

NOTTINGHAM CYCLIST



Newsletter No. 86

Winter 2008

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Acknowledgements, Nothcliffe Newspaper Publications

‘Get Cycling Nottingham’ – new national pilot cycling and health scheme launched

Pedals is very pleased that Nottingham has been chosen by Cycling England, the government’s main national cycling promotion agency, for an exciting new national pilot scheme on cycling and health. This aims to improve health by motivating more people to cycle more safely more often in the Nottingham area. Ride-wise are involved as partners in helping to deliver cyclist training.



The aims of the project are to:-

- implement a cycling programme a) within deprived communities in Nottingham and b) within the Primary Care Trust
- Develop skills and competencies of the PCT workforce and Ridewise trainers in order to deliver a cycling for health project
- engage more people from target groups in cycling
- establish links with key agencies to ensure a coordinated approach to the programme delivered
- contribute to national evidence about cycling and health



The Get Cycling Nottingham project will be using Health Trainers and Physical Activity Professionals to promote cycling. It is a regional partnership project between Cycling England, the Directorate of Public Health East Midlands, the Government Office East Midlands (GOEM) and two Primary Care Trusts.

The second PCT is Northampton PCT which is implementing a parallel project using the Healthy Communities Collaborative. Lee Ingle of Leeds Metropolitan University will be responsible for the evaluation of both projects which are being managed by Sarah Bowles of GOEM in liaison with Nick Cavill of Cycling England who

is managing the evaluation.

A Project Manager is being recruited. The Project Manager will be hosted by Ridewise to deliver the project by ensuring that the right messages are conveyed to the NHS locally, to promote the project to potential beneficiaries, maintain good records and to fulfil the aim of improving health through cycling. Health referrals can be made as soon as the Project Manager is in post and this person will be working to make the referral system as efficient as possible.

Delivery will include community wide promotion, training the trainers, linking with the city wide physical activity programmes, and providing key support and advice to people.

Health trainers will signpost people into the programme via one to one contact and contact with health-related community groups. The idea is that people will also be attracted to the project via Community wide awareness-raising performed via various mass media sources/venues, probably including website, newsletters, posters, radio interviews, leaflets, leisure centres, libraries and community venues.



Helen Ross

Go-ahead for the new projects have been much helped by the Cycling and Health Task Force started by GOEM in 2006 and on which Pedals is represented.

This is coordinated by Sarah Bowles of GOEM with Helen Ross of Nottingham PCT.

For more information contact:

Sarah Bowles at GOEM, tel. (0115) 971 2777, email:

Sarah.bowles@goem.gsi.gov.uk or

Helen Ross at Nottingham PCT, tel. (0115) 845 4545, email:

helen.ross@nottinghamcity-pct.nhs.uk

Helen Ross will be coming along to the Pedals monthly meeting on Monday 18 February for a discussion on how Pedals can support the project.



Wheelie big Breakfast in conjunction with Bike to Work week June 2005

Look out for details of the 2008 event to be held in June

Featured Cyclist: new Pedals Membership Secretary - Chris Gardner



Tell us a bit about yourself

I'm 37 years old. I live in Nottingham with my wife and two sons and have been a Pedals member for two years.

How long have you been riding?

I first learnt to ride at the age of six in the back garden of Selby Road, West Bridgford, first bike was a 'Golden Arrow', so 30 years.

What types of riding have you done and enjoyed?

I am a regular commuting cyclist traveling around 15 miles a day. I also enjoy mountain biking with my brother and others and have also participated in two long charity bike rides. I also rode a bike as a paper boy for four years in the 80's.

Who were the charities you rode for?

Both rides were in aid of Marie Curie Cancer Care. The first was in 2006 which saw me raise £4000 riding from Berlin to Warsaw in six days. The second time was last year on a three day event from London to Paris. Great fun and would highly recommend it to anyone.

Why did you join us (Pedals)?

