

HMcC BACKGROUND NOTES FOR PEDALS MONTHLY MEETING:

7.30 p.m. on Monday 21 February 2011

in the upper room of The Globe PH, 152 London Road, NG2 3BQ (between London Road and Meadows Way, on corner with Ryehill Street, just north of Trent Bridge)

AGENDA (as sent out by Peter Osborne on 13 Feb

7.30 p.m. on Monday 21st February 2011

In the upper room of The Globe PH, 152 London Road, NG2 3BQ (between London Road and Meadows Way, on corner with Ryehill Street, just north of Trent Bridge).

- 1. Welcome, and apologies for absence, and including brief introductions**
- 2. Discussion with Jo Ward Sustrans Project Manager, Ucycle Nottingham (7.30-8.30 p.m. approx).**
- 3. Minutes of the previous Pedals meeting and matters arising / update**
- 4. Report on recent meetings by people who have attended on behalf of Pedals.**
 - Greater Nottm Cycling Development Group meeting (Mon 14 Feb), Hugh to report
- 5. Finance (Chris Gardner / Susan Young to report)**
- 6. Forthcoming events / meetings**
 - Pedals meetings – this year's AGM
 - Other meetings / events
- 7. Cycle facility and traffic management matters**
- 8. Miscellaneous items**
 - Membership database
 - Cyclestreets Tool for Campaigners, and bid for support to the Geovation Challenge,
 - Ideas re Pedals business cards and Rural Rides promotion.
 - This year's Climate Week (taking place between 21st and 27th March).
 - Big Wheel upcoming business events
 - Cyclestreets' Tools for Campaigners
 - Update on Pedals membership figures and updating our displays
 - Message (from Cyclenation) to all local cycle campaign groups - Ask for Strict Liability Now!
 - Nottingham Green Festival
- 9. Any other business**

BACKGROUND NOTES

HMcC Background Notes on Pedals matters I have been involved with recently, including extracts from some relevant email messages, to go with the Agenda for the Monday 21 February 2011 Pedals meeting

1. Welcome, and apologies for absence, and including brief introductions

Apologies for absence from Andrew Martin and Julian Bentley.

2. Discussion with Joanna Ward, Project Director: Update on the Sustrans Ucycle Project

Pedals member and Broxtowe Borough Councillor Steve Barber told me recently that he had been talking to Prof. Alan Dodson, Pro Vice-Chancellor at Nottingham University about the Ubike scheme and suggested to him docking stations in Beeston, he is keen, it seems. They could be used for trips between Beeston Station and Beeston Square, for example. We might wish to raise this with Joanna Ward, among other things.

3. Minutes of the Pedals Meeting Held 17th January 2011 at The Globe.

Present:

Hugh McClintock, Peter Osborne, David Miller, Andrew Martin, John Bannister, Roger Codling, Julian Bentley, Dave Clark, Liz Kirk, Martin Quarton, Nigel Lee, Peter Briggs, Kevin Fleming, Dave Earnshaw, Susan Young, Andrew Househan, Roy Wilson and Chris Carter.

Apologies for absence:

Mara Ozolins, Pete Elderton and Arthur Williams.

Discussion with Chris Carter. Chris is Transport Strategy Manager at the City Council.

Chris covered a number of issues relevant to cycling including the following:-

- Local transport plan (LTP)
 - A draft LTP has been issued and is out for consultation. It consists of a 15-year strategy and an implementation plan. Pedals will be responding to this soon. Funding has been severely hit due to a 50% reduction from the Dept for Transport (Central Govt). The capital maintenance allocation has been reduced by 23%. However, one potential bright spot is the new local sustainable transport fund, worth £500 million nationally (capital and revenue). Nottingham can bid for up to £50 million.
- Recently the Council has been working on:
 - Commuter cycle corridors. £250K a year has been spent in recent years. This year's corridor is Clifton to the City.
 - Cycle improvement programme. This is neighbourhood based and concerns small-scale schemes.
 - Nottingham Station Cycle Parking. The Council with EMT are continuing to look at improving security (smart card access) in part of the new bike compound.
 - The Big Track. A lot of money has gone into this. For the next project it is hoped to develop a corridor along the River Leen.
 - Mapping. A lot of Nottingham has been mapped and is available online as a journey planner, with new paper maps then to follow using this revised database.
 - Sustrans Ucycle Nottingham project. This officially finishes in February, but may continue until the end of March.
 - Cycle flows and monitoring. The Council monitors cycle flows. There has been an 8% increase in cycling over 3 years.

