



Newsletter no 95, Spring / Summer 2012

Great Notts Bike Ride now part of a weekend Festival of Cycling - 'EON Cycle-Live' 13-15 July

30 years after the Great Notts was first started by Pedals, with help from the CTC, in June 1982, it is now being incorporated in a weekend Festival of Cycling, to be known as 'Cycle Live', and sponsored by EON. The start is being switched from the NWSC at Holme Pierrepont to the Victoria Embankment.



This change in venue reflects the City Council becoming the major promoter, largely replacing Notts County Council who were the main organisers from 1982 to 2010. Although the County Council had ceased most of their involvement last year, they have in fact to some extent reengaged this year, which is very welcome news for this very popular event, now to be expanded.

The main organisers are Beeston-based Perfect Motion who started to help management the event in the last few years of the County Council being the major promoters. Last year it was they who did most to keep the GNBR going, in partnership with Pennine Events.



E.ON Cycle Live Nottingham, as the event is now known, is a new concept for 2012, building on 30 years success of the GNBR, encompassing a full weekend of cycling activity between Friday 13 and Sunday 15 July.

As can be seen from the event overview below the weekend festival will now consist of a new city leisure ride and schools challenge, a new elite circuit race and

festival of cycling and the already established Great Notts Bike Ride, offering something for everyone, from grass roots to elite participation.



Event overview

E.ON Cycle Live Nottingham Schools Challenge, Friday 13th July

- Racing around closed circuit on The Victoria Embankment
- Key stages 3 and 4, ages 12+
- 1.30pm until 3.30pm
- Focus on Secondary School engagement for City and County Schools
- Possible option to add in Primary Schools
- Additional British Cycling and club activity to be confirmed
- *Key objective to engage as many schools as possible and signpost to cycling club activity*

E.ON Cycle Live Nottingham Grand Prix, Friday 13th July

- Series of races around closed circuit on The Victoria Embankment
 - Corporate Relay Race (45mins)
 - Folding Bike Race (20mins)
 - Regional B Category Race (60mins)
 - Raleigh Chopper Challenge (20mins)
 - Feature Race – National B Category Race (75mins)
- 5.30pm until 9.30pm
- Visual, exciting, upbeat and fun
- *Key objective to provide an exciting series of races to engage businesses and cycling clubs to take part and the general public to come and watch*



E.ON Cycle Live Festival of Cycling and Nottingham's Big Day Out, Saturday 14th July

- Event Village featuring range of activity: cycling, walking, sustainable travel and environment
(We hope will include a Pedals stall, if we can get enough volunteers to help!)
- Combination of participative and informative activities, demonstrations and displays
- 10am until 5pm
- *Key objective to engage the general public and link the weekend events together*



E.ON Great Nottinghamshire Bike Ride, Sunday 15th July

- Series of three mass participation rides, featuring 19, 48 and 100mile routes (approx)
 - 7am – 100 mile sportive
 - 8am – 48 mile challenge ride
 - 10.30am – 19 mile community ride
- New routes heading south and east from The Victoria Embankment
- Something for all ages and abilities
- New event entry criteria
- 7am until 7pm
- Entry Open: www.greatnottsbikeride.com
- *Key objective to maximise number of riders (up to 5,000) across three routes*

E.ON Nottingham City Ride, Sunday 15th July

- New traffic free approx 4 mile route around The Embankment and South Side of the City
- Start time approx 11.30am
- Part of GNBR and Cycle Live activity and events
- Aimed at new cyclists, younger riders and families
- Free entry for a limited number of city residents thanks to Decade of Better Health
- *Key objective to maximise number of riders and engage Nottingham residents*

Pedals, as the organisation which first started the GNBR, very much welcomes these exciting plans.

We are still very much involved in the GNBR / Cycle Live Support Group and hope that there will be fantastic support from all the cycling organisations and individual cyclists in Nottinghamshire, as well as attracting many cyclists from much further afield.

- ***The primary event website is www.cyclelivenottingham.co.uk***
However, when marketing to the previous GNBR database of riders, the following website will also be used:
www.greatnottsbikeride.com



Rural Rides continue, managed by Ridewise

Several Pedals members are among the many volunteers leading rides in the Rural Rides programme, which again this year is being managed by Ridewise, following the end of Nottinghamshire County Council support for the programme in 2010.



The photo shows many of the volunteer rides, from Pedals, Ridewise and other organisations and other individuals when they gathered for a social evening at the Lenton Centre last December.

