

NOTTINGHAM CYCLIST



Newsletter No. 82

Winter - 2007

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Gearing up for the new Tram routes: Cyclists and the NET expansion plans



Following last November's announcement from the Government approving 'programme entry' for the two lines proposed to extend Nottingham's NET tram system, Pedals is now giving careful consideration to the implications for cyclists, and the likely problems and opportunities.

We are dusting down the detailed comments we made about 3-4 years ago in response to the NET Promoters' public consultations on the two routes. These will link Line One, completed in March 2004, from Nottingham Station (to be redeveloped with a tram overbridge and new Station stop) to Wilford and Clifton, and to Beeston and Chilwell via the
.....Cont.

QMC, with the two lines splitting in the Meadows by the top end of Queen's Walk at its junction with Meadows Way.

Lessons from Line One

Both Pedals and the NET Team have learned much from our Involvement in the planning and implementation of NET Line One, where, at the outset, we had a legal agreement on detailed consultation on the various sections, on-road and off-road.

We concentrated our comments on the on-road sections, where cyclists have had to share space with trams and limited other traffic and often without space for dedicated cycle lanes alongside the tram tracks. These sometimes exist, e.g. on Middle Hill and Waverley Street but only for limited stretches.

Our involvement helped achieve a signed alternative route for cyclists in the Hyson Green, Forest Fields, Arboretum area and also a series of detailed measures to help cyclists avoid the need to cross tram tracks at acute angles.



Waterway Street / Meadows Way

Other innovations for cyclists with Line One included Department for Transport authorisation for the use of special signs to warn cyclists of the dangers of slipping on tram tracks and of the need for special care on the approaches to tramstops. We also worked with the NET Team on a special advice leaflet for cyclists.

In our experience cyclists were particularly at risk of slips during the long construction period. To help reduce this we want to see more effort in the expansion plans to ensure that any alternative facilities for cyclists are provide early on during construction.

Problems and opportunities

In the new lines there are again both potential problems and opportunities for cyclists.



Ruddington Lane / Landmere Lane

The opportunities include space for new cycle routes alongside the tram lines, e.g. past Wilford and Silverdale, and towards the Chilwell end of the Beeston-Chilwell line.

Where the introduction of trams is accompanied with general measures to reduce traffic volumes this can make it easier for cyclists to use these streets despite the tram tracks, since there is more space between traffic and the intervals between trams can more easily be predicted.



On this stretch of the route there will also be major changes to the toucan crossing on Queen's Road and the southside. University Boulevard cycle path will also be affected, especially by the south entrance to the main campus of Nottingham University.

Likely problem areas include Meadows Way and Chilwell High Road on the Beeston-Chilwell line. These are roads much used by cyclists with little space for cycle lanes alongside and no obvious alternative routes, e.g. on quiet back streets nearby.



It is also very likely that the well-used stretch of cycle path between Lower Road and Fletcher Road will be removed, with cyclists then having to follow a longer and more tortuous route to the south.

We also want to see cycle parking at all tram stops, carefully planned with regard both to security to the safety and convenience of access routes to and from stops.



As the next round of public consultation gets underway we shall be focusing on these areas in particular and we would welcome other comments from Pedals members who cycle on the routes affected.

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 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.

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

Monday 19 February (7.30 p.m)
Pedals monthly meeting including discussion with Ride-wise and CTC (Notts DA) on ways of collaborating on promoting cycling locally.

Monday 19 March
Pedals Annual General Meeting including food and auctioning of spare Pedals tools. Any nominations for office should be submitted by the 19 February meeting.

Monday 16 April (8.30 p.m)
Pedals monthly meeting preceded by mini-ride departing from the top of Queen's Bridge Road (opposite Nottingham Station) at 7 p.m...

Saturday 19 May
CTC and Cycle Campaigns Network Autumn Conference, Derby
Hosted by Derby Cycling Campaign
Details from John Stubbs, DCG, email:
J.Stubbs@derby.ac.uk

Monday 4 June:
Mass cycle ride to work, Nottingham, organised by Ridewise. *Details from Graham Hubbard, Ridewise, email:* info@ridewise.org.uk

16-24 June Bike Week
-details at :
[http:// www.bikeweek.org.uk/](http://www.bikeweek.org.uk/)
Including Sunday 24 June: Great Nottinghamshire Bike Ride. *Entry forms available in April from local libraries and cycle shops and from the the useful cut-through to Market street from the top of Beastmarket Hill.*

11-15 June:
Velo-City International Cycling Conference, Munich,
.....cont.

