



Well-used Station cycle stands to be replaced by shops



If current plans go ahead for repaving of the Nottingham Station forecourt (Porte Cochere) these well-used cycle stands will disappear next year and be replaced by shops or even a restaurant!

Pedals is protesting strongly at the loss of this well-used facility, probably the best used group of cycle stands in Nottingham, and the present plan to relocate them in the Milk Dock area on the north sided of the Station, a much less convenient location and one that many users will also find less safe to use, particularly after dark.

These plans form the first phase of the major redevelopment of the Station due to take place over the next few years.

Pedals wants to see improved cycle parking and improved cycle access feature much more prominently in this welcome major redevelopment, to help ease the growing traffic problems that could arise from this and the generally very welcome major increase in rail passengers.

City cycle tour success - what next?



*(Acknowledgements:
Northcliffe Newspapers Group)*

BBC East Midlands Today, Radio Trent and the Evening Post all gave very good coverage to the 2-hour cycle tour early in September which Pedals helped the City Council to organise for interested councillors and senior transport and planning decision-makers.

The aim of the tour was to help explain some of the important issues for cyclists in and around the City Centre, in particular, and to demonstrate more clearly Pedals' repeated criticisms of the relative neglect of cyclists' needs in several major projects in the area since about 2003.

While much good work has been done to promote public transport and the appearance of streets and public spaces, there has not been nearly enough attention, we argue, to how these changes could be used to give advantages to cyclists.

Pedals is keeping up the pressure to ensure a higher profile for cycling in future decision-making, with the strong support of Councillor Emma Dewinton. Emma got out her bike for the first time in about 20 years to join the tour, helped by some refresher training from Ridewise, and tells us that she is now using her bike regularly again!

She is also very keen to see a wider variety of ways to encourage people to consider cycling for some of their trips, in addition to providing better quality infrastructure for commuter and other cyclists.

A follow-up meeting has since been held to discuss these issues in more detail with Emma and Barry Horne, the City Council Director of Environment and Regeneration (and himself a regular commuter cyclist, incidentally)

We have also begun a regular series of meetings of the Greater Nottingham Cycling Development Group, with involvement of Nottingham PCT, Pedals, CTC and Sustrans, to help bring a wider perspective. This is chaired by Gary Smerdon-White of Ridewise, the Greater Nottingham Transport Partnership and The Big Wheel, who is also a regular cyclist.

Helen Ross of Nottingham PCT has been working on a Cycling and Health pilot project with Cycling England, to help use the new NHS personal health trainers to promote cycling and we hope that the go-ahead for this will soon be confirmed and announced publicly.

If so, it will be a very important new initiative for cycling in Nottingham, building on the success of Ridewise etc. Helen will be coming along to the Pedals meeting on Monday 18th February to discuss this further.

Cycle Lighting

When must you use cycle lights?
When riding on a public road, cycle path or public place between sunset and sunrise or in conditions of seriously reduced visibility during the day.

What is required?
The picture summarises the minimum, but flashing lights of 4 candles or more are now permitted.

Rear Lamp
One red light, number 523040 or 5231023 (or equivalent), positioned centrally or slightly to the left, between 250mm and 280mm from the ground, directed forward and sideways from behind.

Rear Reflector
One red, number 521022 (or equivalent), positioned centrally or slightly to the left, at or near the rear, aligned forward and sideways from behind.

Front Lamp
One white light, number 521021 (or equivalent), positioned centrally or slightly to the right, up to 1500mm from the ground, aligned forward and sideways from the front.

4 Pedal Reflectors
Four are required, coloured amber and number 521022, one equipped, positioned so that one is clearly visible to the front and another to the rear of each pedal.

Trailers
Need a rear lamp and reflector.

Cambridge Cycling Campaign

See and Be Seen!

Make sure that your lights are in good working order for the dark nights ahead!

To help spread the message about the importance of cyclists having good lights an excellent poster has been produced by the Cambridge Cycling Campaign.

This can be downloaded from their website at: <http://www.camcycle.org.uk/resources/lights/>

Please help spread the word!

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.

In the autumn and winter these begin at 7.30 p.m, and we usually have a visiting speaker or discussion on a particular topic during the first half of the meeting.