This occasion also marked the culmination of the Awards for All lottery grant which Pedals secured last year to help Ridewise promote the programme, and with Helen McCullen then working part-time but very energetically on this task.

The funding only lasted until December so it has not been possible this year to promote the programme in the same way. However, Ridewise are still running at a more basic level, relying heavily on electronic means of communication such as the web, email and Facebook, and details of this years' rides can be found at

www.ridewise.org.uk/rural-rides

Meanwhile, Ridewise are, we understand, working with NCVS (Nottingham Community and Voluntary Service) on a fresh funding initiative, emphasising social cohesion and reaching out to a wider range of groups to participate in the rides.



Summer of Cycling:

"Get a 'saddle-shy friend' on a bike this summer - Together, we can double cycling" are the key messages of this year's Summer of Cycling, supported by a wide range of cycling organisations.

For more information visit:

www.summerofcycling.net/

Further discussions with Pedals on the NET extension plans as construction work gets well underway



Since last December representatives of Pedals including Peter Briggs, Andrew Martin and Hugh McClintock have been involved in a series of meetings to discuss the implications for cyclists of the detailed plans for the two tram extension routes (to Clifton and Toton), on which work started in January.

These meetings have involved the City and County Councils, Broxtowe Borough Council, the NET Project Team, their consultants (Mott McDonald) Vinci Construction (Taylor Woodrow).

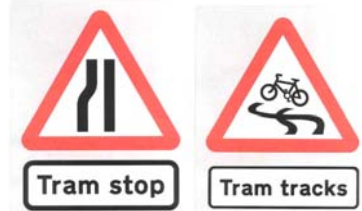
To help ensure that cyclists interests are well represented we have also had support from the Sustrans Ucycle Project, Ridewise and GNTF (Greater Nottingham Transport Partnership).



A particularly helpful role, especially in relation to the detailed NET alignment proposals in Broxtowe Borough has been played by Broxtowe Borough Councillor Steve Barber, a keen cyclist (and Pedals member) as well as a national award winning tram campaigner.

Detailed plans for some stretches are still being finalised and these have to take account of a wide range of issues, so we intend to maintain close liaison with all the relevant organisations as the NET extensions get further into the construction process over the next 2- 2/12 years.

The many issues being discussed include:-



the design of tram stops ('island' and 'kerbside' types) and their implications for cyclists' safety as on Chilwell High Road,



potential for back street routes (especially Chilwell High Road - Middle Street) area for cyclists wishing to avoid cycling near tram tracks



pros and cons of 'VeloSTRAIL track filler devices at pinch points, as used in Germany





potential transide paths to be shared paths rather than just footpaths (Chilwell-Toton, Wilford-Ruddington Lane, and Ruddington Lane-'The Downs', Silverdale-Clifton)

- *For more information on these discussions include notes on the meetings we are having see the Pedals website:*
http://www.pedals.org.uk/net_consultation_2012



short-and long-term cycle parking at Terminal Park and Ride sites and other stops, including promotion, management and maintenance arrangements.



minimising road closures and cycle path closures and ensuring temporary path arrangements during construction work



Station Cycle Parking: Smartcard access only section coming soon



Plans are going ahead soon for changes at the Secure Bike Compound at Nottingham Station with the eastern half being accessible only by people with Citycards to help further with the security of bikes parked at the Station.



Entry to this will be by way of a new smaller gate to be included in the wide gates half way along the Compound.



Citycards can be obtained for free (and by non-city residents) from the City Transport Information Centre in the Old Market Square. They can then also be used for accessing bikes in the Citycard bike and storage scheme.

- For more information on these plans contact Keith Morgan at the City Council:
Keith.Morgan@nottinghamcity.gov.uk

Citycard bike hire and storage scheme progresses



The Citycard cycle hire and storage scheme is basically aimed at commuters, (and is linked to public transport), rather than being a 'turn up and go' scheme (like 'Boris Bikes' in London). Launched last year by the City Council it is now being expanded, providing special Pashley Bikes for hire by Citycard holders (whether City residents or not) but also secure parking for people using their own bikes.



The scheme started with the provision of a FREE secure CCTV-covered indoor Bike Dock at the Broad Marsh bus station and usage of this, which includes lockers, has been rising steadily. The phased approach to implementation now continues, as new sources of funding can be found, and helped by the recent appointment of Russ Morton as Project Manager (Russ.Morton@nottinghamcity.gov.uk).

their own bikes, especially secure bike parking, and using a special Citycard lock on ordinary inverted U-shaped 'Sheffield' stands.