There followed a lively discussion on numerous cycling issues for the Council to address.

Sharphill A52 Underpass. Progress continues to be made on this, with Jeremy Dixon of A-One Plus (Managing Agency Consultancy for the Highways Agency) confirming that he considers the dimensions of the subway suitable for shared cycle and pedestrian use. The next step is for him to coordinate getting removal by the landowner of the mound of earth obstructing the north entrance to the subway with the County Council's Rights of Way section processing a Right of Way order for a public footpath through the subway. Since the consent of the owner of the land under the subway is needed to allow permissive access, and since there is some uncertainty over this, getting legal cyclist access may however take some time but at least the subway (complete with a barrier to deter motor bike access) would be physically usable by cyclists, even if legally they remained for the time being technically trespassers on a footpath.

Nottingham Light Night, Friday 18 Feb. Several more Pedals members have volunteered (Martin Quarton, Andrew Martin and Dave Earnshaw). Susan will print off some Pedals publicity cards. Hugh to inform Helen Hemstock of the new volunteers.

Rural Rides. Ridewise is co-ordinating this programme. Publicity will be electronically based to save money, with a few handbills available. All ride leaders will be CRB checked.

Rural Rides for All Bid for Funding. A vote of thanks to Peter Briggs for his hard work on this was proposed and passed unanimously. A decision is expected within a month. It is necessary to appoint someone as soon as possible since the programme starts around Easter. Ridewise will be the employer of the person recruited to manage and promote the Rural Rides programme. (It is a part time job for 6 months). Pedals should have some managerial control as it is a Pedals bid. There was a discussion of how to recruit a suitable person. A management committee of four people (two each from Ridewise and Pedals) will be appointed, with Hugh McClintock and Peter Briggs being the main Pedals reps, though with other people from Pedals being encouraged to attend from time to time, particularly when Hugh and Peter cannot make particular monthly meetings.

Meeting on 7 Jan to discuss proposed Move and Mingle cycle routes brochures. Rose Melvin of Rushcliffe Borough Council has money for this. There is a lot of interest. There will be another meeting in March. They are however reluctant to do a new edition of the Rushcliffe cycle map (2003) in view of their experience of being sued by someone who had had an accident which she blamed in misleading advice on the map! We have suggested that they get round this by a suitably worded disclaimer! For example, Gary Smerdon-White had commented and suggested this possible wording: “– surely the Transport Direct site is the worthy basis for any map so if you do a map from that and have a disclaimer such as ‘This map was taken from Transport direct data provided by the City and County Councils in MMM YYYY. However routes and facilities for cyclists do change over time so it may be best to confirm your route by looking at www.transetc.org .”

Upcoming Meetings. Joanna Ward from Sustrans will be talking about the Ucycle project in February. This year's AGM will be held on Sat 19th March. Andrew Martin will search around for a city centre venue. By holding the AGM on Saturday, it is hoped to encourage more members to attend. Notification will be by email (by Feb 17th) and the Pedals website.

Finance. City County Forest – 112 copies were sold in 2010; this is still a very encouraging rate of sales about 6 years after the second edition appeared!

Great Notts Bike Ride. Registration is now open, with an early bird discount rate for people booking by the end of February.

Next Pedals newsletter (Spring / Summer). Hugh said that he intended to get this to press soon after the AGM and with a special focus on the new Rural Rides for All Ridewise-based arrangements. The prospect of a further increase in postage costs in April made it all the more imperative for us to reduce the length of each issue again, though at the same time he was keen to encourage more people to make (brief) contributions, including more light-hearted ones such as the Christmas cracker cycling jokes included in the recent edition of the Derby Cycling Group newsletter which he had circulated.