Monday 15 October

Pedals monthly meeting including discussion with PC David Silverwood of Canning Circus Police Station on 'How to deal with bikes on pavements'.

Saturday 17 November
CTC and Cycle Campaigns Network Autumn Conference, Oxford Hosted by CycloX.

Details at <http://www.cyclenetwork.org.uk/index.js.html>

Monday 19 November

Pedals monthly meeting including discussion with **Mike Madin, National Manager, Sustrans Bikelt Project, on Bikelt and encouraging cycling to and from schools.**

Monday 17 December

Pedals Christmas Social

including pictures of cycling holiday and Food!

Monday 21 January 2008

Pedals monthly meeting including discussion with Matt Jones, Nottinghamshire Police on 'Tackling cycle theft'

Monday 18 February 2008

Pedals monthly meeting including discussion with Helen Ross, Nottingham PCT on the **new Cycling England / Nottingham PCT Cycling and Health Pilot Project.**

Monday 17 March 2008

Pedals Annual General Meeting including food.

Are you interested in helping to lead Guided Rides in 2008?

Each year, a few weeks before Christmas, the County Council, the organisers of the Guided Rural Rides Programme, hold a Social Evening for those who have helped lead rides during the year.



As well as having a pleasant evening the idea is also to discuss how the rides have gone and possible changes for the following year.

Following this occasion people are invited to offer rides for the next year, particularly in the Spring and Summer, and these offers have been sent in by late January so that they can be coordinated, to avoid clashes, and then put in the new brochures which usually come out shortly before Easter.



Start of one of the summer rides from West Bridgford. The very popular Rural Rides programme was first started by Pedals in 1983 and has been run for most of the last 20 years by the County Council, with input from a wide variety of people. More offers to lead rides are always welcome.

Expanded programme

The Guided Rides Programme was in fact first started by Pedals with a programme of 6 rides back in 2003 and soon taken over and greatly expanded by the County Council. A lot of people, including still several Pedals members, help to run these very popular rides, which take place throughout the county.

It is always helpful to have a variety of rides of different lengths and types, some in the daytime, some in the evening and some at weekends, and with a range of starting points and destinations, not to mention pub stops.

One idea for 2008 is to extend this by involving cycling members of CAMRA to help people the best way to cycle to and from interesting pubs!

New ride leaders welcome

More offers to lead rides are always welcome and if you get in touch soon you might even get an invitation to this year's Christmas Social and Debrief.

- Contact Pete Jarman at the County Council, tel. (01623) 861406 email: peter.jarman@nottsc.gov.uk



The very successful 'Halfway to Hucknall' joint ride, organised in September by Pedals with Sheffield Pedal Pushers and the CTC, which met up at the Teversal Visitor Centre, the hub of a growing network of former railway paths in the north of the county, and now linking through to Chesterfield in Derbyshire

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Commuter Cycle Network: Improving Priority corridors

One of the main action points in the new Cycling Action Plan being discussed with the City Council is to improve several major commuter cycling corridors into the city centre. These include:-

- Clifton (Wilford section)
- Hucknall Road (Ring Road to Kersall Drive)
- Strelley (Beechdale Road to Canning Circus)
- Netherfield (City boundary to Eastside)

Pedals has welcomed these proposals in principle while also suggesting the other important commuter routes should also be included, and not just ones leading to and from the City Centre. These additions include the Outer Ring Road, all the way between Arnold / Daybrook and Clifton Bridge / Clifton and also the Low Wood Road / Woodhouse Way / Bilborough Road / Wollaton Vale route down the west side of the city, and straddling the City / Broxtowe boundary at several points.

These routes are important in linking several important employment sites and, in the case of the Ring Road, the City Hospital and QMC. Both have some existing cycling provision, of widely varying standards, and often only

poor or non-existent links through major junctions.

In improving many of the commuting corridors, there will need to be close cooperation between the City and County Councils, Pedals has also emphasised.

This includes the Clifton / Wilford route where Pedals' proposal for a new cycle route east of Wilford alongside the tram extension from Wilford Bridge to Ruddington Lane (near Landmere Lane) could greatly improve commuting for cyclists from Compton Acres and Ruddington as well as Wilford and Clifton.

Similarly, we have pointed out that improvements for cyclists along the A612 corridor from Netherfield to the City Centre would be of that much greater value if coordinated with a series of improvements further out along the A612 past Netherfield to Burton Joyce and Lowdham, etc., with a particular emphasis again on better links through the various major junctions on this route.