For more information on these Citycard cycling developments

- ***contact Russ Morton, tel. (0115) 915 3792,***
- ***or email***
[***cycle@nottinghamcity.gov.uk***](mailto:cycle@nottinghamcity.gov.uk)
- ***or visit the Pedals website at***
[***http://www.pedals.org.uk/citycard***](http://www.pedals.org.uk/citycard)
[***d cycle hire***](#)

On your way to work do you pass by Broadmarsh, Queen's Drive or Colwick?

Do you....

- want to get fit?
- want to save money?
- want to do your bit for the environment?
- want to save time travelling to work?

You need Citycard Cycles!

FREE to join, FREE to use!
Be one of the first to be part of the FREE Citycard cycle hire scheme. Either park your car at the Park & Ride site or get off your bus, tram or train in the City at and pick up a free Citycard Cycle to finish your journey.
For more details and to sign up, please contact Citycard Cycles on (0115) 915 3888 or cycle@nottinghamcity.gov.uk

Not ridden a bike for a while?
Are you a bit unsure on the road or route, or just need a confidence boost?
Then why not take up the FREE cycle training with Ride Wise
For more details contact Ride Wise on 07854 853 339 or info@ridewise.org.uk

  **Nottingham City Council**



Pedals qualified welcome for Revised City Cycling Action Plan

Pedals has been consulted about the new version of the City Cycling Action Plan, first drawn up in 2008. Many of our ideas have been taken on board in the latest draft but there are some other points we want to see more clearly stated such as the need to avoid any highway changes that make life more unsafe for cyclists.

The next stage entails the provision of cycle cages at Colwick Park and Queen's Drive Park and Ride sites, and these comprise a modular system so that later cages can be added as demand builds up.

Later stages are planned to extend to Fletcher gate multi-storey car park and then the ones at Trinity Square and Maid Marian Way.

Other plans including publicising the advantages of the scheme for people with



This has not been the case, unfortunately, in several recent 'Road Safety' or such traffic management schemes such as the changed layouts on Wigman Road and Aspley Lane. Road narrowings may help pedestrians to cross more easily but have not, we have argued, taken enough account of the safety of cyclists.



Cyclists' safety would also be helped, we have stressed, by a greater effort to ensure that drivers respect cycle lanes and advance stop lines, as well as avoiding obstructive car parking, of the kind seen recently on Lenton Lane and Gregory Street near the QMC.

This road forms part of the future NET route to Chilwell and the tram-related Traffic Regulation Orders will be brought forward to help curb this nuisance.



We have welcomed this intended move and also, more generally, the City Council's intention to adopt area 20mph schemes more widely, starting with the Sherwood area.



New City cycle paths completed

April saw the completion of two welcome new routes in the north west of Nottingham:



- A 2km route across Broxtowe Country Park between Woodhouse Way and the Phoenix Centre tram stop by Nuthall Road (A610)



- New sections of path by the River Leen in the area between Basford and Bulwell, close to part of Sustrans National Cycle Network Route 6.

intended to make more obvious the existence of this important new link east of Trent Bridge and off London Road, opened in November 2009.



A series of further cycle direction signs are planned elsewhere on the city sections of The Big Track, starting in The Meadows area, and including signing of several 'feeder links' to this river- and canalside route.

Cycling provision in the A453 dualling (M1 to Clifton)



Also in the Bulwell area, a site meeting was held in January involving Andrew Martin and Hugh McClintock from Pedals, and Keith Morgan from the City Council, to discuss an improved alignment for NCN Route 6 in the Bulwell area, closer to the town centre, and avoiding the need to lift bikes up over the footbridge south of the town centre near Deptford Crescent.

Big Track signing improvements

New cycle direction signs have been installed on part of The Big Track route near Trent Bridge and the Meadow Lane canal lock, south of Iremonger Road. These are



With the recent go-ahead for the dualling of the A453 between Clifton and the M1 we are keen to see that the substantial plans for cycling in the scheme still go ahead.

Pedals, as well as CTC and Sustrans, were first involved in discussions about these more than 20 years ago, when cyclists were given very little consideration. After many years our continued efforts to get these improved bore fruit, and were the subject of a special meeting in Autumn 2006 with the Highways Agency to discuss provision for all 'non-motorised users' in the scheme.