The meeting closed at 10.15pm

Update:

Nottingham City Council Local Transport Plan 2011-2026; Pedals response to consultation (21 Jan):

Introduction

These additional and more detailed comments should be taken in combination with our response to the online survey questionnaire.

They should also be considered in the wider context both of the Pedals Strategic Vision, revised in 2009, and downloadable from our website at http://www.pedals.org.uk/pedals_plan as well as the Pedals comprehensive detailed wish list for Nottingham submitted to the City Council in Spring 2010.

Detailed comments:-

We particularly welcome and support much of the strategy, especially these elements, and with the following comments:-

- the emphasis on demand management, provided that proceeds from the Workplace Parking Levy are used to promote cycling as well as public transport in Nottingham and close integration between the two as in the further provision of good quality and secure bike parking in different parts of the redevelopment of Nottingham Station under The Hub Project, and include safer access routes for cyclists from different directions, all well-signed and clearly promoted.
- The commitment to wider use of smart travel measures, with a strong focus on cycling features, provided that these are regularly monitored (and adjusted if necessary) to ensure real and lasting modal change.

- the commitment to a World Class Transport System, provided that this extends to the promotion of cycling just as much as public transport and walking.
- The recognition of cycling as a vital carbon-efficient mode, and this specific recognition that low carbon transport involves a more comprehensive approach than to the promotion of low carbon motor vehicles (including biofuel buses)
- Implementation of green infrastructure, particular in projects such as the Trent River Park Strategy and the proposed expansion of The Big Track to include the River Leen corridor. Other extensions to this are also, we think, very important, including further improved paths on the north and south banks of the Trent, with links to attractions outside the city such as along Fairham Brook to and from Rushcliffe Country Park, and direct cycle and pedestrian connections across the Trent between Clifton and Beeston Rylands and between Colwick Park and Holme Pierrepont (and the Grantham Canal). These improvements must include safe road crossings where appropriate and any access control measures must facilitate comfortable use by pedal cyclists (and wheelchairs), i.e. not take the form of A-frame type barriers as on several existing off-road paths. It is also vital to have proper maintenance arrangements on off-road paths, especially after periods of heavy rainfall or frost damage.

We particularly welcome also many of the specific proposals in Chapter 7 (Active Travel and Road Safety), especially the 'strategy to support a cycling revolution' (pp134-135) and particularly these:-

- The aim of making cycling (and walking) the mode of choice for local journeys, especially in view of the outstanding health benefits of encouraging more people to cycle.
- Early consideration of cycling improvements when designing wider transport scheme designs through the use of project management tools. This will be particularly important in the detailed implementation of the NET Phase 2 extension lines, building on the lessons from NET Line One, and especially where cyclists are likely to be using relatively narrow streets with trams, with insufficient width for cycle lanes or cycle paths /shared paths alongside the trams. Safe crossing arrangements are also vital, as we have argued in earlier discussions on the proposed detailed alignments, and at the Public Inquiry in December 2007.
- Delivering streets designed with vulnerable road users in mind, and the recognition that cyclists needs in street design have sometimes been overlooked, as for example, we would argue, in the case of several of the changes in the Turning Point East scheme introduced in 2005 to facilitate bus movements and create more space for pedestrians but ignoring the profile required to allow safe space for cycling in the new 2-way traffic movement arrangements. As a general rule this should also mean that all one-way streets should be open for two-way cycling, and with clearer indication of where cyclists can and cannot legally cycle, especially in the city centre, where finding safe and convenient through routes is often very difficult for cyclists without good detailed local knowledge, despite the recent addition of city centre cycle route information at the bottom of the Pedestrian Navigator Panel Signs.
- Making good use of existing infrastructure, provided that in doing this the frequent need for upgrading older and substandard cycling provision is recognised, as well to make the layouts of roads, both major and minor, more cycle-friendly.
- Introducing more 20mph zones across the City. This we consider is a particularly important way of promoting the safety of cyclists and pedestrians, provided that they are well-respected and enforced.
- The commitment to greater enforcement in road safety, provided that this includes more effective measures to ensure drivers respect for cycle lanes and advance stop lines for cyclists, as well as shared bus and cycle lanes. It must also include effective measures to prevent motor vehicles using streets where they are not allowed, particularly in the city centre. This abuse can add to the risk for pedestrians and cyclists from unexpected motor vehicle manoeuvres, as can illegal motor vehicle parking and parking on footways and shared paths.

