

Autumn Conference 2009:

Cycle Campaigners Working in Partnership

Saturday 14 November 2009: 10.00-17.00

Byron House (Students' Union Building), Nottingham Trent University, Shakespeare Street, Nottingham NG1 4BU

Come and help celebrate the 30th birthday of Nottingham Pedals!

Keynote speakers

- John Whitelegg, Professor of Sustainable Transport at Liverpool John Moores University and Professor of Sustainable Development at the University of York Stockholm Environment Institute.
- Don Mathew, reflecting on his many years of campaigning with Friends of the Earth, CTC and Sustrans etc.

Panel discussion on case studies of partnership working at national and local levels

- NHS
- Sustainable Travel Towns
- Rail operators
- Community groups.

Case studies of Nottingham local partnership working

- With Greater Nottingham Transport Partnership (The Big Wheel), Ridewise and NHS Nottingham City.



A range of workshops including:-

Cyclists and the new round of Local Transport Plans, Web-based cycle mapping, The new Cyclenation National Cycle Mapping Standards for paper maps, Local cycle training organisations, Boosting and retaining membership of local campaign groups, and Local Area Agreements

Bookings / information

- See www.pedals.org.uk/conference
- Conference fee £20 (including lunch and refreshments)
- For more information ring **Hugh McClintock** on (0115) 981 6206 or (07880) 961135 or **Susan Young** (0115) 928 9139 or (07963) 269159



For further information please contact **Murat Basaran – Ridewise, Cycling For Health project :** 07791724548

(see background information on the CfH at http://www.pedals.org.uk/cycling_for_health)



NHS



Annual Report 2008-09

Wanted- unwanted bikes for recycling

The FHA 'Bike Club' as it is known moved into larger premises this summer and now has a part-time dedicated coordinator, Kevin Fleming, to help its further expansion

Offers of unwanted bikes for them to do up are always welcome as there is often now a long waiting list for recycled bikes!



The photo shows the Bike Club recycling project display at The Big Day Out at Nottingham Castle on 26 September.

- **Kevin Fleming can be contacted on 07854 165261 (Wednesday, Thursday, Friday).**
- More information on the Pedals website at: http://www.pedals.org.uk/bike_recycling

Wanted – more Rural Ride leader volunteers

More offers to lead rural rides, especially in the spring and summer, are always welcome.

Planning for next year's rides is again likely to kick off in late autumn with a Debrief on this year's programme combined with a Social event for ride leaders and initial planning of the next year's programme.

Rural Rides were first started by Pedals in 1982 and then taken over by the County Council a few years later to form part of a wider and county-wide programme.

- **To find out more contact Pete Jarman at the County Council, email: peter.jarman@nottsc.gov.uk**

Dark winter nights ahead have you got working lights on your bike?

Make sure that your lights are in good working order and encourage other cyclists to do the same, for the sake of the good reputation of cyclists in general!

A very good poster on cycle lighting has been produced by the Cambridge Cycling campaign and can be downloaded from their website at: <http://www.camcycle.org.uk/resources/lights/>

Pedals very much welcomes this project

which should do much to boost cycling and include improved access routes, etc. (see photo of one location where this is badly



needed, on the roundabout by the west entrance to Nottingham University). The new Project Manager, Joanna Ward, started work at the end of September, we understand.

Watch the Pedals website for more details as the projects gets up and running!



Cycling for Health Project extension likely

As we to press we have been very pleased to learn of a probable extension of funding by Cycling England for the Nottingham Cycling for Health Project, which has been very successful in promoting cycling to a wide range of clients, including many who could not afford to buy good bikes.

It is being implemented by NHS Nottingham City and Ridewise.

The CfH Project had a big Stakeholder event earlier this year at the John Carroll



Leisure Centre in Radford Health Project, targeted at a range of health professionals (see photo) and since then has held a series of very successful community cycling events in different more deprived areas of the city.

These have included bicycle try-out sessions (see photo).