There are some good facilities, e.g. alongside the new road south of Netherfield completed this summer by the County Council as part of their controversial 'GITS' scheme (Gedling Integrated Transport) but they don't join up, e.g. to a shared path on Colwick Loop Road and to the existing cycle paths in the City on Colwick Road and Daleside Road.

Cross city centre routes



For many years Pedals has been trying to get clearly signed through routes for cyclists across the City Centre, in west-east-west and north-south-north directions. Somehow, however, this has never been given much priority by the City Council and the task has been made harder by a failure to take it on board in planning various major projects including NET Line One, and the more recent Turning Point scheme on Parliament Street and Milton Street etc. The 2004 changes to the Clear Zone relaxed the general ban on cycling but did not help to clarify the through routes.

An additional complication in recent years has been the strong City Council policy commitment to reduce the number, size and clutter of road signs in the city centre.

This has certainly improved the appearance of many streets and public spaces but has also created problems for cyclists, e.g. in knowing where they can and cannot legally cycle and also in

making it harder for other road users, both drivers and pedestrians, to know when they can expect cyclists to be legally be riding through, in one or both directions.

The recent changes on the Carlton Street / Hockley / Goosegate route have been another clear example of this, increasing the potential dangers cyclists face from other vehicles, many feel.

Cyclists have been left to find their own routes through the centre and many have asked why there is no clear guidance on the ground for them to follow.

The City Council have recently assured us that this is now at last being addressed, it will be hard as we have requested to sign routes that avoid the need altogether for cyclists to ride alongside the tram tracks on streets like the top end of Fletcher Gate.

This need, they say, is now being developed as part of the transport proposals in the Lace Market. The proposed routes in each direction can be summarised as follows:

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

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

There are of course numerous variations to this route, depending on just where you are coming from and going to.

We have emphasised the need for these main through routes to have some (if discrete) clear and unambiguous signing, e.g. not marking a cycle lane or cycle route to follow straight through a pair of No Entry signs, as now is the case, for example, both on Pilcher Gate by the multi-storey car park entrance, and at the Market Street (i.e. Debenhams) end of Long Row on the north side of the recently redesigned Old Market Square.

City cycle maps now out of print

More than 30,000 copies of the two City cycle maps (North and South) have been distributed since they were published late last year, we understand.

The maps will soon be reprinted, with revisions. Pedals thinks it important to ensure that good up to date maps are always available and indeed much more widely

County cycle maps

The County Council are continuing to develop a good new series of cycle maps for the whole county, produced for them by Paul Rea of Realistic Solutions who has much experience of producing cycle maps in Lincolnshire etc.

Following the two ones already produced for Bassetlaw (2006) and Mansfield/Ashfield (early 2007) the one for Newark and Sherwood has just been published, and the remaining one, covering the south of the county, is due out next year.

This new mapping work has been combined with detailed auditing work by Paul, in cooperation with local cyclists, to assess the varying quality of existing provision. Much of this has been in place for many years and often falls below the best current standards.

Off-road barriers trials

In previous issues we have made clear our objections to the spate of new A-frame design barriers installed in the last year or so by the City Council on several off-road paths including several locations in the Clifton and Wilford areas, and in Basford.

These are very awkward for many cyclists to squeeze through and also very difficult for people in wheelchairs, despite the recent legal requirements since the Disability Discrimination Act.

Earlier this year the City Council agreed to conduct a trial with a different type of barrier, the K-frame, as used on several paths in Yorkshire, for example. This followed advice from the local authorities professional support service of Cycling England. The trial was arranged for 10th October, on a site between Silverdale and Clifton.

In theory at least the County Council's approach has become more enlightened. Last year their revised Cycling Design Guidance acknowledge the problems with A-frame barriers and, where some kinds of access controls were really necessary (e.g.; because of sustained local concerns about motor bike abuse) advocated a design of barriers with gaps wide enough for wheelchairs as well as push bikes to negotiate more comfortably.

A-Frame Barrier



former railway under the M1 between Watnall and Low Wood Road (Nuthall/Hempshill Vale) where some local residents were bitterly opposed to allowing cyclists to use this path because of fears about increased motor bike abuse on nearby land.