Conclusion

We note the many references to the increased importance of partnership working and would like to take this opportunity to confirm our willingness to work closely with the City Council (and other partners including Ridewise and GNTP) on the implementation of this strategy, as well as to continue to respond to ongoing consultations and to give feedback from our members both on proposals under consideration as well as detailed measures and schemes implemented, both in term of 'hard measures' such as infrastructure and in terms of 'softer (smarter travel) measures' such as travel plans, online and paper mapping and other forms of marketing and promotion, as well as any measures to help reduce cycle theft and vandalism and the fear of cycle theft.

We welcome the opportunity in the near future to collaborate on the detailed preparation of Nottingham's bid for funding under the new DfT Local Sustainable Transport Fund, as well as on the proposed revision of the 2008 Cycling Action Plan to which we contributed.

HMCC, January 2011

Pedals bid to Awards for All for someone to work with Ridewise in supporting the new Rural Rides for All arrangements:

We have been asked a few more questions by Awards for All which means that a decision on the outcome of the bid is unlikely for a bit longer and that, even if we are successful, it is now unlikely that we will be able to get anyone in post until April.

We will be reviewing the position at the next Rural Rides for All Management Group meeting, at Ridewise, on Thursday 17 /Feb, when we will also be discussing Gary's suggestions for the selection process, i.e.

"Re the selection process – we agreed that the interview panel should be 3 strong and that all of us might have to tuck in to the short-listing so I was thinking of a process like

- List of all applicants to all of us so we all know who has applied
- Divide out application forms across the wider group for short-listing in line with the person spec
- Share short-list and allow for a bit of a sanity check if any of us are surprised that someone who might have been considered a good candidate is not on the list.
- Finalise short-list
- 3 do interviews

I trust that would bring the experience of us all into a fair and open assessment and without a too unwieldy selection panel for what is after all a part-time post"

It has been agreed that, if we are successful, we want to make a prompt starting on finding possible candidates, and selecting someone suitable to make a prompt start on the promotion job..

Rural Rides volunteers offer of rides.

I hope by 21 Feb to have an update from Graham Hubbard of Ridewise on the response he has had to his email sent out on 24 December to the 46 people who have at some time or other in the last couple of years acted as ride leader volunteers under the former County Council arrangements.

I know that there has been some criticism from volunteers over the Ridewise requirement / request that all volunteers should be CRB-checked, and the Ridewise position on this was recently clarified in a message from Gary and Graham (31 Jan):

"RideWise has appropriate safeguarding policies and procedures in place and Ride Leaders must abide by those policies and procedures – we will provide a copy of them to all leaders.

CRB helps organisations in the public, private and voluntary sectors identify those who may be unsuitable to work with the vulnerable - children and vulnerable adults. Some of RideWise client's such as the PCT and Schools demand such checks every 3 years for our instructors who do one to one instruction. Although with group led rides there is less chance of any vulnerability being exploited we will have to ask leaders who have not been cleared through CRB to cancel a ride if only one other person turns up at the starting point.

On rural rides the rule is that there are no unaccompanied people under 16 years of age so there would be no children unless their parents or guardians are on the ride. We will have to extend this rule to cover other individuals who might be considered more vulnerable e.g. adults with Downs Syndrome.

RideWise provide ride leader training and support CRB checking for volunteers – we would encourage ride leaders to voluntarily take our training and get clearance through CRB.'

Gary Smerdon-White
Chair of RideWise Ltd

i.e. It would an advantage to have a CRB check done; it is free and we will do everything, bar fill out the form, for you. But if you don't you can still lead a ride so long as there are two other people there with you

Graham Hubbard
Ridewise Ltd & Rural Rides Coordinator
Bikeability in Nottingham
07854 853 339

coordination of Pedals Rural Rides offers – message of 20 Jan from Arthur Williams and my reply:

"Hugh,
Thanks for these minutes and sorry I couldn't make it.

