



**Autumn Newsletter 2015
(no. 102):**

Stepping up efforts to get better provision for cyclists on local trunk roads

Concerted efforts are now being made by Pedals, The Big Wheel, Sustrans, and the City and County Councils to get better provision for cyclists on local trunk roads, with improved communication and dialogue with Highways England (the former Highways Agency, until April) which is responsible for them. Local trunk roads include the A52, the A453 and A46.

Although we have had some successes in getting better cycling provision on trunk roads, e.g. the new cycle bridge across the A46 west of Bingham built about 5 years ago as part of the A46 widening scheme, (pictured) and some of the new provision in the recent A453 (M1 to Clifton) dualling scheme, the record has been patchy.



Cycle Bridge across the widened A46 west of Bingham, forming part of Sustrans National Cycle Network Route 15, and completed in 2011 – why can't all trunk road cycle schemes be this good?

There are some substandard facilities on the new A453 (e.g. the barrier shown in the next photo) and our attempt failed to get a toucan crossing on the Clifton side of the new Mill Hill roundabout to provide a safe connection between the shared paths into the new NET Park and Ride site and the older and now very quiet former A453 to and from Barton in Fabis and Thrumpton.



***Part of the new A453 cycling provision,
near Ratcliffe on Soar Power Station***



***A short section of shared path recently
introduced on the A52 (Derby Road) just
east of Town Street, Bramcote***



***Why this barrier alongside the realigned
path through Clifton by the A453?***

For years we have been trying to get improvements on the A52 between the Sherwin Arms and Priory Islands.

Some new provision was recently made at the Town Street, Bramcote, end but the extent of this has been generally disappointing.



We now think at last the case for this is being taken seriously by the HE, linked to a through route to and from Boundary Road via the major new housing developments due to go ahead soon in the Sharp Hill-Melton Road-Edwalton area.

We are also pressing for full consideration for the needs of cyclists in all of the scheme

being planned for the A52 between the Dunkirk roundabout and the Gamston roundabout, relating to the various major housing proposals south and east of West Bridgford.

Moreover, a bit further east on the A52, between Gamston and Radcliffe on Trent, we are pressing for the much neglected cycle path to be upgraded by the HE, and extended towards the east side of Radcliffe, by the Harlequin junction etc.



We were involved in a site meeting in July with the HE's current local agents, A-One Plus, focusing on the stretch of this path between Holme House and the RSPCA junction at Radcliffe.

More regular meetings and other liaison with the HE are now planned to establish a better dialogue, to raise the profile of improvements we want to see, and get clearer communication about when changes are likely to be made so that local cyclists do not miss out on some of the extra money for trunk road cycling which the HE are now spending elsewhere in England.



Cycle Forum

**GNTF Autumn Cycle Forum 2015 -
Wed 18 Nov 11.45 – 14.00**

Details of the Greater Nottingham Transport Partnership Autumn Cycle Forum, taking place on Wed 18 Nov from 11.45 – 14.00 at Nottingham Conference Centre, and including how to book a place, can be found at:

http://www.thebigwheel.org.uk/15087_gntp-autumn-cycle-forum-2015/

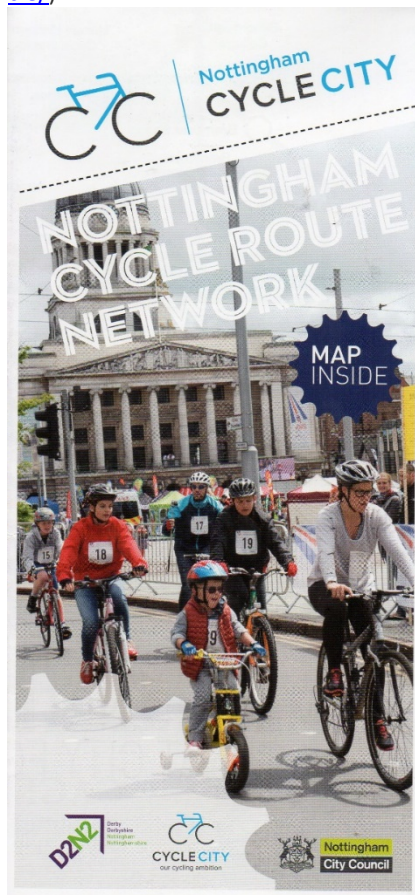


**Pedals comments on City Council
'Western Corridor' cycling
improvement plans**

Last year, the City Council received a £6.1mn grant from the D2N2 LEP to construct 4 radial 'corridor' routes.