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

Details at;

<http://www.velo-city2007.com/>

**Saturday 1 September: 10.00:
Halfway to Hucknall Ride**

linking the Nottingham and Sheffield tram systems, organised by Sheffield Pedal Pushers and Sheffield CTC in collaboration with Pedals.

**Details from Simon Geller,
Sheffield Pedal Pushers,
email:**

simon.geller@blueyonder.co.uk



Last Novembers Regional Cycling Group meeting held in Nottingham

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our time that can be better spent campaigning. You can then enjoy an additional cycle ride each year knowing that each year your PEDALS subs will be paid.

Thanks for your support
Susan (Treasurer)

Pedals website changes

We are planning various changes to the Pedals website including details of the various **local cycle maps** and where to obtain them.

These now include the very good new cycle map for Bassetlaw, produced for the County Council by Paul Rea, and the first of a series for the county in this news format.

We also intend to put **pdf copies of Pedals newsletters** on our website, starting with this issue.

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It's an Angry World out there!

Says Rebecca Firmin, Nelsons

In recent years it has been established that Britain is the leading country in the EU for road rage, with 80% of motorists claiming to have been involved in a road rage incident.

Studies have shown that drivers consistently overestimate their own driving skills, while believing other road users to be less adequate. This coupled with the fact that cars give a driver a feeling of being in a private, almost indestructible space makes road rage an ever increasing phenomenon.

According to the RAC, road rage appears to be linked to congestion and stress, as most incidents occur in towns and cities.

The most common form of road rage is gesticulating, however in one in 7 cases victims face an aggressor who gets out of their vehicle and verbally or physically abuses them.

Where an injury is caused through reckless driving, it is usually the aggressor's insurer or the Motor Insurer's Bureau (MIB) who will pay compensation to a victim. What then if the injury is caused by a deliberate assault during a road rage incident?

Where a crime of violence occurs, a claim for compensation can be made to the Criminal Injuries Compensation Authority (CICA).

The current CICA compensation scheme allows an award for pain and suffering with additional payments for loss of earnings and special care costs in certain circumstances. Injuries are graded into 25 tariff bands according to seriousness. These range from £1,000 for injuries such as a fractured rib or sprained ankle through to £250,000 for quadriplegia or severe brain damage. The maximum award for a case inclusive of loss of earnings and special care is £500,000.

There are five important aspects to the scheme:-

1. Unless there are very exceptional circumstances, an application must be made to the Authority within 2 years.
2. The injury must be worth a minimum of £1000.00. In almost all cases this must be supported by appropriate medical evidence.
3. A prompt report of the incident to the police and full co-operation with the CICA is required.

4. Compensation can be reduced/withheld on the grounds of an applicants criminal convictions.

5. The conduct of the applicant at the time the crime was committed can be taken into account, e.g. provocation etc.

Unfortunately, the CICA scheme pays much less compensation to an individual who has been assaulted when compared to someone claiming for exactly the same injuries against a third party insurance policy. Another downside of the CICA scheme is that legal costs of making any application will not be paid in addition to compensation. There is no free legal expense cover similar to the MIB Uninsured Drivers Scheme.

Therefore where a low value claim is involved, claimants often chose to make the application themselves or with the assistance of the CAB or Victim Support. In higher value cases, a specialist solicitor can assist with the application, occasionally using limited legal aid (where an individual qualifies financially),

home contents legal expenses cover, (if available), but more usually via a no win no fee agreement.

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

Rebecca has been trying to tailor her articles to subjects that have some relevance to Pedals members. She says that it has occurred to her that members might like to have some input on what is written about (not necessarily relating to PI) and so if members were interested in information about other areas of law/a specific Pi topic then she would be more than happy to arrange an appropriate article for the next edition.

Anyone with any suggestions should contact her directly on (0115) 989 5259, email: Rebecca.Firmin@nelsonslaw.co.uk



Cycling on the Pavement – new Fixed Penalty Powers

Report from David Scothern, Nottinghamshire Police

Nottingham City Council Community Protection Officers (Neighbourhood Wardens) have recently been given the power to issue Fixed Penalty Notices for cycling on the pavement. This power has been accredited to the Community Protection Officers (CPOs) from Nottinghamshire police's Chief Constable.