I'm not sure if I have missed something, but I'm not aware of having a discussion about co-ordinating Pedals offers of rides for the new Rural Rides programme. I know that one or two are having second thoughts with CRB checks etc., but I'd be willing to do an evening ride as before. I think it would be good to co-ordinate this as much as we can.
Regards, Arthur "

"....Arthur

Thanks for your message and your comments. It did also occur in fact to me after the meeting that, in our preoccupation with other matters, especially the discussion on the Pedals role in the bid for funding promotion of the new Rural Rides for All arrangements, we had, as you say, not addressed the matter of coordinating Pedals offers to lead rides, as we normally do at this time of year, or in fact earlier, and with a view to trying to ensure that there is a 'Pedals-themed' ride on the second Monday of each month, with two people from Pedals responsible for it, and getting the ride badged as a 'Pedals ride' on the programme.

Maybe it is still worth putting this on the agenda for the next meeting, before the full rides programme is finalised, though I would have thought that, with the new electronic-based arrangements there is perhaps more scope for adjustments later if we need to tweak our offers a bit to fit in with others..

Meanwhile, Susan and I have submitted to Graham our usual annual Trent Bridge to Radcliffe on Trent rider offer, for Wed 15 June.
Hugh"

Brief report on Rural Rides for All meeting at Ridewise on 17 Feb attended by Andrew Martin, Hugh McClintock and Peter Briggs for Pedals and Gary Smerdon-White and Graham Hubbard for Ridewise:

Peter reported on his recent phone call with the Awards for All funders, who had queried one or two things suggestion as the omission of the phrase 'Sessional worker' from our original application form.

Peter had the impression that they were minded to approve the funding but that it would take another 2-3 weeks before we knew definitely and even, then it might well be subject to receiving further information on Pedals finances, within a few days.

If that did happen we might need to decide at short notice whether to go ahead with advertising the post, before we had final confirmation, i.e. being prepared to use some Pedals funding as a stopgap, to help get the person appointed and starting asap.

Gary had drafted a job spec and person spec and advert, and had some feedback, which he would now take account of in producing final version, and so we had them ready to use. We also agreed to think carefully about changes to the wording on the Pedals and Ridewise website of the new arrangements and how the two organisations would be working together.

About a week would be allowed for applications once we sent out the adverts (including by email to Pedals members, and on our website), and there would then be a communal meeting of all 5 of us to sort through them and help produce a short list. At the actual interviews Andrew would represent Pedals and Gary Ridewise, with Graham sitting in as an observer.

Gary was preparing a short-listing form, interview questions and assessment form.

It was still hoped that we could have someone in post before Easter, which was very late this year. We should get them to come along to a Pedals meeting very soon afterwards to introduce themselves and for us to discuss how further to support them and share our contacts.

Ridewise would also then arrange a meeting of the person appointed with all Ride leaders.

On the Rural Rides programme more generally Graham reported that about 12 volunteer leaders had now offered a total of about 30-40 rides, mostly for the April to June period.

Rushcliffe Environmental Partnership - decision on Ridewise application for Reward Funding for Rushcliffe Cycling for Health Project – my message of 18 Jan to Gary Smerdon-White:

"Gary

As I briefly mentioned to you before the start of the Workplace Challenge evaluation meeting this afternoon I learnt at the Rushcliffe Environmental Partnership meeting this morning that the Board have after all, very disappointingly, turned down the Ridewise application for Reward funding for a local Cycling for Health project, despite (as the minutes of the previous meeting had said) accepting it broadly before Christmas, subject to reassurances about the project being Rushcliffe-wide and not just confined to West Bridgford.