(see

<http://transport2.nottinghamcity.gov.uk/cycle/>)



Work started on 19 October on the first of these, the western corridor, including Castle Boulevard, Abbey Street and University Boulevard, etc, a mixture of a physically segregated and a shared route.

A group of us from Pedals rode "phase one" of the route in September from Wilford Street in town to South Drive in Dunkirk, and then submitted these comments:-

- It must be easy to access the cycleway from Castle Road and Peveril Drive.

- Junction visibility. People pulling out of junctions along the route now need to be aware that there will be cyclists coming from *both ways* on the near side of the road. You will no longer be able to assume that on-road traffic coming from the left will be on the far side. Junctions will need to be designed to allow people exiting sufficient visibility. We identified Wharf Road and Haslam Street as places where trees may pose an issue, and the stop line should be situated further back to mitigate this.

- A bus stop is to be relocated adjacent to Palatine Street to facilitate a cycle bypass. This feature is good, but there are again risks of visibility problems if the bus stop obscures the view of any part of the road or cycleway. Again it must be possible for people exiting the junction to see far enough without needing to encroach on the cycleway. Please consider *not* having advertising on the bus stop (transparent sides) to aid in this.

- There is ponding evident at various stages of the road. We noted adjacent to the Greystacks development and in the (new) island at South Drive. Please make sure that the route is assessed in the rain so that you are aware where the carriageway needs repairing to allow proper drainage.

- We are slightly concerned about the possibility of illegal left turns into Castle

Bridge Drive. Consider tightening the radius of the corner to make this turn difficult to perform.

- At the corner of the Dog & Topper roundabout the space is very limited. Some space may need to be taken from the road here to provide sufficient width.

- Ensure that the access from Sherwin Road is convenient - that toucan crossing times are always minimal and that side road priority is provided. The plans do not appear to provide this over Park Road.



- The crossing of Gregory Street (shown in the photo above) looks to be substandard - making use of a staggered two phase toucan crossing. Consider providing a dedicated green cycle phase straight across the junction at this point, taking some space from the generous concrete island that is in place currently. We would hope that this section of shared use path can be avoided, particularly as it contains some random cabinets that will need to be moved otherwise.

- We would like to avoid the use of the toucan at Priory Street. Can a cycle phase combined with cycle detection be used to avoid the awkward manoeuvre?

- Longstanding visibility problems where the path briefly splits opposite the Johnson Arms. There is a fence and a shed which obscure the view of cyclists along the

cycleway. Please at least try to reduce the impact of the fence.

- Remove the bollard at the (east) entrance to City Road, as it narrows the cycleway unnecessarily. We don't consider it realistic that motor traffic will violate the way here, but if they do then another arrangement should be considered.

- Lace Street / City Road - provide cycle priority along City Road

- Fix sign on Uni. Blvd / South Drive (facing towards Beeston) - currently not visible until you are on top of the junction, so you have to stop.

- Is this crossing two stage? If so, the refuge is too narrow. It should be one stage.



Changed priorities to help cyclists – a recent trial by the City Council of changed priorities at the junction of a minor road, Newlyn Drive, on the Ring Road (Western Boulevard). With the new guidance we should see more changes like this, preferably reinforced by putting the cycle

path at a higher level to encourage drivers to slow down and give way.

New Nottingham Cycle Design Standards:

As we go to press we are about to finalise Pedals comments on the City Council's recently published Cycling Design Guide, produced in collaboration with Sustrans, on whose new comprehensive guidance it is based, but with several changes to reflect the local situation in Nottingham, e.g. on cycling and trams.



Note from Keith Morgan, City Council, in sending out the draft guide for comments on 9 October:-

Our guide is heavily based on the national Cycle Design Guide by Sustrans (who helped us produce it) with extra sections and examples specific to Nottingham, such as trams, route maintenance and monitoring.