A CPO has the power to stop the cyclist under section 163(2) of the Road Traffic Act 1988 where the accredited person has reason to believe that a person has committed the offence of riding on a footpath.

The officer may issue a Fixed Penalty Notice under section 54 of the Road Traffic Offenders Act 1988 in respect of an offence under section 72 of the Highway Act 1835. The fine is currently £30.

The issue of individuals riding on the pavement and causing distress to other footpath users was recently raised by residents

living around the Queens Medical Centre hospital in Nottingham. During a multi-agency Week of Action in December 2006 the CPOs issued 12 FPNs for this offence.

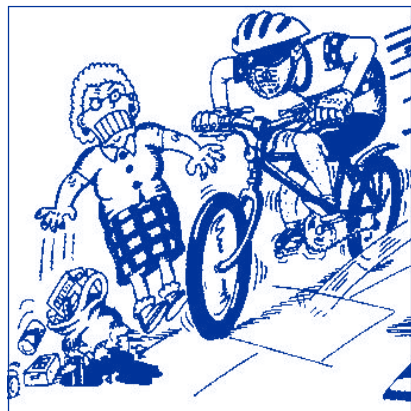
Whilst it is recognised from statements from those who have been issued with a Fixed Penalty Notice that riding on the road may be hazardous, action will be taken against individuals who cycle in such a manner as to be a danger to others, particularly in areas where dedicated cycle paths exist but riders are still using pavements.

David Scothern
Area Manager, Central Team
Community and Neighbourhood
Protection Service.

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Pedals acts to raise the profile of Cycling locally.

For several years now Pedals has been concerned at the lower profile of cycling in many local transport decisions, especially by the City Council and most of all in several of the major transport and traffic management projects, mostly in the City Centre.

We have been trying to make more determined effort to reverse this trend, as cycling nationally gets more attention helped by its obvious strong relevance to the more prominent national debates about matters like climate change, traffic congestion and the need to tackle obesity.

Some 15-20 years ago Nottingham had a national reputation for its work on cycling but this has slipped seriously even in the East Midlands region with places like Derby and Leicester taking a series of new initiatives and doing more to update older and substandard cycle infrastructure and to promote the use of bikes to different groups.

Our efforts to raise the profile of cycling again locally have included presentations last October to the County Overview and Scrutiny Committee review of Road Safety and Highway

Design and, this January, a perspective on City transport presentation on the Pedals policy to the City Council's Regeneration, Infrastructure and Sustainability Panel.

This Panel is chaired by Councillor Emma Dewinton, who has been very sympathetic to our concerns. In the discussion following our presentation she asked officers to prepare a report by this summer in response to the many points we raised and what is being done about them.

Another Pedals action is to develop closer cooperation with other local organisations interested in promoting cycling, especially Ridewise and the local CTC. There will be a special discussion at our meeting on Monday 19 February on ways of doing this.

Pedals welcomes controversial new Beeston/Clifton cycle-footbridge Proposals

One very positive proposal by the City Council which Pedals has much welcomed is revival of plans for a pedestrian and cycle bridge between Beeston Rylands and Clifton Grove. This has been put forward in the context of the Sustrans Connect2 Project, a bid for national lottery funding for projects to provided much more direct major links in local cycle networks.

The proposals have aroused much controversy in the Rylands area with many local residents believing they would encourage local crime and vandalism.

Pedals however, while understanding local concerns, strongly supports the idea which, we believe, would be of major benefit to both leisure and commuter cyclists.

It would improve links between several major local employers and also connect well the various existing and proposed cycle paths in the area, on both banks of the Trent, and including the improved canal towpath on the Beeston and Nottingham canal nearby.

To help discuss these differences we have held a special meeting with representatives of several local groups, in Beeston and Clifton, and including the local Police, to discuss the issues in detail and to try to agree a way forward.

City centre issues

Within the City Centre cyclists have again lost out in the new Old Market Square layout not only with the loss of a route they can use across the north side of the Square (Long Row), (and despite what is shown on new City cycle map!) but also with the loss of



The useful cut-through to Market Street from the top of Beastmarket Hill.

And our request for a contraflow cycle lane on **Wheeler Gate**, to provide some substitute route for eastbound cyclists across the City Centre, has also been rejected, on the grounds of lack of space.

At the January meeting there was also disquiet about the way the **new arrangements on Carlton Street, Hockley and Goosegate** are working out for cyclists, introduced as part of the Pedestrian Priority Route.

