan are being finalised, in consultation with the Notts CTC.

At the start of its preparation there was an extensive period of consultation with different users and their needs are being taken into account in the new draft plans. For cyclists this needs have been summarised from the survey as:-

Summary of countryside users' key needs: Cyclists (para. 4.12.4.)

- Improved road safety where rights of way exit and connect with other bridleways and cycle tracks
- Good surfaced route and adequate width (for average cyclist and family)
- Challenging routes relating to surface and topography for the mountain biker
- Increased maintenance and enforcement

Pedals help needed to boost Ridewise training take up

An appeal from Gary Smerdon-White



Ridewise, the local Cycle training social enterprise is presently training around 200 adults a year. Increasingly there is corporate business from organisations like St John's Ambulance, local PCTs and private companies; also a number of schools are becoming interested since we have trained our instructors to help children. Whole families have latched onto the free services to ensure all are safe on the road before taking on family outings.

However we can take on more!



A large part of 2006/7 funding was used to train more instructors so people would not be disappointed if we could not meet demand – but demand has not developed as planned.

So if you can get someone to want the training give us a bell on (07818) 263738 or e-mail info@ridewise.org.uk

Pedals members can really make a difference!

New East Midlands rail franchise: cycling issues

In cooperation with other East Midlands cycling groups, through the new East Midlands Cycling Forum, and also via the East Midlands Regional Assembly Transport Group we have been pressing DfT Rail for a better deal for cyclists as part of the new East Midlands Rail Franchise, to take over on 11 November from Central Trains and Midlands Main Line.

We want to see more extensive and reliable arrangements for carrying bikes on trains and also more extensive and more secure and well-promoted and managed bike parking at stations.

The East Midlands franchise is not required to include a cyclists' consultative group, but in line with best practice, we have also been pressing DfT Rail to agree to encourage the franchisee to include such a group as is now the case elsewhere, e.g. as recently agreed for Northern Trains.

We have also been supporting the CTC Get cycling on track campaign, launched at the end of March encouraging every cyclist automatically to email their MP, urging him or her to support better cycle-rail integration.

Helping to launch the campaign, CTC President and journalist, Jon Snow, said:

"Cycling and rail travel are perfect partners. The combination provides a 'doorstep-to-destination' option for longer-distance journeys which might otherwise be possible only by car. It is also a really simple way to set about tackling a whole range of problems all in one go: obesity, air pollution, congestion and climate change to name but a few. So I'd urge you to visit ctc.org.uk/cyclerrail and follow the instructions from there. Remember this is a 'once in 30 years' opportunity to influence Government policy on this vital issue. Please get emailing - every message counts!"

GOEM Cycling and Health Task Force gets underway

Pedals is involved in the new Cycling and Health Task Force being promoted by the Government Office of the East Midlands (GOEM), Helen Ross of Nottingham PCT and Sarah Bowles of Sport England (East Midlands Office).

The second meeting took place in March and went well, attended by an increased number of people including representatives of Leicester and Derby City Councils, and Gary Smerdon-White of Ridewise,

stressing that both Ridewise and Pedals wish to get Nottingham City Council equally involved in future.

There was also a presentation from Kevin Mayne, CTC Director on their Active Travel Consortium Plans. Nick Cavill, health advisor to Cycling England, is also taking much interest in the work of the group and may support a possible cycling referral scheme in Northampton. These meetings are now to be held quarterly.

Bike Maintenance Videos on You-Tube



There are now several good bike maintenance videos on YouTube which can be seen at: www.youtube.com/group/bicyclmaintenance

Finding a new home for cast-off bikes

Although less ambitious than the very impressive Bikes4All bike recycling scheme in Leicester discussed at the October Pedals meeting with Andy Salkeld, Leicester City Council Cycling Coordinator, there is such a scheme available locally for people with old bikes which could be refurbished and find a new home. To find out more contact:-

Andy Goulder,
Unpaid work,
National Probation Service
Nottinghamshire,
Traffic Street,
NG2 1NU
tel. (0115) 956 0956

They will provide bikes for those with good financial reason not to be able to afford to buy, and are also interested in old machines to renovate or cannibalise, we understand.