This guide contains a concise illustrated compendium of technical guidance relating to cycling: it can stand alone as a 'tool box' of ideas but also links to a library of relevant on line resources. It is very visual but contains the essential technical details. The guide is for anyone planning or designing highway or dedicated cycle infrastructure in

the city of Nottingham. Our aim is create a world class cycling network in Nottingham and want this Design Guide to help us achieve this.

The structure of this guidance broadly follows the following sequence: -

- a summary of the key principles and processes for a user-focused design
- wider considerations of urban design and other measures to improve the general highway design for cyclists and pedestrians
- on-carriageway provision for cyclists on links and junctions
- cycle provision off the carriageway, whether cycle tracks alongside the road or traffic free routes away from the road, including crossings
- associated design issues including cycle parking, signing, integration with public transport and the design of new developments
- the maintenance and management of routes.



Draft Cycling Strategy for Nottinghamshire just published

The Nottinghamshire Local Transport Plan (LTP) sets out the County Council's overarching transport strategy for Nottinghamshire and is supported by a number of more in depth strategies detailing how the LTP will be delivered. Increasing financial

constraint/reducing budgets have also brought forward an essential need for the County Council to develop clear strategies for its future transport priorities and investment.



A Cycling Strategy for Nottinghamshire has therefore been developed to complement the LTP in the delivery of local and national objectives; particularly those relating to improving access to jobs and reducing the impacts of congestion on the economy.

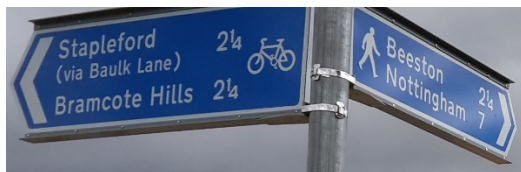
The draft Strategy sets out how the County Council will work with partners, stakeholders and the public to increase cycling levels and improve cycling safety in Nottinghamshire.



Before we finalise the strategy we want to know if you agree with the strategy we have developed. You can view or download the proposed strategy at the link below.

<http://site.nottinghamshire.gov.uk/enjoying/countryside/cycling/cycling-strategy/>

The webpage also has a link to an online survey where you can leave your comments.



We would particularly like to know:

1. Do you agree with the cycling vision for Nottinghamshire (detailed in paragraph 2.1 of the Strategy)?
 - a. Would you like anything additional included in the vision?
2. Do you support the actions set out in the Strategy to deliver the cycling vision for Nottinghamshire (detailed in chapters 4 to 14 of the Strategy and summarised in the blue boxes in each chapter)?
 - a. Are there any actions that you would like to see included in the Strategy that are not currently included?
 - b. Of the actions included in the Strategy, are there any that you think the Council and its partners should prioritise?
3. Do you have any further comments on the Strategy?

Thank you for your help.

Transport planning and programme development team

Place & Resources Department

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One of the improved paths in the vicinity of the NET Toton terminus park and ride site which the County Council have funded and which links to the Nottinghamshire section of the Erewash Valley Trail

The quality of new cycling provision associated with both new NET lines varies greatly; this path is generally one of the better examples!



Further action on addressing the long list of new tram route layout-related issues for cyclists:

As mentioned in the previous newsletter we have since April kept on the Pedals website a regularly revised comprehensive list of issues for cyclists related to the 2 new tram lines which opened in August.

This can be seen at <http://pedals.org.uk/tram-issues/>



We are now trying to arrange a further site meeting with Tramlink and their contractors, to follow up the earlier on we had in February, to discuss these issues.

Since then the list for both new NET routes has grown and grown. It includes some problems with a strong safety concern, e.g. on the western University Boulevard approach to the toucan signals near the tram stop by the University Park south entrance, and many others which are just awkward or annoying.

These include numerous examples of inaccurate signing, i.e. signs pointing the wrong way or showing the wrong distances, and problems with markings, kerbs and other details



One area where cycle signing is particularly poor is on the Lower Road-Fletcher Road route in Beeston, on the NET route to Chilwell and Toton, where the signs so far at least do not make at all clear that this is still a through route for cyclists.