The K-Frame Barrier

This route was first proposed by Pedals and John Grimshaw of Sustrans back in 1982. One the one hand we are of course delighted to see it finally built but at the same time frustrated that these new barrier problems mean that it is not as satisfactory as it could have been.

However, some new barriers have not followed these revised guidelines, for example on two of the new cycle paths in the new Gresham Park development between West Bridgford and Wilford.

And so the problem continues and we have a constant struggle to ensure that such routes are really cyclist-friendly!

Following our protests the County Council agreed to modify these but we still have a problem with the A-frame type of barriers installed on the new multi-user path on the



Other new routes/ facilities recently completed include:

Shared paths alongside the new GITS (Gedling Integrated Transport Scheme) south of Netherfield completed by the County Council in May

The Watnall to Nuthall (Low Wood Road) multi-user path on a stretch of disused railway under the M1.

The Trent Valley Greenway running from just north of the Attenborough Wildlife Centre alongside the railway towards Long Eaton (Derbyshire) and then down towards the Trent and Trent Lock.

Upgrading of the rough path near 'Comet' between Rennie Hogg Road in the Riverside retail park and the existing Birdcage Walk and Longwall Avenue link paths, as well as the new links into the 'ng2' Business Park on the former Royal Ordnance Factory site west of The Meadows.



Pedals appearance at NET Phase 2 Extensions Public Inquiry

Pedals has made a detailed submission for the Public Inquiry into the NET extensions plans due to start in the Britannia Hotel on 6 November and expected to last six weeks.

We will be appearing at the Inquiry to expand on our detailed comments, covering both the problems and the opportunities that we see with the tram extension plans, for both the Wilford/Clifton and Beeston/Chilwell routes.

The problems include the threat to the well-used cycle crossing of Queen's Road (Beeston) at the west end of University Boulevard, and the problems for cyclists where the tram tracks will run on fairly narrow streets such as Chilwell Road and Meadows Way with no space for cycle lanes or no easily practical alternative routes.

The opportunities include the potential for good new cycle routes alongside both of the new routes, e.g. between Coronation Avenue and the riverside path east of Wilford, through to Ruddington Lane near the Wilford and South Nottingham Industrial Estate, and, similarly, in the Chilwell and Toton area between Bramcote Lane, Inham Road and the new park and ride site to be built at the NET terminus on Toton Lane.

This lies right next to Bardill's Island on the A52, the subject of a major revamp this summer by the Highways Agency which included new pedestrian and cyclist crossing facilities to and from Stapleford.

Other recent Pedals comments

In recent months we have once again commented on a spate of proposals from the County, City and Broxtowe Councils, including:-

- A revised comprehensive list of further proposals for cycling in **Rushcliffe Borough**. Much has been done already in this area but there is scope for much more including better links between West Bridgford and other parts of the Borough, including nearby settlements and also the degraded riverside path between Trent Bridge, the Hook and Holme Pierrepont.

- Ways of promoting cycling to and from **Ruddington Fields Business Park**. This rapidly growing area now has very serious traffic problems, never having been designed to encourage anything but car use. Both bus services and cycle facilities need major improvements and both the County Council and local employers are keen to have Pedals input.
- The City Council's **proposed Workplace Parking Levy**. We have sympathy with the intentions behind this but are wary about some of the practical implications, e.g. more risk of cars parked on streets impeding cyclists, and also concerned at the apparent lack of intention to use the funds generated for further cycling as well as public transport improvement.
- **Beeston Town Centre Action Plan**. A major revamp of Beeston Square is proposed by Broxtowe Borough Council and this and other regeneration plans present good opportunities to promote cycling, we have argued, if carefully thought through. These include a new east-west route to the north of the High Road to attract through cyclists and relieve the problems, both perceived and actual that have sometimes occurred on Beeston High Road since it was pedestrianised more than 20 years ago.

New Trinity Square Car Park cycle lockers:

10 new cycle lockers will be located on Level 1 of the car park, so we understand from Robbie Woods, the Operations Manager (Off Street) for Parking Services at the City Council.

The previous 8 lockers from the old car park (which Pedals helped secure back in 1993) that were to be re-located at the new facility will now stay at Fletchergate/ Broadmarsh.