Much of the cycling provision will also form part of an extension of Route 15 of the Sustrans National Cycle Network. Parts of this are now signed between Wilford and Radcliffe on-Trent, as well as near Aslockton, and in future this route is intended to follow right across Nottinghamshire, south of the Trent, with links beyond the county boundary.

- Sustrans NCN15 also follows through the new A46 Saxondale roundabout west of Bingham, including a new bridleway bridge recently completed by the Highways Agency as part of their widening of the A46 between Widmerpool and Newark. This scheme should be completed soon after this newsletter appears and we would welcome feedback from Pedals members on the new cycling provision. This also forms part of an extension of Sustrans NCN 48 from Leicester northwards, which is already signed in Leicestershire up to the county boundary near Ab Kettleby.*

Colwick Park new foot and cycle bridge proposal

Pedals is now directly represented on the City's Local Access Forum, along with representatives of other groups with an interest in rights of way, and this gives a new opportunity to coordinate with other 'non-motorised user group' (NMU) groups.

One project now being actively considered is for a new foot and cycle bridge on the east side of Colwick Park where there are now just stepping stones to connect towards Netherfield.



This proposal, on the City / Gedling boundary, has been proposed as a joint project for the City and County Local Access Forums, and there is much support for this improvement.

Pedals view is that the bridge would be even more useful if it could be connected to improved routes across Colwick Park and to extensions of the riverside path on the north bank of the Trent in the Netherfield area.

Part of this path, through and east of Colwick Park, was improved last year by the Environment Agency as part of their Trent Left Bank Flood Alleviation Scheme, but only goes so far, coming to a halt by a fence across the path by the Crossland Meadow Estate.



The EA had agreed in 2009 to provide a continuous path between Colwick Park and the railway bridge over the Trent between Netherfield and Radcliffe but now say that for various reasons, including budget cuts, it is no longer practical to provide a continuous path on all of this stretch, leaving path users to resort to using Mile End Road through the Industrial Area further back from the Trent.

We would like to see improvements to all of the route through Colwick Park towards the City Centre, to help provide a traffic-free alternative to much of the A612, especially the dangerous junctions such as the one where Mile End Road meets the Colwick Loop Road, the scene of a tragic accident a few months ago when a teenage cyclist was killed.



Daleside Road (A612) cycling issues

Ideally, there should be a thorough review of on- and off-road conditions for cyclists on all of this A612 'corridor' and including the potential for improvements to the Sneinton Greenway as well as Daleside Road, Colwick Road and the riverside path between Colwick Park and Netherfield, etc.



We made comments earlier this year on Network Rail's proposals to replace the two Sneinton level crossings (Meadow Lane and Trent Lane) by new foot and cycle bridges and stressed the need in our comments for these changes to make it easier to get on and off the Sneinton Greenway as well as more attractive to use the Greenway itself, which could be made better for through trips, as an alternative to the substandard cycle paths on Daleside Road.



City Cycle Maps Feedback welcomed please

We would much welcome any detailed comments on the new City Cycle Maps which came out last autumn.

Comments already received can be downloaded at

www.pedals.org.uk/maps_and_books

Please send any further comments to Hugh.McClintock@ntlworld.com for us to discuss and collate and send on to the City Council



Attenborough to Beeston Rylands riverside path improvements due later this year.

We very much welcome the proposed improvements to the very well-used section of riverside path on the north bank of the Trent between Attenborough and Beeston Rylands, to be carried out later this year by Broxtowe Borough Council and the County Council.

The path is to be widened where possible although the scope for this is often limited because of the proximity to local nature conservation sites.

There have been some concerns about the number of chicanes proposed and we understand from the Project Officer, Steve Fisher of Broxtowe Borough Council, that he is talking with the County Council and NWT (Notts Wildlife Trust) partners to try to reduce the number of these.

It is hoped to start work on site early August subject to nesting birds but specific details will be posted on site. Depending on weather the hope is to complete the work by Christmas. There will be path closures but paths will be open out of working hours if possible.

- *Concerns about chicanes and, in particular, the number of A-frame barriers, have been expressed by many users of the Derbyshire sections of the Erewash Valley Trail which opened last year, and especially on the improved canal towpath in the area between Sandiacre and Ilkeston. We are taking this up with the relevant authorities including Derbyshire County Council.*

County Council buys 4 more colliery lines for trail use

We welcome the recent purchase by the County Council from Network Rail of 4 further ex-colliery lines in Nottinghamshire for conversion to multi-user trails, for tourism purposes.