I felt being a regular Nottingham cyclist for so many years that I would like to contribute my experience to hopefully improve facilities for all cyclists both young and old. I would love to see more people enjoying the freedom of cycling and the many amenities and trails that Nottingham has to offer such as the Big Track and the Rural Rides Programme.

What gets your goat?

Pedestrians in dark clothing on shared use paths such as Beeston Canal and Ruddington Lane, grrrr.

What would you like to see more of?

Is this cycling related? (Chuckles). I would like to see every cyclist wearing a helmet. I know there is much debate on this subject but having crashed many times on my mountain bike and being hit by a motorist earlier this year I can speak with some experience that wearing a lid certainly limits the damage. Folk need to protect their noggin; there are so many different lids to choose from these days that everyone should be able to find one that is comfortable and fit for purpose.

What are your other interests?

I am currently doing some major renovations at home and also power kite when weather and time permits (wearing a helmet for this has helped in the past too).

Any final messages to our members Chris?

Please pay by standing order and make my life as the new Membership Secretary easier. You can download the form from our revamped website www.pedals.org.uk

HELP please with consolidating our membership records an appeal from Susan Young, Pedals Treasurer

Due to unforeseen computing problems, we have been unable to recover some vital details relating to our members.

In order to ensure our records continue to be up to date, we are trying to contact all of our members.

We would like to say thank you to all those who have responded to our request for help and ask everyone to check that anyone they know to be a member, or would like to become a member, to contact Chris Gardner, the new Membership Secretary, as soon as they can.

Thank you all for your cooperation.
tel.: (0115) 921 1783
or email: Pedalsmemb@aol.com

Past newsletters available on Pedals website

Since early last year, past copies of Pedals newsletters have been available on the Pedals website at: <http://www.pedals.org.uk/newsletter>

Pedals website transformed!

Thanks to a lot of work by Larry Neylon the Pedals website has been totally revamped and improved. Take a look at www.pedals.org.uk !

Discounts for members from the ETA (Environmental Transport Association)

Half price membership plus FREE cycle rescue for Pedals members.

The ETA cycle insurance policy goes the extra mile to make sure our members are covered no matter what happens. Starting from as little as £1.73 a month Pedals will members receive all the following with their policy.

- **Third party insurance**, which pays out up to £1million pounds in the event of you causing damage while you are cycling to property or to another person
- **Personal accident cover**, which pays you compensation if you are killed or seriously injured while cycling
- **Cycle Rescue**: If a mechanical fault means you cannot continue your cycle trip, we will come and get you and either take you to a railway

station, cycle repair shop, car rental agency, to overnight accommodation or to your own home if it's nearer.

- **90 days' European cover**
- **New-for-old replacement**
- if your bike is stolen
- Support for **campaigning for safer roads** and sustainable transport The **carbon off-setting** of the entire insurance policy

To receive your discount and cycle rescue included free please quote Pedals affinity or affinity 1634.

Pedals receives a donation from ETA for every member that joins.

Dates for your Diary

Come and join us!

Pedals monthly meetings are held throughout the year at 7.30 p.m. 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.

Please note that we have recently decided to make meeting times the same in each month, to reduce the risk of confusion!

We often have a visiting speaker or discussion on a particular topic during the first half of our

Monday 18 February

Pedals monthly meeting including discussion with Helen Ross of Nottingham Primary Care Trust on the new Cycling England / Nottingham PCT 'Get Cycling Nottingham' cycling and health project, to be implemented in partnership with Ridewise.

Monday 19 March

Pedals Annual General Meeting including food. Any nominations for office should be submitted by the 18 February meeting.