It may not be possible to provide a cycle cage as at the old Trinity Square as that was specifically designed to use space previously used for storage.

A453 plans Cycling Improvements

After a lot of pressure from several organisations, including Pedals and Sustrans, the latest proposals from the Highways Agency for widening the A453 published this summer, include distinctly better improvements for cyclists, we are glad to report. Construction is due to start sometime next year.

Useful new County Council website pages Route Exchange

This is intended to help walkers and cyclists swap details of routes they find useful. See:<http://www.nottinghamshire.gov.uk/routexchange>

Living Legend

This gives details of the new cycle routes in the north of the county planned by the County Council as part of their Living Legends Project bid for national lottery funding in the Sherwood Forest etc. area. A decision on which projects get funding will be made following a televised debate in December.

Sustrans Connect 2 Project, to help build new direct cycle links in local cycle networks, is also one of the contenders, although there is now no longer any local project included in this bid, following the decision by Sustrans in May to drop the proposed Beeston Lock to Clifton cycle-pedestrian bridge.

This followed local opposition and some differences with the City Council over the access on the Clifton side, we understand.

For more information on the Living Legends Project bid see: <http://www.nottinghamshire.gov.uk/home/newshome/newsarticle.htm?>

The new Big Track brochure

www.thebigwheel.org/bigtrack/

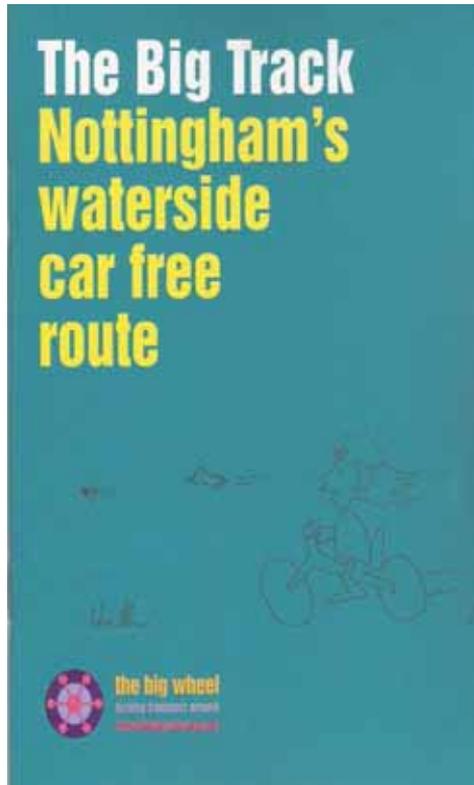
This is a revised version of the guide produced last year by The Big Wheel to encourage use of a fairly flat and largely traffic-free route following the north bank of the Trent and the canal path between Trent Lock and Beeston Lock.

Much of this route has been greatly improved in recent years, especially by the canal and more improvements are planned including a much better connection east of Trent Bridge between the canal path and the riverside path which now comes to an abrupt end in that area. In a few years this riverside path is due to be extended, in phases, towards Ladybay Bridge and Colwick Park, etc.

Further improvements are also planned further west on the riverside path, e.g. just east of Clifton Bridge near the Park and Ride site, and west of the City/Broxtowe boundary west of Clifton Bridge towards Beeston Lock, as well as west from there towards Attenborough and Long Eaton, etc.

This is becoming more and more of a good route to recommend to people (walkers as well as cyclists) who want an easy flat route and to keep as much as possible away from motor traffic.

More details (including a podcast) can be found on The Big Wheel website at: [http://](http://www.thebigwheel.org/bigtrack/)



Cycle route sign on Castle Road.

A few signs like this do exist pointing to the City Centre but, once you get across the Inner Ring Road, you are left to your own devices to find the best routes through. For years Pedals has been trying to get these through routes signed. Are we at last getting some City Council recognition of the need for this?



More cycle routes by the river east of Trent Bridge.

For many years there have been plans for extending this cycle path east from Trent Bridge towards Ladybay Bridge and Colwick Park etc. but only now, as major regeneration in this area gets underway, are they beginning to get somewhere, step by step.

Perhaps, in 5-10 years, you might at last be able to ride all the way from here to Colwick Park or even Stoke Bardolph! And, in the nearer future, e.g.

the next year or two, there may well be a much better connection from this path to the canal-side path by London Road, etc.