We are concerned about the lack of clarity in the layout of the cycle lane for eastbound cyclists, wishing to avoid conflicts with left turning motor vehicles at the junction of Carlton Street with George Street and also with the lack of clear signing of the cycle cut-through near the Stoney Street/Broad Street junction further down.

New A-frame barriers on off-road paths are NOT cycle-friendly, Says Pedals



A whole series of A-frame design 'motor cycle inhibitor barriers' have been installed recently on off-road paths, e.g. in the Basford-Bulwell, Clifton/Silverdale, Colwick Park and Riverside path areas and Pedals maintains that **these are very awkward for cyclists** to use, as well as for wheelchairs, as required now by the Disability Discrimination Act.

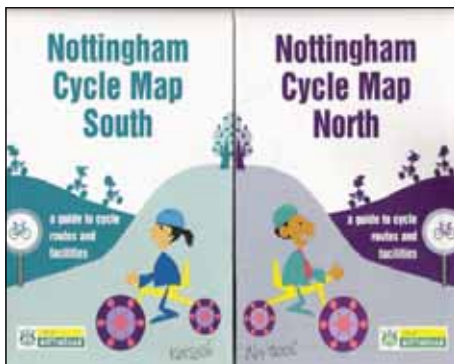
Meanwhile, the County Council have recognised these drawbacks, we are glad to see, and comments to that effect are included in the recently revised edition of their Cycling Design Guide, along with **recommendations** for other types of access controls that should be used instead in areas where there are serious problems of abuse by motor bikes etc. and complaints from local residents.

New City cycle maps Published

News City Cycle Maps have been produced by the City Council, covering the north and south parts of the area, and after a series of detailed comments from Pedals.

They do appear to be a substantial improvement on previous versions but it seems that some important local information has been omitted, e.g. local education establishments, and there are still some inaccuracies, e.g. showing Long Row Central as still open to cyclists.

Copies of the new cycle maps can be obtained from 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 6596, email: steve.brewer@nottinghamcity.gov.uk



Improving cycling in Gedling District – Pedals ideas



At first glance the topography of much of Gedling District may not appear to lend itself to encouraging cycling, especially on the steep approaches to Mapperley Top and Plains Road but there is however much more potential in the relatively flatter parts of the Gedling urban area, e.g. Arnold, Netherfield and some of Carlton.

For years the interests of cyclists here have received little attention but they were the focus of the main discussion at the January meeting of the County Council's Highways South Cycle working group.

To help prepare for this meeting we made a special effort to consult with local Pedals

members about what they see as desirable improvements and we are very grateful to Arthur Williams and Nick Hynes for producing this list which will be used as the basis for ongoing dialogue with the County Council.

We would welcome further comments from members please.

1. The state of play regarding proposals for a cycle path on the north bank of the River Trent (shown on Gedling Local Plan (GLP)). Are the City and Borough councils intending a through path from Trent Bridge through to Colwick and beyond? And could it be linked to the Beeston canal towpath?

2. There is already a very serviceable path running from Netherfield alongside the railway to the bottom of Douglas Avenue; can this be linked in to any of the recently-signed paths in Colwick Woods via Douglas Avenue and Greenwood Road?

3. The ginnel running from Burton Road to Gedling village via the bridge over Ousebridge Dyke could be a useful route, but presently has cycling prohibited signs at its ends (GLP).

4. The new A612 ("Gedling Integrated Transport Improvement Scheme) nearing completion. What provisions for cyclists? Any feeds into e.g. Netherfield shopping area, Carlton le Willows school, etc.?

5. A quiet backstreet alternative route to cycling west up Carlton Hill, following Southcliffe Road then improved shared use path across park with dog-leg so gradient is not too steep.

6. Possibility of upgrading from footpath to bridle path the track from Gedling via Gedling Wood to Spring Lane, as an alternative to the dangerous ride up Lambley Lane (GLP).

7. A link from from Digby Avenue running to/across Westdale Lane to enable cyclists to use this back route and get into/out of Cavendish Road.

8. Coppice Road: first, no ASL (Advance Stop Line for cyclists) when cycling southeast i.e. uphill, where it would be especially helpful. Second, further up the hill, two traffic islands which create especially dangerous pinch points at a place where the hill is steep, speed differentials between vehicles and cycles are significant, and the road is fairly narrow.