Wanted - Volunteer ride leaders and assistants

Volunteer ride leaders and assistants to help establish new regular group rides for local people in Nottingham

The Cycling for Health Project is looking to set up nice easy group rides for around 45 mins (mainly off road if possible) for people new or returning to cycling

The main aims are to encourage regular exercise, improve confidence and enjoy the pleasure of sharing a fun experience

We are looking to set up rides in the following areas: Basford, Bulwell, Broxtowe, Clifton and Lenton

Pedals monthly meetings for an update see <http://www.pedals.org.uk/meetings>

These 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, starting at 7.30 p.m.

We often devote the first half of the meeting to a discussion with a visiting speaker. People are welcome to come just for this and then leave before the second half of the meeting, devoted to general business!

There is space at the back of the room for parked bikes which you can bring up the fire escape stairs at the back of the pub!

- **Monday 19 October:** Pedals monthly meeting including discussion with Keith Morgan and Steve Brewer of Nottingham City Council on revising the City Cycle Maps; developing a new approach.
- **Sunday 25 October:** 'Pedal it Pink' breast cancer charity ride for women at the NWSC, Holme Pierrepont

More information at :<http://www.breastcancercampaign.org/how/event/pedalitpink/?gclid=CJil3pOMnp0CFdRb4wodViC63A>

- **Sat 14 November (10 a.m. – 5 p.m.): Cyclenation (Cycle Campaigns Network) and CTC Autumn Campaigners' Conference, Byron House (Students' Union Building, NTU), Shakespeare Street, Nottingham, hosted by Pedals and Notts CTC – help will be needed please from local members in offering accommodation to visiting campaigners that weekend – any offers of help will be gratefully received by Susan Young, 28 Toston Drive, Wollaton Park, Nottingham NG8 1EH, tel. 928 9139, mobile: (0796) 326 9159 email: abiandsus@goolemail.com**



A shot of this year's very successful Wheelie Big Breakfast in the Old Market Square on Bike to Work Day in June'

- **Monday 16 November:** Pedals monthly meeting including feedback on the Nottingham campaigners' conference
- **Monday 21 December:** Pedals Christmas Social evening

Communicating with our members

A reminder that the Pedals newsletter is now appearing only twice and not three times a year, to help reduce costs and the length of each issue has been cut from 20 to 16 pages.

We are now making much more use of the Pedals website for updates, (see www.pedals.org.uk) and also have started occasionally emailing members about important developments.

If we do not already have your email address please send this to the Membership Secretary at: pedalsmemb@aol.com .

This also applies to any changes in your email address.

For those who want to have much more frequent updates, including agendas and background notes for meetings, there is a Pedals activists list and anyone wishing to subscribe should email Hugh.McClintock@ntlworld.com to join.

You can also encourage friends to join by downloading a membership form from our website and they can now use PayPal to join and also to buy copies of the Pedals Leisure Rides Book 'City, County, Forest'.

Don't forget the 10% discount for Pedals members!

*When encouraging other people to join Pedals (which they can do by downloading a membership form at http://www.pedals.org.uk/how_to_join) do emphasise to them that Pedals members can get **10% discount** at several local bike shops on production of their membership cards!*

Hard copy Pedals newsletters to be cut back

Despite cutting the length of each issue from 20 to 16 pages and cutting the number of issues each year from 3 to 2, the costs of printing and distributing the Pedals newsletters continue to swamp our increasingly constrained budget.



Without new sponsorship being found very soon we therefore now have no alternative to phasing out the distribution of printed newsletters to most members and instead relying on emailed pdf versions.

We will however still be willing to send printed copies to members who are not email and will consider it for others who prefer hard copies when we take a final decision early next year.

You can find pdf back copies of the newsletter at: <http://www.pedals.org.uk/newsletter>

Possible name/strapline change dropped

Thanks to those of you who responded to the suggestion that we might change the name of 'Pedals' to Cycle Nottingham.

To report cases of encroachment of buses into Advance Cycle Stop lines please report full details, including location, time and registration number to these contacts at Nottingham City Transport and Trent Barton Buses, as appropriate:

Nicola Tidy, NCT,
email: nicola.tidy@nctx.co.uk or Keith Wright, Trent Barton
email: kwright@trentbarton.co.uk

Please also copy your message to Andy Gibbons, the City Council's Public Transport Team Leader
email:
andy.gibbons@nottinghamcity.gov.uk

NB. Each NCT bus is labelled with a 3-digit fleet number which identifies the individual vehicle, as well as displaying the route number on the destination board. You may find it easier to get the fleet number than trying to note down the full registration plate. The fleet number is painted on the body of the bus in a black font, usually on a white background, in several places inside and outside the bus.