Saturday 5 April:

East Midlands Cycling Forum, Chesterfield, hosted by the Chesterfield Cycling Campaign – details at http://www.pedals.org.uk/east_midlands_cycle_forum or from Alastair Meikle, CCC, email: alastair@meikle.clara.co.uk

Monday 21 April

Pedals monthly meeting

Saturday 5 May

CTC and Cycle Campaigns Network Spring Conference, Cambridge

Hosted by the Cambridge Cycling Campaign

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

Monday 19 May

Pedals monthly meeting

Sunday 25 and Monday 26 May: 'Get Cycling Show '2008'

(organised by Company of Cyclists) at Nottingham Racecourse –

A National Bike Try-Out Event and Exhibition . see poster on next page or contact

admin@getcyclingshow.info

Friday 6-Sat. 7 June:

The World Naked Bike Ride 2008, taking place in 70 cities and 20 countries around the world – see www.worldnakedbikeride.org

Saturday 7 June:

Urban Cycle Ride and Festival involving Ridewise, Pedals, CTC, Sustrans. Two hour morning ride starting at Wollaton Park and finishing for lunch at Sumac Centre. The afternoon will be an opportunity for networking with other people, sharing bike maintenance skills and distributing information including leaflets. Further details to be advertised in the next newsletter or from Andrew Martin, email: andrew@veggies.org.uk

Saturday 7 June:

Pedals stall at West Bridgford Summer Gathering, Bridgford Park, organised by Karina Wells, tel. (0115) 914 7408, email: karina.wells@ntlworld.com

14-22 June: Bike Week

see <http://www.bikeweek.org.uk/>

Sunday 22 June:

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



A National Bike Try-out Event and Exhibition

A major new event from Company of Cyclists, the UK specialists in cycling promotion. The Get Cycling Show 2008 offers an exciting, unusual and effective public platform for all commercial and public sector organisations involved in cycling.

- 100s of bikes to try out
- Exhibitors from around the world
- Five themed riding arenas
- Competitions to win bikes
- Pedal-powered Scaletrix™ racing
- Children's activities
- Seven-seater CircleCycles and other 'megabikes'
- Novelty bike rides
- Cutting edge cycle technology
- Historic bikes
- Special needs bikes
- Cycling films
- Cycle Surgery and 'Fix your bike' demos
- Cycling celebrities & inventors
- World's first pedal-powered dodgems
- Cycling advice centre
- 17 free factsheets on all aspects of cycling



Family cycling options, commuter bikes, folders, mountain bikes, fast road bikes, children's bikes, comfort cycles, tourers, tandems, tricycles, recumbents, trailers, special needs, accessories, cycling holidays

Sun 25 &
Mon 26 May
2008 at
Nottingham
Racecourse

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Contact Mick Allan on: 01904 778080 or
admin@companyofcyclists.com. Fax 01904 778963.
www.companyofcyclists.com. Company of Cyclists, Unit 11, Acaster
Estate, York, UK, YO23 2TX. Company Reg: 4121821

www.getcyclingshow.info





A Different Approach Rebecca Firmin—Nelsons

In earlier newsletters, I have commented upon the more unusual accidents that cyclists and other road users have experienced and whether or not there are avenues available to claim compensation. Two cases which have recently attracted media attention have highlighted the fact that compensation can sometimes still be successfully pursued when at first glance a claim would appear hopeless.

If your bike skidded on a diesel spill on the road and, as a result, you were injured, would you consider claiming compensation, not knowing where the spill had come from? If advised properly, you may find that you can pursue a claim to the Motor Insurers Bureau under their Untraced Drivers Scheme, provided your application is submitted within 3 years of the date of the accident.

Where you can show, on the balance of probabilities that the fuel came to be on the road as a result of a negligent act or omission of an untraced motorist, a claim to the MIB may be successful. The MIB will not compensate if it appears as if the 'spill' was due to a gradual accumulation of oil. A large spillage needs to have occurred for negligence to be inferred. It would probably be considered to be large if it required cleansing, for example, by the local authority. A point to note would be that, in any investigation, if it transpires that the local authority was aware of a spillage for some time but did not clean it up promptly, it could find itself subject to a claim. In those circumstances, the MIB, set up as a fund of 'last resort' for compensation, would normally no longer be involved.