Re-Cycle 22,000 bikes re-homed

Re-Cycle has just celebrated its 10th birthday by loading a container for Ghana – its 60th to Africa, making over 22,000 bikes re-homed. Do you have a bike you'd like to donate, or simply want to find out more? See www.re-cycle-east.org

Got an old bike to send to Namibia? Introducing BEN Namibia

BEN Namibia is a non-profit organisation that began operating in May 2005 with the aim of empowering disadvantaged Namibians through access to affordable transport. Our main work is bicycle distribution.

We import donated second hand bikes, parts and accessories from overseas charities, refurbishing them by employing and training local people in bike mechanics.

We sell these bikes at affordable prices from our warehouse in the capital, Windhoek, and through a growing network of shops in regional Namibia.

Bicycling Empowerment Network Namibia
- www.benbikes.org.za/namibia

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Cogz Loughborough University Bike Shop

Loughborough University has ventured into cycling with Cogz, a new bike shop located in the centre of the campus. The shop has been created in partnership with Cyclelife, based in Eastwood, which operates over 50 Raleigh franchises across the UK, including the flagship store at Carlton Road, Nottingham. Cogz aims to make affordable bikes and a full range of accessories available to students and staff. Non stock items can also be sourced from their suppliers and will usually arrive within the week.

Cogz is managed by Andy Tebbutt, who has worked in cycle sales and maintenance for six years. Andy says that many students might not be able to afford a new bike or might just want to try getting around by bike before deciding if it's right for them. Although bike hire schemes are popular in larger European and American universities, Loughborough is one of the first in the UK to offer this service. Loughborough has a high student population and a relatively compact catchment area, as it's surrounded by rural villages. Whilst the campus is a little too far from the town centre for a comfortable walk, it's an easy and flat bike ride of around 10 minutes and another 5 minutes to the rail station, making it ideal for local bike trips.

Hire customers pay £5 per week plus a deposit of £40. Each bike is fully serviced and comes street-legal and ready to ride, with lights and a D-lock. Cogz retains a spare key to retrieve any bikes where the customer key has been lost. The hire bikes are provided by CycleMagic in Leicester, the social enterprise which recycles bikes and provides cycle skills and maintenance classes. CycleMagic continues to go from strength to strength and in March launched their new 3,000 square foot workshop and training centre on Friday Street, on the site of the former Leicester Cycle Company of the 1890s.

As for Cogz, although its early days for the bike hire scheme, the first bike went out on the morning the scheme was launched and Andy is hopeful it will prove a success. He's looking to expand the shop's range of services to include "Bikeability", the new Government-approved National Standard for cycle training and has received a number of enquiries about "Bike2Work", the Government's tax-free bike purchase scheme for employers. He says there is also a potential market in re-selling bikes not wanted by graduating students. Cogz could provide a full safety check and make these bikes available to new students arriving each autumn.

The University is currently developing a green travel plan, making its own contribution to tackling local traffic congestion, promoting exercise and alternative modes of transport, including bikes. The University has recently launched a website that allows staff and students to calculate their transport-related emissions and "Trees for Loughborough", a carbon offset scheme.

Location:

Cogz is located opposite the Telford Common Room, in the centre of the Loughborough campus and ideally placed for easy access.

Opening Hours:

Term time: Monday – Friday, 11:00 to 6:00 (Lunch 2:00 – 2:30). Vacation hours will vary. See the Cogz website and weekly University email notices.

Contact Details:

Website: <http://campuslife.lboro.ac.uk/cogz/>
Phone: Andy Tebbutt 01509 223887
Email: A.Tebbutt@lboro.ac.uk