Sustrans

Route 6 cycle path by QMC now reopened



The foot/cycle path between Derby Road (Hillside) and Leengate by the old QMC car park, reopened in July, after being closed for about 9 months. This very well-used link forms part of Sustrans National Cycle Network Route 6.

Sustrans Nottingham Higher Education Project

Pedals very much welcomes the announcement of the public announcement of a £3mn major new 3-year cycling project for Nottingham, involving Sustrans, our two

local Universities, the NHS Nottingham University Hospital Trust (QMC),



the City Council and Sustrans, and learning from a similar Sustrans HE Project in Leeds. £1mn has come from Cycling England and the other £2mn. will be provided by the local partners.



This includes funding from Cycling England for Bike It officers to promote cycling at each of the 3 participating institutions. New and upgraded cycle routes, bike hire, cycle training and better information as well as discounts at cycle stores are among the measures in the project.



It has been inspired by the Velocampus Leeds Initiative as well as by various French public bike hire schemes, in Paris and elsewhere, including University campuses.

of all, Chilwell Road.

On the stretch of the new NET route between Castle College and Beeston Town Centre (see photo) there is no room for cycle lanes or other special facilities and, with no obvious convenient alternative routes, via quiet back streets nearby, we are very concerned about how cyclists will cope with the new tram lines, even if kerbside parking is banned when the trams come in.



We will continue to press these concerns in future months, as well as to ensure that good secure cycle parking is provided at tram stops, particularly in the form of cycle lockers at the new tram line terminuses, at Toton and Clifton, and with good cycle access to and from them, to encourage combined use of bikes and trams for longer trips.

Improving cycle parking at shops – give us your feedback please!

Whereas the general standard of cycle parking by local authorities in some areas, e.g. the City Centre, has improved in the last few years, it is often very poor by shops, including at shopping centres and retail parks.

In some cases there is no cycle parking or it is old, battered and substandard (as in this photo of the old single wheel holder cycle stands outside the Coop store in West Bridgford).

In other cases there are better cycle stands but they are poorly sited, round the side or



the back, or at the front but with little space between stands for you to load your shopping into your panniers easily and conveniently.

This general issue was discussed at the September Pedals meeting, and we would now welcome wider feedback from members about the situation for cycling shoppers in their areas, both in the city and in Broxtowe, Gedling and Rushcliffe Boroughs, with a view to coordinating our efforts to get general improvements.

*Please send your comments on cycle parking at shops to:
Hugh.McClintock@ntlworld.com*

Getting drivers to respect Advance Stop Lines for cyclists new poster available

The City Council have, following a suggestion from Pedals, now produced a poster to encourage awareness of the purpose of Advance Stop Lines for cyclists (ASLs) and to encourage drivers to respect them.

The poster can be downloaded from the Pedals website at: <http://pedals.org.uk/asl>

We have now dropped the idea in response to the clear views we received!

The reason for asking was that Cycle Campaigns Network changed its title in 2008 to 'Cyclenation' and that the Cyclenation Board then suggested to member groups that they in turn might like to change their names to 'Cycle... (and the name of their town or city).

Raising Pedals profile

We have recently discussed ways of raising Pedals profile and recognise that there is much potential to do this, particularly if we get more active members and above all manage at last to find a replacement Publicity Officer, which we have lacked for several years now!



We hope that our hosting of the national cycle campaigners' conference on 14 November, one of the events to mark our 30th birthday this year, will be one important way to raise our profile, and might even bring in some badly needed new blood, but other things that we have already started to do include:-

- Revising the old 'Pedals 17-point' plan, now called the 'Pedals Strategic Vision'. This is a statement of our main aims and objectives and can be found at: http://www.pedals.org.uk/pedals_plan

- improving face to face contact with members in more outlying areas who may be reluctant to come into town for our monthly meetings. We started by running a 'Pedals Roadshows' in Beeston in June and are now beginning to plan the next, possibly in , Sherwood and depending on the level of interest and support from local members.