These are the disused railway lines which served Bilsthorpe, Cotgrave, Calverton and Clipstone. The series of new routes, with links to existing routes, could be a very useful addition to the substantial network of off-road trails in the county, especially in north Nottinghamshire.



At the time of writing it is not clear just when these former lines will be made suitable for comfortable use but it seems

that this might take several years. We understand however that priority is being given to the former line from Radcliffe on Trent to Cotgrave (Country Park) which could be done next year.



Ucycle Project extended to local FE colleges

Update by Joanna Ward, Sustrans Ucycle Project Director

A new phase and some new faces for the Sustrans Ucycle project! New to the project is Briony Cheeseman, Project Officer for the University of Nottingham and Danielle Sample, Project Officer for Further Education, a new role for the project. We are also pleased that former Project Support Assistant James Grundy has now taken on the role of Project Officer for the Nottingham University Hospital Trust, so once again with Project Manager Joanna Ward the team is up to full strength. Those of you who braved the chilly weather on 'Light Night' in February may already have met us - we all had a great time chatting to everyone and hopefully we all got a few more cyclists out onto the streets of Nottingham as a result!



Ucycle's FE work is going well, with a good response from staff, students, experienced cyclists and those who don't currently cycle alike! Dr Bike proving a big hit, restoring collegegoers' bikes to health and attracting a great deal of attention – so we're sure more success is on the way.

The Ucycle bike hire scheme continues in popularity at both the Universities, with the possible expansion of the fleet now being investigated by the two Universities to deal with ever increasing demand for bikes - excellent news! Even more good news for staff, students and visitors at the University of Nottingham and Nottingham Trent is that our cycling maps of the Universities are currently being printed and will be available soon, helping cyclists travel confidently between campuses and student accommodation.

Over the past few months the team has welcomed a number of visitors from various local authorities, Universities and other Sustrans projects wanting to find out more about Ucycle's work. This is a great sign for cycling nationally.



Most of my riding (I'll say 90-95%) is lovely and trouble free, but I do a fair mileage (average at least 50 miles a week), most of it for my work. My commuter riding mainly takes me through urban and suburban areas of Nottinghamshire - and these environments, in my experience, are the most hazardous for all modes of transport.

In the worst case scenario whilst riding your bike you will have been hit by another vehicle (statistically rare as you are more likely to be injured when walking than cycling).

Let's assume that it was the fault of the other road-user. Aside from getting the other party's details (the vehicle registration number and reporting the incident to the Police is vital) you will need a reliable witness at the scene if you are to succeed in getting compensation for your damage. This can be very difficult and sometimes impossible: you may be hurt and unable to ask for assistance; there may be no-one around that has seen the incident.

Without a witness, an insurance company will always challenge your claim and the legal precedence is such that you will be left without compensation from the other party's insurer.

A decent head camera will capture footage that is acceptable as evidence in a court of law, so if I am injured in a road incident but without a witness, I will be able to make a successful claim.

Using head cameras in cycle campaigning

By Julian Bentley

My reason for using a head (or helmet) camera is as an 'insurance' policy against bad driving. I have been cycling regularly for 20 years, hold a full Motorcycle and Driving licence and am also an Accredited Cycling Instructor. I'm sure that a lot of regular Cyclists experience the after effects of poor driving occasionally: if you are lucky this just involves slamming on your brakes or swerving; if unlucky you can be injured and your bike and clothing damaged.





Another issue these days is that of 'Road rage' behaviour by (a minority of) motorists. I have observed this mainly on the roads of UK towns and cities - in my experience it does not exist in Europe.

There seems to be a fair proportion of UK motorists who consider the roads are primarily for *their* use alone - and this attitude is reflected in (disgraceful but alarmingly common) poor road etiquette towards Cyclists.

This poor road behaviour is mostly harmless (e.g. overtaking a cyclist with a 12"/30cm gap instead of at least 40"/1m gap) *but* by not addressing these issues (and I am not aware of any such initiative beyond oft-forgotten Highway Code guidelines) we are passively condoning them, which is a major failure in Road Safety Policy



A small minority of motorists is sometimes unable to control themselves and this can result in violent and threatening behaviour.