9. The junction outside Wetherspoon's / Wilkinson's in Arnold is very poor for pedestrians and cyclists alike. In particular ASLs here could be most useful.

10. There is no safe facility for cycling at all at the north end of Front Street i.e. for users of the library, Asda, the sports centre, etc.; ideally we'd see the answer as being a cycling contraflow from the north end all the way back to the Co-op where the pedestrianisation starts, with

bus stops and disabled parking on the left side of the road and NO PARKING AT ALL on the right.

11. There is a half-hearted cycle lane connecting Arnot Hill Park with the J Sainsbury store. It would be especially helpful if the cycle lane could be extended north alongside Nottingham Road for just a couple of hundred further metres to actually provide a link with the town centre (and a safe crossing at the Wetherspoon's junction, see point nine above). The pavement is quite wide at this point, this shouldn't pose any great engineering challenges and would be an INVALUABLE facility. It would also link with the proposed (GLP) back street route north towards Redhill

12. Crossing the Mansfield Road: for anybody cycling north along the Mansfield Road from e.g. Valley Road, city centre, it can be problematic making a right-hand turn onto e.g. Thackeray's Lane, Nottingham Road etc. - even for an experienced cyclist. An ASL to turn right into Nottingham Road would be very useful.

13. Enforcement of the bus lane running south on the Mansfield Road from near Valley Road junction to the city boundary. A useful facility, but often abused by cars.

14. Main Road/Arnold Lane in Gedling has similar problems to those mentioned above on Coppice Road i.e. speed differentials and traffic island pinch points.

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Pedals sends donation to the Cyclists' Defence Fund

At our November meeting it was agreed to make a donation of £100 to the Cyclists' Defence Fund. This is an independent charity set up by CTC to provide assistance to cyclists, particularly in legal matters of wider consequence.

The CDF last year supported the case of Daniel Cadden who was riding on the road rather than what he considered to be a sub-standard cycle facility and was found guilty because he knew the road well and should therefore have recognised that he might be an obstruction to traffic during the rush hour. He was also accused of not showing reasonable consideration for others and fined £100 with £200 costs.

Both the CTC and the CCN (Cycle Campaigns Network) recognised that this case had far-reaching implications for every cyclist in the UK and it that it will encourage anyone who wishes to limit where cyclists may ride to exercise their prejudice

There has been a growth of claims for help; from the CDF to combat this and charges of contributory negligence for not using cycle facilities or cycle helmets.

Cyclists and the new East Midlands Rail Franchise

We have been working closely with other local cycling groups in the area now served by Midland Main Line, and with the CTC's national Public Transport Campaigner, Dave Holladay, to ensure that cycling issues are fully considered in negotiations over the new rail franchise to be awarded this summer to take over from MML and Central Trains from 11 November.

These issues include **access arrangements for bikes on trains** and also the **provision, maintenance and management of short and long-term cycle parking at stations.**

We would also like to see a **cyclists' users group** set up by the new franchise holder to facilitate regular consultation with cyclists. This has been done with other operators.

We have made detailed comments to DfT Rail, who are responsible for the new franchise arrangements, both directly and through the Transport Group of the East Midlands Regional Assembly (EMRA).

New Mountain Bike Guide for Notts.



A new guide has just been published which features the spectacular mountain biking that can be found throughout Nottinghamshire.

The guide contains

- 23 Circular routes of varied length to suit all riders
 - Full colour throughout
 - Detailed colour maps and directions
 - 80% of cycling off road
 - Picturesque rides in forests, besides rivers, along canals and across open countryside
 - Photographs of rides
- Helpful instructions about each

The author, Stewart Thompson, is a keen off- and on-road cyclist who works for Nottingham City Council. For more information contact:

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WHERE ARE WE NOW? asks Lawrence Geary

One small new sign for pedal kind – one great improvement for cyclists. It took years to achieve however. Where is it?



**Answer at the foot of page 20
(Back Page)**

Getting our own house in order

– a plea from Nick Moss



What I have come to realise over recent months is that cyclists and the cycle campaigning industry are significantly responsible for the many of the problems cyclists face on the roads, the inability to get proper road safety laws and decent cycle facilities. The poor attitude of many road users towards cyclists, the cause of accidents and the failure of national and local government to fully provide for cyclists comes down to how we as individuals and organisations behave.