- Trying to get better feedback in some areas where we have few or no active members. This includes Arnold, Bingham, Stapleford and Bulwell. Often, as recently in the case of Bingham, we get asked to respond to cycling proposals but struggle to find local members who with good detailed knowledge and the time and willingness to draw up responses. Offers from members in these areas in particular would be very welcome, please whether or not they can get to our meetings. We also get requests to find volunteers to lead community bike rides, particularly in different areas of Nottingham, and would welcome offers to help from members in different areas.

- trying to attract other people interested in cycling, including people involved in local Transition Nottingham groups.

The 20 July Pedals meeting focused on ways of reallocating the current Chairman's responsibilities with a view to getting these in place when Hugh McClintock steps down as Chairman at the next AGM in March 2010, and focusing more clearly on agreed core and optional activities.

It was agreed that we need a separate Committee to take handle the main business, provided that we can get enough people to fill all the basic posts to make it work properly.

It has again been suggested that Pedals should consider applying for charity status and this too will be on the agenda for the particularly important AGM in March.

It was also agreed that we should, following the next AGM, organise a social event for members to introduce them to the new office holders, and help ensure continuity and better communication.

Pedals Jobs swaps: New Treasurer and Membership Secretary

Alison Russell who took over as Pedals Treasurer at the last AGM in March has now decided, for health reasons, to step down. We are very grateful for her work.

Following this decision, Chris Gardner decided he would like to swap from being Membership Secretary to being Treasurer and he is in turn replaced by Dave Clark. Dave, with Liz Kirk, has been the great stalwart of Pedals stalls at many events for several years now. We are very grateful to Chris and Dave for their willingness to take on these vital tasks and all members will no doubt wish to give them their strong support.

New Suspension Bridge setback

Just before going to press we learnt the very disappointing news of a new setback in the repair of the Wilford Suspension Bridge, a vital link for cyclists and many other people between The Meadows, City Centre and West Bridgford.

Only recently, say the bridge's owners, Severn Trent Water plc, has the full extent

of the deterioration of some parts of the bridge come to light, meaning that the repair bill has grown by £400,000.

They have assured us that they still intend to complete the work but this seems to depend on their securing further financial contributions from other interested parties and negotiations on this are still continuing, we understand.

This may well be very difficult in the current financial climate and because the bridge is no longer needed for electricity cables which can now safely be laid across the river bed.

In any case it means that there is now no chance of the bridge being open again until the end of January or early February, i.e. at least a year and a half since its emergency closure in late July 2008 and it may well not even be open again then if the financial problems continue

We may well need to renew our campaign to get public support to protest at the long closure of the bridge and the fresh uncertainty over its future. Keep on a watch on the Pedals website for further updates!



Hucknall Road cycling corridor upgrading:

We have some several adverse comments from Pedals members about the recently completed series of improvements for cyclists in the Hucknall Road 'corridor' between Bestwood Road and Mansfield Road, past Bulwell Forest and the City Hospital etc.

reopened and upgraded we are working with John Rhodes of Trent Park Developments, who built the luxury flats development which was completed last year on the north bank of the Trent opposite Ladybay.

This includes a new section of riverside path, between Colwick Park and Trent Lane and now also has a bike pool, introduced in cooperation with Raleigh Cycles. John is a keen cyclist, and a longstanding member of Pedals, as well as being Vice-Chair of the Nottingham Civic Society.

NET Phase 2 extension plans: good and bad news for cyclists?

Since the go-ahead was given earlier this year for the two NET tram extension lines, to Clifton via Wilford, and to Toton via the QMC, Beeston and Chilwell, Pedals has been involved in making further detailed comments, to follow up the detailed evidence to give to the Public Inquiry in Autumn 2007.