I have experienced this occasionally and have been frustrated by the lack of action that Police are able to take without having witnesses at the scene. Currently a driver from the Ruddington is being prosecuted for threatening behaviour towards me after an incident in December 2011 - the footage I captured on my camera secured the charging of the individual concerned - without which I am sure there would have been no action taken.

I did a bit of research before buying my camera, as there are now many available: from £10 on Ebay to £300+ for brand-name cameras from Bicycle shops. I found the website of an erudite Mancunian Motorcyclist, 'Techmoan' (www.techmoan.com) to be invaluable here:

I needed a good resolution camera on a tight budget and the site has many entertaining and informative video reviews of cameras (along with other gadgets) - which far surpass a certain TV gadget programme.

Pictured is the camera I bought - an ACT20 (HD 720p) head camera - widely available on Ebay from £40-£80 (or more if you buy from a UK supplier). It weighs about 70g and comes with all the accessories needed for head/helmet attachment. You will need to buy a memory card separately for most of these cameras - cost about £10-£20, available via www.amazon.co.uk

Pedals welcome for The Times campaign on cyclists safety

Pedals like other cycling groups has much welcomed the campaign launched in February by The Times newspaper to make Britain a safer place to cycle.



This includes a map of what cyclists consider to be the most hazardous places to cycle in the country at www.thetimes.co.uk/cyclesafe

As we go to press The Times is getting close to meeting its aim of getting 10,000 hazards posted on the site before they take the data to local councillors and Mayoral candidates and ask them to do something about it. They have also added some Department of Transport data to the map, meaning you can now see if an accident has happened in your area or on your route to work.

The plan is to make this data available to local councils to help them to identify areas where they can improve and get more cyclists onto the roads.

125 years of Raleigh bikes – the celebrations continue

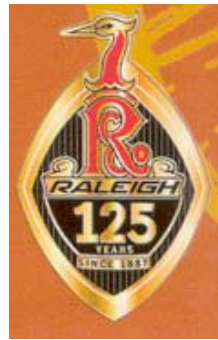
After a very successful series of talks and films in February and March to mark the 125th anniversary of the founding of Raleigh Cycle in Nottingham, the celebrations continue with a special event planned at the Jubilee Campus of Nottingham University (the former Sturmey Archer work site) on Saturday 16 June.

This forms a further part of the research project at the University directed by Dr Carole Mallia researching memories of working at Raleigh, or any experience with Raleigh bikes.

- *For more information nearer the time watch this space on the Pedals website:*
- www.pedals.org.uk/raleigh_memories

Raleigh's help in the early years of Pedals – a tribute

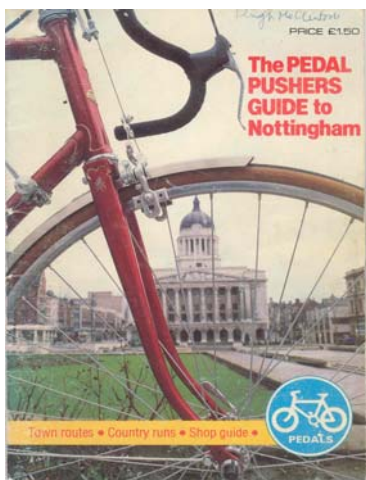
With the celebrations this year for the 125th anniversary of Raleigh we would like to place on record the very important role which Raleigh played in the early years of Pedals from our formation in 1979.



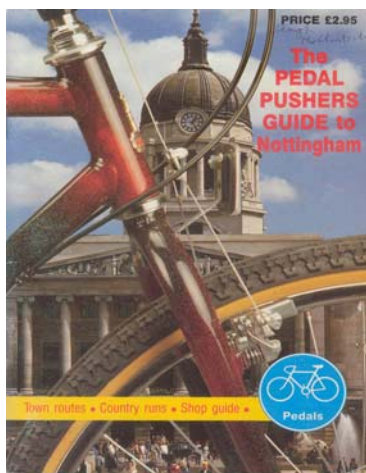
Most important of all was that Raleigh's printed our newsletter for the first 8 years of Pedals existence, and this continued despite the very serious financial problems that soon developed.

They also provided help with both the design and printing of some of our earlier leaflets and posters and this helped a lot in getting Pedals off on a sound financial footing.