New riverside path completed between West Bridgford and Wilford



This view shows the path completed this summer on the south bank of the Trent between the Suspension Bridge and Wilford. It was built by the Environment Agency as part of a major flood alleviation scheme and is a much wider and better path than the old one here.

It links in one direction towards Holme Pierrepont and in the other towards Wilford and Barton Fabis, with links to the new cycle paths in the Gresham Park area east of Wilford, as well as to Wilford Bridge and Compton Acres etc.





It's an Angry World out there!

Says Rebecca Firmin

The Penalties of Pavement Cycling

In 2005 there were 104 incidents reported of pedestrians being hit by cyclists riding on the pavement and 64 pedestrians were killed or seriously injured in accidents involving a cyclist generally. Compare this with 5,947 pedestrians seriously injured or killed in accidents involving cars in the same year and the perceived menace of cyclists riding on the pavement is put into perspective.

Nevertheless, many police forces and local authorities are now taking steps to deter cyclists from riding on the pavement (which is prohibited by section 72 of the Highway Act 1835). In Nottingham, where the power to issue fixed penalty notices has been extended to Community Protection Officers (as reported in the Autumn/Winter edition), various approaches have been considered from the issue of fixed penalty. If you do receive a fixed penalty notice, then what next? Cycling on the pavement is a non-endorseable offence, i.e. it doesn't result in points on your licence. You should normally expect to pay £30, provided payment is made within 28 days.

This is then an end to the matter and no record of the offence will be kept. If payment is not made within this timeframe or you request a hearing, a summons is issued. You can either then plead guilty or elect to go to Court to plead your case. If found guilty at Court the likely penalty will be a larger fine and payment of court costs; your offence will also be recorded.

Whilst there is no exemption to this law for children, the authorities should be expected to use their common sense and discretion. If a fixed penalty notice is issued to a child then this can be challenged as the current law states that such notices cannot be issued to anyone under the age of 16.

If a pedestrian is injured as a result of a cyclist riding on the pavement, then a conviction of the offence of riding on the pavement, or riding carelessly or dangerously could be cited in personal injury proceedings against the cyclist as evidence that negligence has occurred. If this is proved then the cyclist would be ordered to pay compensation to the injured party. This could be very costly if the pedestrian has been seriously injured and the cyclist is uninsured.

Rebecca Firmin is a Solicitor at Nelsons, 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.

Pedals policy on cycling on pavements, May 2007

This was agreed at Pedals monthly meeting on 21 May 2007 and 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 at recent 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 local media campaign they are planning with various partners including the City Council, Nottingham University, Ridewise etc.

In this we made clear our understanding of the great nuisance that cycling on pavements can sometimes cause, especially for the elderly and disabled. We also however emphasised that addressing this issue needed a wider approach than just issuing Fixed Penalties to errant cyclists, even allowing for some flexibility in application, and combined with education.

We consider it important to develop a more comprehensive approach, based on a clear and detailed understanding of the various factors that can sometimes induce some cyclists to ride on pavements as well as of the ways in which poor riding standards can adversely affect other road users, especially pedestrians.

These include badly designed road layouts and traffic management systems that do not cater adequately for cyclists needs, and also in particular intimidating behaviour by other road users, especially drivers, e.g. speeding, passing too close and cutting up cyclists.

Cyclists should not be singled out in campaigns to encourage safer and more considerate behaviour by all road users.

Bike recycling centre for Nottingham?



Recent months have seen the steady growth of support for a local bike recycling project in Nottingham, inspired by the success of similar projects in Leicester and elsewhere.

The two Leicester projects, Cyclemagic and Bikes4All, were visited by three Pedals members in June when Leicester hosted the third meeting of the East Midlands Cyclists Network.

Bikes4All was founded by Groundwork and since earlier this year has been taking abandoned bikes from all the tips in Leicestershire, having done so already from all Leicester tips. They do them up, giving valuable skills training, and make them available to people who can't afford new bikes.

Cyclemagic also refurbish bikes, among a much wider range of activities, including adapting bikes for people with special needs. They were asked to organise a special cavalcade of bikes at the opening of the Tour de France in London in July and now have a rapidly growing national reputation with lots of people very keen to learn from their experience.