In view of the very large number of applications they are now getting for this funding, I gather that the decision is final and that they are allowing no 'second bites of the cherry' so there is no scope for discussion further the reasons for objection. Derek Hayden will be in touch with you directly to report on these but, from what he said this morning, I understand that these are:-

- the outputs are considered relatively weak
- link to the aim of encouraging projects which help Rushcliffe residents to cope with the recession are vague
- future sustainability of project not assured
- a reluctance to fund this cycling project when at the same time RBC have agreed to put money into developing a cycling version of their 'Move and Mingle' walking route leaflets, as we discussed at the meeting on 7 Jan and to be further discussed on 29 March

As regards the way forward it seems that the best way is indeed for Ridewise to get more of a secure foothold in Rushcliffe through Julian and Brian's involvement in the Move and Mingle Project and to see how that develops and what might, in due course, open up. It was also suggested that there could be some scope for Ridewise to link with Wheels to Work project promotion of cycling via Liam Russell, who is based at ARCAN.

We can if you like discuss this further when you have heard from Derek
Hugh

A52T Sharp Hill subway – following up the 7 Jan site meeting – response from Jane Baines (Notts CC Rights of Way) to my email of 7 Feb to Jane Baines and Jeremy Dixon (A-One Plus)

"Jeremy

Jane

I realise that it now a month since we met in the Sharp Hill subway to take refuge from the sleety weather and to discuss its potential for shared use as part of a longer cycle route through the new housing development and linking West Bridgford and Edwalton etc. with Ruddington. I wonder what progress you have been able to make since then with regard to the path creation order and the removal of the pile of earth at the north end of the subway? Could you please give me an update?

Thanks and best wishes

Hugh

....response from Jane Baines (7 Feb.):

"Hugh

The order was made on 21 January. Objections can be received up to the 11 March 2011 after which if no objections are received the order can be confirmed, although this may not happen until the works have been carried out to make the footpath useable, (soil removed and fencing/chicane/barriers etc are in place)

Jane

Jane Baines

Area Rights of Way Officer

Countryside Access

Planning Sustainability

Communities

Nottinghamshire County Council

Tel 0115 977 4802

Fax 0115 977 2414"

My message of 7 Feb to Rushcliffe Borough Councillor Rod Jones reporting on meeting of 7 Feb of Karina Wells and myself with Clive Wood, Notts CC:

"Rod

Karina Wells and I had a useful meeting with Clive Wood this afternoon, in which the general issue of the need for good cycling provision to, from and within the Sharp Hill housing development featured quite prominently, along with the Sharp Hill subway in particular.

For reasons that I still cannot fathom he still insists that the subway is substandard to allow formal shared use (in terms of the 'DMRB (Design Manual for Roads and Bridges)' for trunk roads which, I understand, stipulate a height of 2.4m, i.e. 10cm less than the clearance in this subway) and allowing it would put the County Council (not the Highways Agency, despite it being a trunk road structure) at risk of being held liable in the case of any cyclist using it and banging their head against the ceiling! I kept challenging him about the comparisons between this and the other local trunk road subway, under the A453 at Silverdale, and all he would say was that even if the City Council are willing to bear the risk of such legal action in that case, that does not mean that the County Council would be willing to in this case, however slight that risk might in practice be!

As to the way forward, other than the immediate business of the processing by Jane Baines of the rights of way order and the coordinated letter from Jeremy Dixon to Mr Wells to require the clearance of the mound of earth, as we have already discussed, he could only suggest asking Paul Hillier (who deals with funding of local transport) for funding for a feasibility study to investigate in more detail the potential for a shared use conversion, including appropriate links (to the shared path proposed by Bovis up to their boundary with the HA land), in coordination with Jeremy Dixon of A-One Plus and the HA, as well as continued close liaison with their Development Control staff responsible for liaising with the developer, and RBC of course as the local planning authority.

One other thing that we did discuss was the need to encourage wider support for good cycle links in the development, particularly from Rushcliffe School and the Leisure Centre, and Karina and I wondered if you might have detailed suggestions for who to follow this up with there. Clive pointed out that, in the current climate, school travel plan moves to encourage cycling etc. may get nowhere if the head and other key figures are opposed, so we need to make sure that there is strong support, from the head, teachers, governors, parents and pupils, if possible.