We have had many complaints about this but the stretch generating by far the largest number of complaints is the tramside path on the Clifton route between Wilford Lane and Coronation Avenue, with its series of very irritating and in our view pointless barriers.



Another issue nearby on the Clifton route is the overcrowding on the shared path on Wilford Toll Bridge in the morning peak when children are walking or cycling to nearby schools. This has been the focus of much concern from the schools and parents and governors.

Finding a satisfactory solution to these last two sets of issues is of particular importance given that both sections of

path form part of the City Council's proposed 'Southern Corridor' route linking the City Centre with Clifton, and based on their revised Cycling Design guidance which, among other things, recommends that barriers should not be used as a form of access control on traffic-free paths, in favour of a single or double row of bollards.



Bike access on Nottingham trams? - Learning from the successful Edinburgh trial

Earlier this year a trial scheme for allowing bikes to be carried on the trams introduced last year in Edinburgh was made permanent and this success has aroused much interest in other UK tram systems.



Carrying bikes on modern low-floor trams has been increasingly common in many Continental European cities for many years now, as shown in this poster on a tram in Strasbourg in France.

At the September meeting of the Greater Nottingham Light Rapid Transit Advisory Committee a Pedals proposal was agreed to carry out a study of the possible relevance of this scheme for a similar scheme on the NET.



Views across the Trent at the proposed bridge site from the north bank (top) and from the south bank (bottom), showing the historic memorial poplar trees which are much treasured by local residents in the Lady Bay area. This is one of many local factors to take into account in exploring further options for the design of the bridge, its exact landings and its approaches

Step by step work towards the dream of a foot-cycle bridge from Trent Lane to The Hook

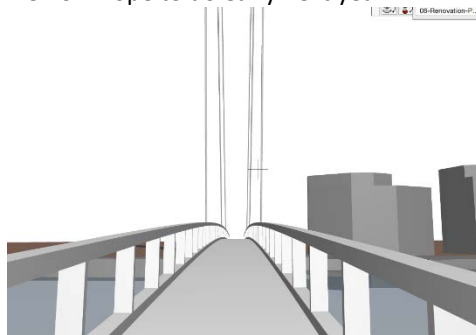
Over the last year we have done a lot of work to generate interest in, and support for, the idea of a foot-cycle bridge across the Trent between Trent Lane and The Hook (by the Lady Bay area of West Bridgford) but we recognise that we still have a lot more hard work to do, to gain

full acceptance of this as a viable project and a strategic link, as well as being an 'iconic structure' and landmark in the area, and then to focus on trying to secure a package of funding.

The Steering Group has representatives from several local groups including:-

- Pedals
- Nottingham Local Access Forum
- Nottingham Civic Society
- River Crescent Residents' Association
- Blueprint Regeneration (responsible for the Trent Basin redevelopment scheme on which work started this summer)

We are now getting strong encouragement from the City and County Councils to take further our work on completing the feasibility study, which we now hope to do early next year.



A first attempt at envisaging the proposed bridge looking north towards and south from Trent Lane. CGI work by Bite Design Ltd. is helping us explore various options for the design of the bridge, its exact landings, and approaches including connections to the existing and proposed new riverside paths (on the north bank)

With help from Pedals members Adrian Harms and Howard Gill from Bite Design Ltd, who have recently, and very generously, produced for free some very useful computer-generated images of the proposed bridge and its approaches we have been exploring various design and access options.

These take account of the recently approved redevelopment plans on the Park Yacht Club site east of Trent Lane and the proposed north 'landing' for the bridge, and other possible developments nearby and we are confident that some of these options will still be possible if the flats go ahead.

As part of our wider work we are also gathering information on different bridge designs and similar projects that have been implemented elsewhere such as the very well-used and successful Diglis Bridge over the River Severn in

Worcester, and the bridge over the River Thames between Caversham and Reading.



The Diglis Bridge in Worcester, whose cable-stay design is one of various options we are exploring.

The Sustrans Diglis foot and cycle bridge , opened in 2010, and we think that their experience is particular relevant for our project, along with that of the similar Reading bridge opened in September Nottingham has been missing out!