Too many cyclists, possibly a significant majority, pay little or no heed to basic road laws. It is all too common to see cyclists jumping red lights, cycling at night without lights, riding inappropriately and in an anti-social way on pavements.

Not every cyclist behaves like this on a regular basis but neither is it the preserve of a few bad apples. Whenever such complaints are raised in the

media or by politicians too many cycling representatives seek to explain away, justify, excuse or even support what is going on.

The behaviour of far too many cyclists and the refusal by those that represent their interests to be seen to be criticising or condemning what is going on has led to an all too common perception that we are lawless, believe we are above the law and then have the gall to complain about problems that arise because other road users fail to provide cyclists with sufficient respect.

Whatever views we have of ourselves cyclists on the road are a minority. Whether we like it or not the majority of users on the road are in cars/lorries/buses. Our requests for facilities to be provided to make it safer and easier for people to cycle are all too frequently met with a resistance that is difficult to understand.

Whatever legitimate arguments are put forward for new facilities they are undermined because the underlying public perception is cyclists are lawless and therefore should not be rewarded for their criminal acts.

It is basic human nature to have little sympathy for the wishes of a group of people who are seen as criminal and anti-social. Whether it is fair or not the illegal, unsafe and anti-social behaviour of far too many cyclists tars us all with the same brush.

Every day drivers, and cyclists, see crazy behaviour on the roads by people riding bikes. Local and national politicians, local authorities, national government departments, local and national media all receive massive numbers of complaints about the behaviour of far too many cyclists.

We are losing, if we have not already lost, the PR war. Where a group of people is perceived as being lawless and above the law they become easy targets for anger, negative comment, prejudice and even violence.



It has become acceptable for national broadcasters to make comments that running over a cyclist is doing society a favour. Imagine such a person saying that because some Muslims have been responsible for committing atrocious terrorist acts it justifies attacking any Muslim.

Judges, jurors, magistrates, the police, insurance companies are full of people who see the everyday things that go on our roads and experience the appalling behaviour of far too many cyclists. That daily experience impacts on how they approach cases involving cyclists.

It is difficult to show sympathy for the plight of cyclists or to give them the benefit of the doubt when daily experience suggests that they are a reckless lawless lot; why should they be rewarded.

Every time a cyclist jumps a red light they reinforce the public's negative and hostile approach towards cyclists. Every time a cycle campaigner refuses to condemn such behaviour or even accept it is a problem hardens public opinion against us. Each of the above encourages more drivers to treat our presence on the road with contempt.

It is completely irrelevant whether we like the laws of the road or not. They have been passed by a democratically elected parliament and for that reason alone we should abide by them.

You cannot pick and choose which laws of the land you want to abide by. Everybody from the most heinous terrorist to those who drop litter can make an



argument justifying their action and why they should not abide by the laws of the land.

We soon descend into anarchy if we follow that line of reasoning. That is not to prevent people having legitimate arguments to try and change the law but unless and until the law is changed we have to abide by it.

We need to start a national, properly funded and professionally organised marketing campaign with the financial and administrative support of the DFT and all national and local cycle campaigning groups to show that we will not tolerate illegal and anti-social behaviour by cyclists, that we will support national and local campaigns to prosecute those who behave in such a way and, we support a national training scheme to increase the standards of cycling generally and reinforce the need to abide by the laws of the road.

We need to show to the public loudly and clearly that we are responsible law-abiding members of society and that we are being seen to do something to stop those who behave illegally and in an anti-social way. We need ammunition to throw back at those who condemn us for doing nothing about the illegal acts of too many cyclists.

We need to be seen to be winning the hearts and minds of cyclists to behave properly and to root out bad behaviour whenever we see it. If the majority of cyclists are law abiding members of the public then we need to prove it by the way we behave, by the way we react to those who misbehave and by public statements.

Every time someone jumps a red light, rides a bike without lights, behaves atrociously on a pavement and every time cycle campaigners refuse to condemn such action, or even try and justify it, it makes the roads and less safe and pleasant for those that I love, my friends and me.





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(Including downloadable membership form!)
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SERVICES, HELP AND INFORMATION:

CYCLE ROUTE LEAFLETS AND OTHER INFORMATION?

See the Cycling Pages of the County Council website: http://www.nottinghamshire.gov.uk/home/traffic_and_travel/traffictravel-cycling.htm
or http://www.nottinghamshire.gov.uk/traffic_and_travel-cycling

Maintenance reporting is via

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 5485, 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

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