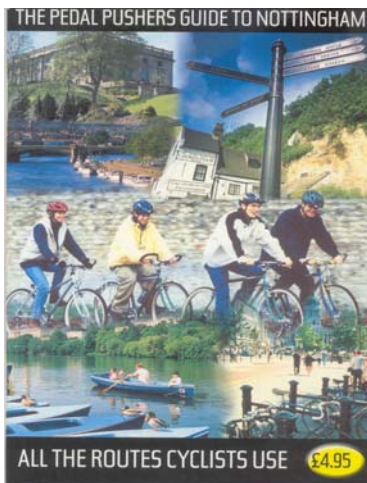




Another great boost was in the assistance they gave to helping to fund the 3 editions of The Pedals Pushers' Guide to Nottingham, between 1983 and 1999. This included enabling us to have a really eye-catching cover for each edition.



In the very early months several of us founder activists were invited to lunch by the then Marketing Director, who said he was keen to keep in regular contact. Alas, however, the worsening prospects for Raleigh at that time soon put paid to the idea of regular working lunches to discuss our progress but we remain very grateful nonetheless for all that very important early help!



Change of venue for Pedals meetings!

At the last Pedals meeting before this issue went to press we had the bombshell news that our venue of the last 7 years, The Globe PH on Rye Hill Street, would soon be closing.

We therefore began an urgent search for a new meeting place, in time for our next monthly meeting on Monday 21 May.

As we go to press this has not been settled so please keep an eye on the relevant section of our website at www.pedals.org.uk/meetings

Don't forget to renew your subs please!

Although most Pedals members now pay by Standing Order, for which we are very grateful, subs renewals for other members fell due on 1 May, so do please renew promptly. You can do this online at [www.pedals.org.uk/how to join](http://www.pedals.org.uk/how_to_join) as well as using these pages to get a friend to join! You can pay via Paypal.

Even better however is to take out a Standing Order please, to help reduce our admin and costs.



Appeal to all members – new and old - PLEASE ensure that we have a current valid email address

PLEASE ENSURE THAT WE HAVE A VALID EMAIL ADDRESS FOR YOU, so that we can communicate with you more often than just via the newsletter, now published only twice and not three times a year.

Contact details for Pete Elderton

(Membership Secretary) are:-

peter.elderton@live.co.uk or
membership@pedals.org.uk

tel. 0782 864 7221, mail address: 36 Harrow Rd, West Bridgford, Nottm NG2 7DU

Pedals newsletters by post of email? YOU decide!

It has again been suggested that we should reduce the costs of printing and distributing the twice yearly newsletters by sending these out by email as pdfs. However, we don't want to push this too much to members who have email but would rather still receive a printed copy. If however, you are prepared to get your newsletters this way in future please inform the editor, Hugh.McClintock@ntlworld.com



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 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 including:

- Bunney's Bikes, Carrington St.
- Cycle Garage, West Bridgford
- Cycle Inn, Beeston
- Arnold Cycles, Arnold.
- Freewheel, Hockley
- Rex Robinson, Carlton

A full list of local bike shops can be found on the Pedals website at [www.pedals.org.uk/looking after your bike](http://www.pedals.org.uk/looking_after_your_bike)

New Treasurer for Pedals

Welcome to David Easley who was elected at our AGM on 31 March to take over from Chris Gardner as Pedals Treasurer. Many thanks also to Chris who had held this job since 2009.

Pedals Committee changes from the 2012 AGM

Since the AGM in 2010 we have a Pedals Committee to help manage Pedals business and this includes all the key office holders, as well as some 'old stagers'. Since the 2012 AGM in March the Committee members now are:-

- Andrew Martin, (Facilitator)
- Peter Osborne (Secretary)
- David Easley (Treasurer)
- Larry Neylon, (Webmaster)
- Hugh McClintock (Newsletter Editor)
- Peter Briggs
- Arthur Williams
- Susan Young.

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



Helping with Pedals stalls –

Volunteers always welcome please!

We still have no Publicity Officer, nor Stalls / Events officer (to replace Dave Clark, who stood down last year).

This means that we can now only manage to take Pedals stalls to a relatively few more important events.

It also means that we are extra grateful to any other members prepared to volunteer to help with any of these please.



A big thank you to Chris Beattie of We-go (formerly Pedal Express) who has now very kindly offered not only to house the Pedals marquee and all the other display materials for free but also to transport them to and from events. This is extremely welcome!

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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 October 2012.

(Editor: Hugh McClintock: email Hugh.McClintock@ntlworld.com)