The recently opened foot-cycle bridge over the Thames between Reading and Caversham.

There is a very inspiring short video of the Diglis Bridge on the Sustrans website at <http://www.sustrans.org.uk/diglis-bridge-worcester>

We intend sometime soon to arrange a meeting in Worcester to see this bridge and its approaches at first hand and to have detailed discussions with the people from Sustrans and the local authorities in

that area about how the design for this bridge evolved and lessons for us from their planning and implementation experience, including the development of their case for funding.

We are still working on more possible options for the design of the bridge and its approach ramps, taking account of the different opportunities and constraints on both banks of the Trent, and the opinions both of local people and relevant agencies including the local authorities, the Environment Agency and the Canal and River Trust.

Among the local concerns we need to take on board are those of many people in Lady Bay about keeping the historic group of trees near the edge of The Hook, which were planted as a memorial to those who died in the First World War.

There are also some concerns about the size and design of the bridge structure and the idea of the pylon of a cable stay bridge (if that type of design is favoured, though this is only one option) being on the south rather than the north bank.

We have recently had discussions with Sustrans about commissioning them to do some further work to help us complete our feasibility study, both to help strengthen the economic case for the bridge and detailed predictions of likely usage, for leisure and commuting, based on their substantial wider experience including the Diglis Bridge. This we hope to arrange soon in close consultation with the City and County Councils.

We have also been very encouraged both by the support in principle for our project by more another 19 local groups.

We think that a bridge at the site we favour would be a great facility for walkers, cyclists and runners, for both leisure and commuting purposes, well-connected to many other routes on both banks including the further stretches of riverside path on the north bank soon to be built between Meadow Lane Lock and Colwick Park.

Together with other traffic-free bridges west of Trent Bridge It would help new opportunities for attractive circular routes.

For commuters it would also offer a much quieter route between many employment areas and major housing developments soon to be built in the wider hinterland south and north of the river especially in the area between Gamston and Tollerton.

It would provide a much safer and more pleasant alternative to Trent Bridge and Lady Bay Bridge, with their very heavy traffic and bad air pollution problems.

Public concern about the very serious dangers to health of this has increased following the recent row over VW's cheating in testing diesel engines, of course, strengthening our case even more.

We are aware of the alternative suggestion for a link involving the addition of shared paths cantilevered on both sides of Lady Bay Bridge, as studied in a feasibility study ion 2005 by the City and County Councils.

This would certainly be of help to some faster and more confident cyclists, but we regard this as a second best solution, especially as the new housing areas are developed further east.

We are sure that our proposed new bridge further east would have much broader appeal, to a wide range of cyclists and current non-cyclists, and walkers (who would probably be the main users) and runners.

It would provide a much more pleasant leisure route between attractions on the south and north banks such as Holme Pierrepont, Colwick Park and Colwick Woods



Sustrans Bennerley Viaduct restoration project good news: successful Stage 1 funding bid

Sustrans heard recently that they have been successful in their application to the Heritage Lottery Fund (HLF) for Bennerley Viaduct, including a new walking and cycling route across the Erewash Valley between Ilkeston and Awsworth etc.

Thanks to all those who helped develop and support the bid for this 440 metre long and 18 metre high structure.

The HLF project is entitled 'Rediscovering Bennerley Viaduct' and the funding is for the following approved purposes:-

- To raise awareness about the viaduct through self-guided walks, tours, exhibitions, school sessions and interpretation
- To work with volunteers to improve the condition of the viaduct and its surrounds to bring it into better condition
- To conduct wildlife surveys, improve habitat management and ecological heritage
- To recruit staff and volunteers and develop a Friends Group to support delivery of activities

They have now made a start on the project and aim to complete it by the end of July 2016. Securing this funding marks an important step towards their aspiration to bring Bennerley Viaduct into use as a walking and cycling route.

They now have funding to appoint a part-time Community Engagement Development Officer for 9 months, to promote the project in local schools and communities, to help organise work days, training, and other events. A launch event is likely to take place early in December (tbc).



Aerial view of the Bennerley Viaduct looking NE towards Awwsworth

A larger Stage 2 bid will follow next year, once further preparatory work on the main restoration project has been completed.