Have you ever come across children playing in the road recklessly and had to take greater care as a result? Recently a motorcyclist was compensated by the Criminal Injuries Compensation Authority when he was seriously injured after colliding with a boy who was running across a dual carriageway during a game of 'chicken'. The boy, sadly, died as a result of his injuries. The CICA will pay compensation where they consider an act which resulted in injury constituted a 'crime of violence'. The act does not need to be deliberate for compensation to be paid. Each application will be considered on its specific facts but this successful claim illustrates that the definition can

be quite widely applied. It must be remembered that any claim to the CICA must be made within 2 years.

The lesson to be learned from these cases is that if you are injured in unusual circumstances and wish to claim compensation do not assume that a claim is hopeless. Take advice and you may be pleasantly surprised.

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

Hucknall Road cycling upgrade planned



The junction of Hucknall Road and the Ring Road (Valley Road), currently the most hazardous junction for cyclists on this route. Two new toucan crossings are now planned.

As mentioned in the last newsletter the City Council has decided to embark on a series of efforts to upgrade key commuter corridors for cyclists. The Hucknall Road / Bestwood Road corridor has been chosen for the first of these.

This is an important route linking the City Centre to Clarendon College, the City Hospital and Southglade

Leisure Centre, among other destinations, and at Moor Bridge it links to Route 6 of the Sustrans National Cycle Network between Bulwell and Hucknall.

To help get a wide range of views on the good and bad features of this route for cyclists a special CRIM (Cycle Route Inspection Meeting) was held on 17 January, with an introductory meeting followed by a site visit on bikes to generate more ideas. This finished in heavy rain!

These ideas are now being followed up and include improvements to the existing facilities (e.g. the cycle lanes on the stretch of Hucknall Road alongside Bulwell Forest) and safer crossing facilities, e.g. at the Ring Road (Valley Road) and Arnold Road junctions in particular, but also with Advance Stop line improvements at several other junctions. The changes on the Ring Road (Valley Road) would complement wider changes being considered as part of the 'Ring Road Major' scheme.

Some parts of the route, e.g. between Arnold Road and Kersall Drive are narrow and can be very intimidating for cyclists, at least in peak periods and there is no room for decent cycle lanes. On this stretch consideration therefore is being given off-road route, using the old railway land alongside and reopening the old railway bridge by the Arnold Road junction. This would provide a continuous route almost as far as the City Hospital.

In discussing these plans we recognise that such a route would not suit everyone, especially after dark and even in daylight would be slower than keeping to the road. We are also aware that some cyclists like it in its present 'unsanitised' state, especially when they have more time. We have suggested therefore that some rougher route be maintained, alongside the smoother path being considered.

Cyclists and the NET Extension: Pedals Public Inquiry appearance

Pedals was represented at the 6-week long Public Inquiry in the autumn at the Britannia Hotel into the plans for two new tram lines to extend the NET and Hugh McClintock took part to probe the NET Project Team representatives in detail about the implications, positive and negative, for cyclists from the detailed alignments proposed.

Planning and constructing a tram system in an urban area with busy narrow streets poses a number of complex challenges of which safeguarding cyclists' interests is only one. On such stretches in particular there are often conflicts with other important issues including maintaining adequate footways, spaces for essential parking and delivery vehicles, minimising signing and other clutter, and minimising disruption to existing frontagers and other activities. This is particularly the case on Chilwell Road and High Road.

Other potentially problematic narrower streets include Lower Road and Fletcher Road in Beeston where there are conflicts with maintaining some parking for local residents and minimising their loss of garden space.



Birdcage Walk

On Meadows Way, although cycle lane bypasses are not to be provided at the tramstops, getting good cycling provision alongside the tram tracks on all the rest of the route is often in conflict with using this space for landscaping to reduce noise intrusion for nearby residents.

One of Pedals' other main concerns about the plans is the threat to the very well-used toucan crossing on Queen's Road East and the much more convoluted alignment proposed for the nearby cycle paths.