East Midlands Cyclists Network – future meeting plans

The Leicester meeting of the East Midlands Cyclists Network, a loose network of campaigners and others interested in meeting informally and exchanging ideas and good practice, was the third meeting since the EMCF was founded in Spring 2006, the initiative of John Stubbs, Chair of the Derby Cycling Group, who is the EMCF convenor.

The twice-yearly meetings are kept informal, with a few presentations, much informal discussion and networking, usually in a pub, and a tour of local cycling facilities and projects.

Meetings were held last year in Derby and Nottingham, and further meetings are now planned next year in Chesterfield and Lincoln. The Chesterfield meeting was to have been held in October until Midland Main Line totally undermined it by announcing a series of major engineering works this autumn including the complete closure over several weekends of

Chesterfield Station!

EMCF and the new East Midlands Railway Franchise – better or worse for cyclists?

Pedals is liaising with other EMCF group with Stagecoach East Midlands Railways, who take over in November from MML.

Although they are interested in providing much more cycle parking at stations (as their South-West Trains company has done very successfully in recent years) they are much harder to persuade in terms of getting better bike access on trains. Their priority is to cram in more passengers and they seem to regard bike carriage (like restaurant cars) as a waste of

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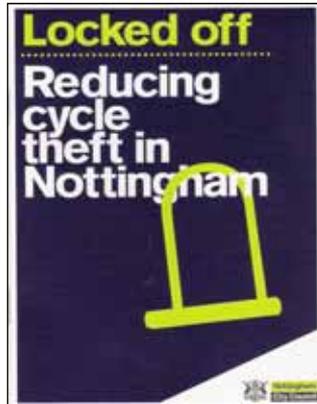
To keep more closely in touch with Pedals meetings and deliberations than we can do via the news letter it is possible to have Pedals meeting agendas and other important updates regularly emailed to you. If you want to do this, send an email with the subject 'Pedals agendas and updates' to Hugh.McClintock@ntlworld.com

Pedals website revamp

Many thanks to Larry Neylon who has recently taken over from Alistair Morgan as Pedals Webmaster and who has already done a lot of work on revamping the Pedals website. Take a fresh look at the results at www.pedals.org.uk

New cycle theft brochure. This new brochure was published recently by Nottinghamshire Police and gives lots of useful advice.

Copies of 'Locked off – Reducing cycle theft in Nottingham' can be obtained from the Anti-Social Behaviour Helpline,



tel. (0115) 915 2020, email:

asbhelp@nottinghamcity.gov.uk

The Police also recommend registering your bike (and also mobile phones etc) at the Immobilise site at www.immobilise.com to help protecting it.

space compared with more

Quote!

"The bicycle is the most civilised conveyance known to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart".

- Iris Murdoch, writer (1919-1999)

PS. Thanks to Chris Gardner for this!



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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)

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T-shirts available in mid-blue

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Graham Hubbard, c/o Groundwork Greater Nottingham, Denman Street East, Nottingham NG7 3GX. tel. (0115) 978 8212, mobile 07818 263738, email info@ridewise.org.uk or ridewise@hotmail.com website www.ridewise.org.uk

Doctor Bike Coordinator:

Peter Osborne, tel. (0115) 989 0632 (H), (0115) 974 7474, email: peter.osborne@ouvip.com

Pedals Webmaster: (New)

Larry Neylon, 17 Percival Road, Sherwood, Nottingham NG5 2FA email: lneylon@ntlworld.com

SERVICES, HELP AND INFORMATION:**CYCLE ROUTE LEAFLETS AND OTHER INFORMATION?**

See the Cycling Pages of the County

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

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

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

Maintenance reporting is via

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

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

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

County Council Cycling officer: Ed Ducker, Cycling and Walking Officer

Nottinghamshire County Environment Department, Trent Bridge House, Fox Road, West Bridgford, Nottm. NG2 6BJ, tel. (0115) 977 4585, email: ed.ducker@nottscc.gov.uk

City Council (including Nottingham cycle maps): Steve Brewer, Sustainable Transport Officer,

Transport Strategy Team, City Development, Exchange Buildings North, Smithy Row, Nottingham NG1 2BS, tel. (0115) 915 5255, fax. (0115) 915 5483, 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

Deadline for copy for the next newsletter:

Monday 21 January 2008

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email:- Hugh.McClintock@ntlworld.com