A Friends of Bennerley Viaduct Group has been up and running since June to give support to Sustrans and help raise awareness of the project in the wider area, with representatives from many local people and groups, especially those involved with railway heritage, local history and cycling etc.

The new Community Engagement Officer will be working closely with the Friends Group.

This Friends of Bennerley Viaduct Group now has a Facebook page and website: <http://bennerleyviaduct.org.uk/>

- *More information from this website or from
Bill Tomson,
Network Development Officer,
Sustrans
2 King Street,
Nottingham,
NG1 2AS
tel: 077960 43687 / 0115 853 29 53
bill.tomson@sustrans.org.uk*



New Broxtowe and Gedling Cycle Maps

New cycle maps for Broxtowe and Gedling, prepared by Adrian Juffs of Ridewise, were published this summer.

They complement the Nottingham City Map which has some coverage of adjoining areas, including West Bridgford in Rushcliffe Borough and part of Beeston in Broxtowe Borough, etc.

More information at:

<http://www.thebigwheel.org.uk/maps/>

or contact, *Tiffany Jackson-Bieeu, The Big Wheel (Greater Nottm Transport Partnership),*

tel: 07794 675 625

Other recent issues, consultations and preoccupations

In addition to the major and often very time-consuming issues mentioned above there have as usual been many other preoccupations for Pedals in recent months.

Some of these have been discussed at the bi-monthly meetings of the Greater Nottingham Cycling Development Group (CDG), which includes several City and County Council Officers, as well as representatives of Sustrans and Ridewise, and occasionally from some other organisations such as the Police, and Highways England.



Safe sharing of towpaths campaign

Representatives of other organisations are invited from time to time to discuss particular issues and projects and a recent example was that of the Canal and River Trust, to discuss their proposed campaign this autumn to encourage safe sharing of the busy canal towpath between Wilford Street and Castle Marina, including the use of special signs and markings.



In these discussions there was a feeling that cyclists should be singled out in the campaign to encourage safe sharing and that, for example, it was important to encourage people with dogs to keep them under close control, as well as to discourage fast cyclists rushing past other path users.

The aim, we agreed, should be to encourage a collegiate approach rather than being judgmental.

Encouraging Considerate Cyclists and Considerate dog owners on shared paths



A recently erected sign on the riverside path by The Hook to encourage cyclists to slow down and be considerate.

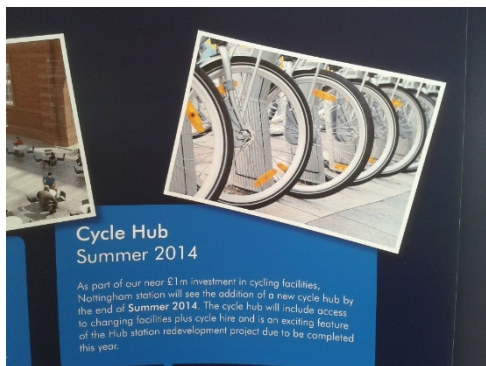


Dogs on the lead please! A common sign on Danish shared paths: do we need such signs on shared paths here too, not just on some towpaths as on the canal path by Beeston Rylands?

Other recent issues in which we have been particularly involved include:-



- ***Haydn Road (Sherwood)
cycle lanes***



- ***“Summer 2014 “ we were told by early last year by East Midlands Trains, or will it now be sometime late in 2016?!***



- ***The existing Nottingham Station Secure Bike Compound, opened in 2010. The new Cycle Hub was to have been developed on the site at the far end of this but now is likely to be built on the opposite side of the Station.***
- Delay in the building of the proposed new Secure Bike Compound at Nottingham Station, and its possible relocation to a new site on the south side of the Station Street pedestrianisation, and the best positioning for the new cycle lanes

• ***Station Street pedestrianisation***



- ***Castle Approach paving scheme (Friar Lane): improved access for cyclists (2-way)***



- ***Ring Road Major (Crown Island), including the subway under Crown Island and links to improved shared paths in the area***



- ***Sneinton Greenway (site meeting to discuss possible improvements, having regard to the nature conservation significance of the path, as well as its use by walkers and cyclists). View towards City Centre from the Manvers St. end***