The nearby junction with University Boulevard is to be completely redesigned and this will include some cycle facilities, but less convenient, and the toucan crossing is now to be relocated further south, again to a less convenient location than the present one which is needed for a bus bay in the new junction.

At the same time many facilities for cyclists have been included in the plans, as a result of a dialogue with Pedals now going back many years. These include stretches of cycle lane and cycle path, where space permits, and crossings to encourage safer crossing of the tram tracks.

One junction where cyclists will particularly benefit from these changes is Abbey Street / Lenton Lane where the tram will come through from the Gregory Street towards the QMC.



At the Inquiry we argued the case for providing more cycle facilities alongside the tram, especially on the stretches running through open space where there is more opportunity to do this properly as an integral part of the tram plans and not just an afterthought.

These opportunities include, on the Beeston-Chilwell lines, the Inham Road to Toton Lane section (where a footpath alongside the tram has anyway been agreed) and, on the Wilford-Clifton route, a proper cycle-way alongside the tram from the riverside path and Coronation Avenue (Wilford) through to the Ruddington Lane tram stop in Compton Acres near the South Nottingham Industrial Estate and the bottom end of Silverdale.

This would connect to the existing cycle route to Ruddington and to the many existing and proposed links in the Compton Acres and Gresham Park areas east of Wilford and Silverdale.

More River Trent cycle-foot bridge ideas

Although cyclists in Nottinghamshire would have gained substantially from the extensive new routes planned in the Sherwood Forest area and the rest of the north of the county as part of the County Council's Living Legend bid for Peoples' Million Lottery funding in the autumn, we were very pleased that this was won by the Sustrans Connect 2 Project.

The Connect 2 Project is intended to provide new bridges and other major facilities such as ferries to plug gaps in local cycle networks. The one local contender for this, the Beeston Lock-Clifton Bridge, was initially put forward by the City Council to Sustrans but then dropped from the final short list by Sustrans last May after a series of local problems, despite some evidence of growing local support.



John Rhodes of Trent Park Developments, John Lee and Neil Harby of Nottingham City Council looking at the possible bridge site between Trent Lane and The Hook, Ladybay.

The nearest Connect 2 Project will now be in Watermead Park on the northern fringes of Leicester.

However, the idea of providing one or even two new bridges across the Trent in this area for cyclists and walkers refuses to go away, we are glad to report.

For the last few years the City and County Councils have been considering providing a shared path cantilevered on to the side of Ladybay Bridge, tied in with plans for the major regeneration of the whole area between Trent Bridge and Colwick Park, which is now starting to come about.

One of the first signs of this transformation is the new Riverside Crescent block of luxury flats in the Park Yacht Club area east of Trent Lane and facing towards Ladybay.

This major scheme just happens to be the brainchild of a keen cyclist and longstanding Pedals member, John Rhodes! It will contain secure bike storage and have a fleet of bikes for residents to use. When complete this April it will also include the first stretch of riverside path on the north bank of the Trent in this area, between Trent Lane and the Racecourse Road end of Colwick Park.

A second phase of Riverside Crescent development is planned, towards Trent Lane and John is now keen as part of this to include a new public plaza which would provide the northern end of a new foot and cycle bridge towards The Hook by Ladybay. This is now being discussed with other interested parties and has been much welcomed by Pedals.



Riverside Crescent

City Off-road barriers trial results

*Report by John Lee,
Senior Rights of Way Officer,
Nottingham City Council*

Background

In Nottingham, public footpaths, bridleways, cycle paths and other public places suffer abuse from unauthorised vehicles (consisting mainly off road motorcycles, quad bikes and more recently the “Mini Moto”). These machines cause safety concerns for local residents and users of the path network and open space network. To try and address these concerns the City Council have introduced restrictive barriers on access points at known hot spots. Although the barriers have been reasonably successful they also compromise, and in some cases actually deter, legitimate users of mobility chairs, pedal cycles and people using double buggy prams and push chairs. The Council have been both praised by residents suffering from the use of these unauthorised vehicles and at the same time criticised by some user groups for being reactive as opposed to proactive in trying to tackle the problem.