The extension lines certainly offer several opportunities for improved cycling provision, particularly in terms of new or upgraded paths alongside the tram routes, in the Chilwell-Toton and Wilford-Silverdale-Clifton areas, as well as between The Meadows and Lenton, upgrading the present footpaths and bridleways (see photo)



Indeed one of these new paths, alongside the former railway line by Wilford on which the tram will run, has recently been completed, between Coronation Avenue and Wilford Lane, to serve new schools in the Gresham Park / Wilford Lane area on the west side of West Bridgford.

There are also problems in some areas where space for the new lines is much more constrained and with many other complex considerations to take into account, such as parking and loading, and a variety of other local traffic movements.

These more problematic locations include parts of Meadows Way, especially near the junction with Queen's Drive and the 'ng2' business park access road west of The Meadows, and, in Beeston, Fletcher Road / Lower Road (see photo) and, most



Fining should only be used in conjunction with wider measures to address these problems, and for persistent and seriously inconsiderate riding behaviour

- *The Pedals position paper on the whole issue of Cycling on Pavements, can be downloaded from our website at: http://www.pedals.org.uk/pedals_policy_documents*

Developing a comprehensive Pedals 'wish list' for Nottingham

Thanks to all members who responded to our requests earlier this year for suggestions in revising for the County Council the Pedals 'wish lists' for Broxtowe, Gedling and Rushcliffe Boroughs', including a clearer statement of our priorities for each.

We have now started the process of developing a similar comprehensive list for the City Council, to be finalised and submitted early next year, with comments (whether negative or positive) categorised by different areas.

Please therefore send us your detailed suggestions, both for specific cycling facilities and for general road and safety improvements which would help cyclists at different locations and including:-

- Substandard cycle paths, shared paths, cycle lanes and advance stop lines
- Poor cycle parking, in terms both of quantity and quality
- Potential new cycle paths, especially short cuts
- Dangerous junctions
- Other dangerous roads

- Locations with poor signing, including cycle routes signed via quieter back streets
- Areas particularly meriting lower speed limits and great speed limit enforcement
- Poor surfaces, including drainage defects

Thank you, Hugh McClintock

Please send your comments for the wish list to: Hugh.McClintock@ntlworld.com

Improving cycle access to and from Nottingham Station

Plans are still going ahead for the completion next year of the first stage of the **Secure Bike Compound at Nottingham Station**, to be developed by East Midlands Trains and Nottingham City Council in the Old Milk Dock area by Station Street.

At the same time we are encouraging the City Council to think comprehensively about improving access route for cyclists to and from the Station, from different directions.

This should include access improvements from the west (Castle Boulevard and the canal towpath, from the north (City Centre / Broad Marsh / Lace Market etc) and from the east, i.e. Sneinton direction.

One way to improve cycle links between the Station and Sneinton would be to reopen the link near the Low Level Station, (closed for about 5 years).

This could connect not just to Manvers Street and Daleside Road but further towards Colwick Park and the riverside. In campaigning for this particular link to be

This scheme has included some improvements to the path on the former railway north of the City Hospital but nothing has yet been done to tackle the major problem of the Ring Road crossing by the Hospital

This awaits the Ring Road Major scheme, first proposed many years ago and not yet implemented, and which is intended to include improved provision for cyclists. Further feedback from local members is always welcome please!

New Big Track developments: Castle Marina and by Trent Bridge



Work was completed late this spring on a very important and welcome enhancement



of the Big Track route, the wider **replacement cycle bridge at Castle Marina**, just off Castle Boulevard.

This is much more pleasant to ride over.

As we go to press work is nearing completion on **another major Big Track scheme**, to provide a better **connection in the Big Track route between Victoria Embankment and the River Trent end of the canal towpath alongside London Road** (see photo),



extending the existing path under the north side of Trent Bridge with a link to the canal path where the canal enters the Trent just east of Turney's Quay and opposite the NFFC City ground on the south bank

In due course this should be complemented by a series of improvements in cycle access to and from the Lace Market and City Centre at the Island site end of the London Road canal path, near the BBC, as part of the City



Council's proposed 'Turning Point' East major road scheme on the east side of the City Centre.

Great Big Track extension potential?

Pedals continues to press the case of developing a long term plans for extensions to The Big Track route, with a linked network on both banks of the Trent, and including, at least in the longer term, cycle and pedestrian bridges across it.