- **Cycle routes in the new Gedling Country Park**
We have been asked for ideas for improving cycle routes in the new Gedling Country Park which opened this spring and which has some quite steep terrain;
<http://www.gedling.gov.uk/leisure/parksopenspaces/gedlingcountrypark/whattodoandsee/>

We have however found it hard to get feedback on this and would

therefore welcome comments
please via contact@pedals.org.uk

Pedals matters update:

Pedals meetings

For the latest details of forthcoming Pedals meetings see

<http://pedals.org.uk/meetings/>

Meetings coming up soon include:-

- **Monday 16 November:**
General meeting including discussion with Councillor Nick McDonald, City Council Portfolio Holder for Transport, Jobs and Growth.
- **Monday 21 December:**
Pedals Christmas Social Evening (no business!)
- **Monday 18 January 2016:**
General meeting including catching up with business after the Christmas break.
- **Monday 15 February 2016:**
General meeting including discussion on cyclists and bus drivers with Dave Astill, Nottingham City Transport

All meetings take place in the side room of The Vat and Fiddle PH on Queen's Bridge Road, just south of Nottingham Station, and start at 7.30pm. **All are welcome!**

2016 AGM date: 21 March

The 2016 AGM will take place before our monthly meeting on Monday 21 March. We have decided not to repeat our experiment in recent years of holding this as a separate event, a little later, at the Friends Meeting House.

Using the Cyclescape website to discuss local issues

We are now strongly encouraging the use by Pedals members of the Cyclescape website to encourage exchange of views on local issues for cyclists.

- **Visit the Pedals section on this national cycle campaigning site at <http://nottingham.cyclescape.org/>**
- **A User Guide can be downloaded at <http://blog.cyclescape.org/guide/>**

Revising the Pedals Strategic Plan: the first steps

Just what should be our main campaigning aims? It is now about 6 years since we last took a careful look at these, published as the 'Pedals Strategic Vision' (<http://pedals.org.uk/?s=Pedals+Strategic+Plan>).

This document was itself a revision of the Pedals 17-point Plan, produced in 2000.

Space for cycling

Things have moved on in the last few years and we agreed at our October meeting that we need to review the 2009 document, with particular regard to the national CTC and Cyclenation Space For Cycling Campaign launched last year to campaign for higher standards of cycling provision:

<http://www.ctc.org.uk/campaign/space-for-cycling>

Doing this review, tailored to our local context and experience, will take some months, and we would now welcome comments from the wider membership via contact@pedals.org.uk

Pothole reporting

To report potholes in Nottingham go to the City Council website and click on <http://cycling.nottinghamcity.gov.uk/>

See also the 'Report a road, path or cycleway problem or fault' info on the Pedals website for other problem reporting contact details

Keeping in touch with Pedals – Website and Facebook

To keep in touch with Pedals visit our website, www.pedals.org.uk, which is regularly updated. You can also follow us on Facebook at <http://www.facebook.com/pedalsnottingham>

Discounts for Pedals members at local bike shops

Don't forget that with your Pedals membership card you can get discount at several local bike shops.

A full list of local bike shops. Highlighting those offering discounts to members, can be found on the Pedals website at http://www.pedals.org.uk/looking_after_your_bike

Pedals Committee contacts

Pedals Committee members now are:-

- Chair / Facilitator - *vacant*
- Peter Osborne (Secretary)
- David Easley (Treasurer)
- Larry Neylon (Webmaster)
- Hugh McClintock (Newsletter Editor)
- Hilary Backhouse (Membership Secretary)
- Press and Publicity Officer - *vacant*
- Peter Briggs
- Arthur Williams
- Susan Young
- Andrew Martin

Contact details are on our website at http://www.pedals.org.uk/contacts_list

Pedals QR code for quick response access from your Smartphone to our Website!



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The Pedals newsletter is printed by Portland Print based at the Portland College near Mansfield. We deliberately choose them in order to support their very important work for people with physical disabilities.

Next issue

The next issue will appear in May 2016. (Editor: Hugh McClintock: email Hugh.McClintock@ntlworld.com)