Aims of the demonstration

The information gained from the demonstration will help inform decisions on when to use a barrier and the best type of barrier to use for a particular location. The information will also provide the basis of a Policy to inform both Council officers and the public when the Council should or should not introduce a barrier.



Survey methodology

Following discussions with Tim Pheby of Transport Initiatives, in a study supported by the Cycling England Professional Advise Programme to Local Authorities, a demonstration event was held in October 2007 at Fairham Brook bridge Silverdale, which is a well used commuter route and has an A frame type barrier installed. Different types of user (walkers, cyclists and less able / mobility aid users) were invited along and asked what they thought of three different types of barrier in terms of their “ease of use” and their ability to negotiate a particular design of barrier. The types of barrier were the K barrier, the A frame and staggered barriers. The ease of use would be considered against how

effective a particular barrier was for deterring the motorcycles. After all, if the barrier is ineffective in deterring the motorcycles, then why install it? Key users groups were invited along to the demonstration along with the Nottingham Disability Advisory Group and Nottingham Local Access Forum.

Results from the Survey

40 questionnaires were completed over a period of 3 hours (13.00 hrs – 16.00 hrs). Users were asked to try the 3 different barriers and then answer 12 questions. Questions 1-5 asked how people used the path network (walk, cycle, mobility chair); whether they considered themselves to have a disability; whether the disability affected how easily they could negotiate a barrier and whether a barrier would put them off using a particular path or route. Questions 6-12 asked whether they knew why the Council installed the barriers; whether there was an existing barrier that caused them a particular problem; whether there was a local hot spot / problem with motorcycles that needs addressing; what other measures should the Council employ before installing a barrier; who's responsible for tackling the problem (for example the Council or the Police) and would they liked to be involved in any future consultation. The results will be made available during March 2008.

***For more information contact
John Lee, Senior Rights of Way
Officer, Nottingham City
Council, Traffic Management,
Environment and Regeneration,
tel. (0115) 9156078, email:
john.lee@nottinghamcity.gov.uk***

New cycle lockers installed in the new Trinity Square car park.



Smart new cycle lockers have now been installed in the new Trinity Square car park, with 6 directly outside the Customer Services Office and a group of 4 opposite at the top of the ramp.



And cycle lockers at the NET Terminus Park and Ride Site, Phoenix Park?

We have at last made some progress recently in getting acceptance of the idea that bike lockers are needed at the tram terminus at the Phoenix Park park and ride site, subject to funding and agreement on management and maintenance arrangements.

We have also urged the need for cycle lockers to be provided at the terminus park and ride sites on the two proposed NET extension lines, i.e. at Clifton and Toton Lane.

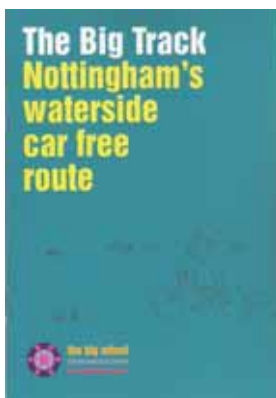
Big Track route extension to Attenborough being upgraded

Work should be completed this spring on upgrading the riverside path extension on the north bank of the Trent from

Beeston Lock towards Attenborough as well as the stretch between Beeston Lock and the City/County boundary to connect with the section towards Clifton Bridge improved last year by the City Council.

A connecting path in the area between the Trent and the canal towpath will also be improved.

There are also plans for an **Arts on The Big Track** programme, to enhance the route with sculptures etc.



County Council Cycling Officer vacancy

We were sorry to hear the news in December of the departure to a private consultancy job of Ed Ducker who had been Cycling and Walking Officer for several years. No news yet as to when he will be replaced, we much regret.

This loss will make it hard to address many cycling issues including the much greater interest we have seen recently in improving cycling in several parts of Rushcliffe to the south of West Bridgford and links to and from it. These areas include the Ruddington Fields Business Park, Keyworth, the British Geological Society site at Keyworth, and Tollerton.