We recognise that funding for such schemes is going to be very hard to obtain in the near future but think it important to retain the longer term vision and to link this to the wider context of the Trent Valley Regional River Park and other access improvements along the Trent, to ensure an even greater sustainable access network.

One first step towards this, we have recently argued, is to **upgrade the path on the south bank of the Trent between Trent Bridge (Trentside) and the NWSC at Holme Pierrepont.**

Although the new County Council are making various financial cutbacks which are likely to affect cycling specifically they



do also have a strong commitment to improve maintenance, of paths as well as roads.

Reversing poor maintenance

Working with the West Bridgford Local Traffic and Transport Forum we have lobbied local County Councillors, Barrie Cooper and Gordon Wheeler, to show them how much poor maintenance has resulted in the deterioration of this important path since it was upgraded in the early 1990s.

Upgrading the path would help other users, as well as cyclists, we have pointed out, and would complement likely future major investment at the NWSC, helping to reduce its major traffic impact when major events are taking place.

Lighting vital on urban riverside path

Good lighting is also an important aspect of off-road paths in urban areas, we have stressed, pointing out to the same councillors the very regrettable **lack of proper lighting on the riverside path past the Rivermead Flats, between the Suspension Bridge and Wilford**, that was upgraded two years ago by the Environment Agency as part of their Flood Alleviation scheme.

We have also stressed the need for lighting to be an integral part of new and upgraded paths developed as part of their larger scheme, announced more recently, on the north bank of the Trent, affecting areas like Attenborough, The Meadows, and the stretch east of Colwick Park, in particular.

This has now started at the Sawley end and other phases will start over the next 2-3 years.

Long-term vision

Our long term vision for The Big Track network includes extensions on the north bank eastwards towards Stoke Bardolph

and Newark, and westwards towards the Erewash Valley, with links to the west side of Nottingham, building on the plans now being developed by Steve Fisher of Broxtowe Borough Council.

On the south bank we want to see upgraded paths to and from Barton Fabis and Thrumpton, with links to the cycle routes in the A453 scheme.

Feeder links

Our longer term vision also includes a series of feeder links, e.g. to and from Rushcliffe Country Park, south of Ruddington, and other areas in the Fairham Brook 'corridor', etc., and also improved paths between the Trent, east of the NWSC, and Cotgrave country park via the Grantham Canal etc.

Cycling on Pavements Making it clear where you can and can't legally cycle!

In our recently revised comprehensive position paper on the contentious issue of cycling on pavements, we recognise the nuisance that irresponsible cycling can cause but argued the need for a much **wider and comprehensive approach** to this issue than just the automatic issuing of Fixed Penalty Notices.

One of the points we emphasised is that it was **now all the more important that signs and markings be made quite clear where you can and cannot legally cycle**, as there often seems to be confusion about this, especially in the City Centre.

For several years now the City Council has been trying to reduce the number and size of signs in this area in particular, for aesthetic reasons, but this has increased this uncertainty.



A good recent example is at the bottom of King Street in the area just off the Old Market Square that was repaved last year, near the Brian Clough OBE statue. Alongside this is a gap and a 'Shared path' sign which gives you the impression that you can legally ride past it and then carry on in front of The Council House towards South Parade.

No further sign tells you then to dismount and yet we know of a cyclist this summer who was stopped by the Police for riding in front of the Council House. We had thought that this was illegal but have now been assured by Steve Brewer, Sustainable Transport Officer at the City Council, that it is legal to ride past The Council House and that cyclists should not be stopped and fined!

We know that this is by no means the only example of unclear signs or markings but have urged the City and County Councils to reduce such confusion"



STOP PRESS. As we go to press another row about the fining of pavement cyclists' has developed, on Beeston Road, near the south entrance to Nottingham University, where the shared path from the south entrance changes to become just a pavement and some cyclists understandably think that the signing and marking of this change could be clearer.

We also have stressed the importance of informing and educating cyclists in such cases, rather than just having a fining blitz, so as not put them off cycling altogether, and especially in areas where they regard cycling on the road as very dangerous.