In the last year Pedals has produced consolidated 'wish lists' for cycling improvements in Rushcliffe, Gedling and Broxtowe but action on all of these is now bound to be further delayed and it will also make it that much harder to coordinate pressure on the Highways Agency for cycling improvements on Trunk Roads in the area, especially the Ring Road between Clifton Bridge, the Nottingham Knight and Lings Bar roundabouts, and Tollerton, etc.

Nottingham Station cycle parking update



We have had many discussions recently with the City Council about cycle parking at Nottingham Station and the provision to be made in the Station re-development plans.

As mentioned in the last news letter there was a threat to remove all the cycle stands in the Porte Cochere area at the front of the Station and to replace these by shops, etc. After much pressure from Pedals we are very pleased to report that some cycle stands will be retained in this area, to help people popping in to make enquiries or to book tickets.

At the same time plans are progressing for a completely new secure bike parking facility in the Milk Dock area on the north (Station Street) side of the Station, close to the bridge to the tram stop and station overbridge.



The first phase of this will have space for 60 bikes we understand, with space for expansion which Pedals believes is vital. We are also keen to see that security is thoroughly considered in these plans, on the access routes as well as in the Bike Compound, and that it is well-signed and promoted, with good access routes in the vicinity of the Station as well, from different directions.

More widely, Pedals is involved in a dialogue about various cycling issues with East Midlands Trains, the new franchise holder that replaced Midland Main Line and Central Trains last November.

As we go to press plans are being finalised for a special meeting with EMT at their offices in Derby to discuss cycling issues and involving representatives of local authorities and Passenger Focus as well as other cycling groups in the new franchise area.



Milk Dock Area - Station Street

Life as a Sustrans Volunteer Ranger



Sustrans has been in existence for over thirty years, and in this time included in its many achievements is the establishment of over 10000 miles of cycle routes – 3000 miles of which are traffic free. Known as the National Cycle Network (NCN), these cycle routes depend on volunteer Rangers to maintain and look after them.

So what is the role of a Ranger? In some ways this is difficult to answer, simply because of the wide variety of tasks that need to be done, and because any individual Ranger will bring his or her own particular skills and talents to the job. However, in the Nottingham area, we have concentrated on working in teams (usually of four Rangers), to carry out small scale maintenance of the Sustrans routes in our area (primarily Route 6).

Typically a team of Rangers will perform a maintenance and survey ride two or three times a year. Maintenance involves activities such as cutting back vegetation, checking the integrity of the signs along the route and occasionally small scale litter removal. Surveying involves assessing the route for particular

problems that Rangers cannot deal with and that require assistance of other agencies to solve. A typical ride takes place over a morning and afternoon, with a well deserved picnic lunch taken in between. To see how you can become involved, log on to the Sustrans website (www.sustrans.org.uk)

New City and County cycle maps on the way

This summer should see the publication of **two new cycle maps for the City (North and South) and for the South of Nottinghamshire**, the last in the series of new maps covering the whole county and being produced for the County Council by Paul Rea of Realistic Solutions.

Jenny Kukan is responsible for the new City cycle maps and these should be compatible with the County series, we are glad to report.

For more information contact:
jenny.kukan@nottinghamcity.gov.uk

Nottingham Hotels cycling package being developed

Experience Nottinghamshire, who promote tourism in the county, are developing cycling packages for local hotels, as well as interested in promoting cycle hire centres.

For more information contact
Dale Twigger, Tourism Executive,
Experience Nottinghamshire, Unit
1.1 Clarendon Park, Clumber
Avenue, Nottingham NG5 1AH,
tel. (0115) 962 8316, email:
dale.twigger@experiencenottinghamshire.com

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www.eta.co.uk

The motoring organisation that won't cost the Earth

New approach to boosting schools cycle training in Nottingham



***acknowledgements:
Mike Madin, Sustrans***

Thanks to a lot of hard work lobbying behind the scenes there has been substantial recent progress on the matter of Nottingham City Council's developing its work on promoting cycling at schools with Sean Shiels and Francis Ashton of their Road Safety Team drawing up proposals for a "Bikeability Plus" scheme which, they maintain, would draw on the best elements of the national Bikeability and Bikelt project, promoted by Cycling England and Sustrans, and extend them.

This is a very ambitious scheme, starting from Year 2, to provide cycle training and strengthened general road user training for all children in the City's schools, and using specially provided bikes rather than the childrens' own bikes, as well as relying on a team of accredited trainers, rather than volunteers.

As the scheme develops it is also intended that it will start to draw in families and therefore directly link to the activities of Ridewise.

Details of the links to Ridewise and other elements such as funding (especially revenue funding) are still to be sorted out but there has already been a very encouraging response from schools, with 41 positive responses out of the 43 responses received from the 79 schools in the City, and 35 of the 41 keen to be pilot schools.

Pedals is keen to see that the proposed scheme for Nottingham relates to the wider Sustrans/Cycling England Bikelt project, managed by Mike Madin. Mike is based near Derby and came along to the Pedals meeting on 21 January to give a very inspiring talk about the Bikelt project, first introduced in Derby and Leicester, among other places, about 3 years ago. Dave Clasby the Derby Bikelt officer also came along and was also very enthusiastic and encouraging.

Bikelt started in 8 places, and has now greatly expanded, with very successful experience nationwide (including, in this region, now also in Lincoln). It provides a comprehensive approach to teaching children to ride bikes and a series of links to different parts of the curriculum. It also encourages their parent to get cycling!





Pedals internet address
(Including downloadable membership form!)

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

Chairman and Newsletter Editor: Hugh McClintock, 162 Musters Road, West Bridgford, Nottingham NG2 7AA, tel. (0115) 981 6206. email: Hugh.McClintock@ntlworld.com

Secretary:

Vacant: offers welcome please!

Treasurer: Susan Young, tel. (0115) 928 9139, email:

Susan.Young@nottingham.ac.uk

NEW Membership Secretary:

Chris Gardner, 11 Main Street, Bradmore, Nottingham NG11 6PB, tel. (0115) 921 1783, email: pedalsmemb@aol.com

Subscriptions rates (Membership year runs from 1 May to 30 April) £12.00 for a couple or family, £9.00 for an individual or £7 for unwaged

Please pay by Standing Order, if possible.

Publicity Officer:

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

Pedals T-Shirts Distributor:

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

david.millervilla@ntlworld.com

T-shirts available in mid-blue

Ridewise Consultant:

Graham Hubbard, c/o Groundwork Greater Nottingham, Denman Street East, Nottingham NG7 3GX. mobile: 07818 263738, email info@ridewise.org.uk or ride-wise@hotmail.com - website www.ridewise.org.uk

PEDALS CONTACTS

Doctor Bike Coordinator:

Peter Osborne, tel. (0115) 989 0632 (H), (0115) 974 7474, email:

peter.osborne@ouvip.com or (work) osbornp@quadrant.co.uk

Pedals Webmaster:

Larry Neylon, 17 Percival Road, Sherwood, Nottingham NG5 2FA

email: lneylon@ntlworld.com

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

See the Cycling Pages of the County

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

www.nottinghamshire.gov.uk/home/traffic_and_travel/traffictravel-cycling.htm or [http://www.nottinghamshire.gov.uk/ \(traffic and travel - cycling\)](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: (vacant since the departure of Ed Ducker in December 2007)

City Council (including Nottingham cycle maps): Steve Brewer, Sustainable Transport Officer, Transport Strategy Team, City Environment & Regeneration Department, Exchange Buildings North, Smithy Row, Nottingham NG1 2BS, tel. (0115) 915 6596, fax. (0115) 915 6596, email:

steve.brewer@nottinghamcity.gov.uk

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