The general impression that both Karina and I had from the meeting was that Clive is still being very cautious and hesitant about finding a clear way forward, in contrast to the very constructive and positive attitude of all those who came to our meeting in the subway last month!
Hugh

PS. Whether or not we at last get somewhere with the issue of getting proper cycle route direction signing in the Gresham Park area depends now to a large extent on the outcome of a bid for funding which the County Council are making, the outcome of which will not be known until April, Clive said.

----- Original Message -----

From: Rod Jones

To: Hugh McClintock (Dell)

Sent: Sunday, February 06, 2011 3:04 PM

Subject: Re: meeting with Clive Wood fixed for Tuesday afternoon to discuss several outstanding local cycling matters

You might also bear in mind that I have been pushing in the Sharp Hill development, for the continuation of the pedestrian & cycling path to reach the green line so that kids going to the Comp aren't forced onto Boundary or Melton Roads to get to school.
Rod

....update of 10 Feb from Rod Jones on cycling provision plans within the Sharp Hill housing development: extracts from his (and Cllr. Karrar Khan's) Community Information email:

- "Since the public consultation event there have been many exchanges on details. I have just seen what I believe will be the final plans for the parkland (including the mitigation and green infrastructure plans). They have now met some of my specific concerns, including:

children and adults on the new estate will be able to safely access Rushcliffe School & Centre on foot and cycle without going on Boundary or Melton Roads. The pedestrian/cycle way through the estate now connects across the end of Machins Lane, straight onto the existing 'right of way' which runs alongside Rushcliffe School

- the gradient of the spinal road (buses and bikes only) connecting through to the south end of Musters Road, is reduced by a deeper cutting (I have asked that it be given a name to distinguish it from Musters Rd.) the pedestrian/cycle way connects with a re-opened underpass beneath the A52

consultation is being arranged with young people about facilities for them e.g. the potential cycle track across from the playing fields

....and my message of 10 Jan to Karina Wells, Julian Bentley and Rod Jones re finding a possible way forward to resolve the Sharp Hill subway issue:

To: "Rod Jones" <rm.j@ntlworld.com>, "Karina Wells" <karina.wells@ntlworld.com>, "Julian Bentley"

<dr_jools@hotmail.com>

From: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>

Rod, Karina, Julian

I had a very useful phone discussion earlier this afternoon with Paul Hillier from the County Council, to follow up the meeting which Karina and I had on Tuesday with Clive Wood and the subsequent flurry of emails, and we sketched out a possible way forward to resolve the situation. I would be glad please of your comments on this which would entail:-

1. getting the subway open again and signed as a public footpath. This should be the outcome of the current rights of way order which Jane Baines of the Rights of Way section is now processing. If (and it is a big 'if') there are no objections this should result in the order being confirmed by the end of next month (or later if there are objections) and then the footpath would be signed through the subway. At the same time the landowner (Brian Wells) would then be written to by Jeremy Dixon of A-One Plus, on behalf of the Highways Agency, requiring him to remove the pile of earth now obstructing the north side entrance. As soon as the route through the subway is usable again, and signed (if only as a public footpath) we can be pretty sure (going by the evidence we and Rod have of usage by some cyclists before it was obstructed, about two years ago) that cyclists also would start to use it again, despite the approaches on the northern side still being difficult (i.e. the bridleway over the hill by the cemetery from Loughborough Road, WB, and then along the grass verge of the A52).

2. once the route through the subway has been usable again for some time, we could then see just what use it is getting by cyclists, and this would be helpful in getting some evidence of the likely levels of demand from cyclists for a proper legal route through the subway, should that in due course be provided. At present it is clear that not only Clive Wood, but also Paul are somewhat dubious about the extent of the actual pent-up demand from cyclists to be able to use it, and the extent to which the completion of housing nearby in the next few years will significantly increase the levels of use. It is clear that any upgrading of the subway, to improve it as a shared use subway, would involve some renovation and

upgrading work, including clearing the surface, repainting, improving lighting and providing access ramps at both ends (at the southern end, there is about 2m height difference between the floor of the subway and the surface of Landmere Lane nearby).

3. At the same time, once the subway is open again, we could get Jeremy Dixon and the Rights of Way section to look more closely at the question of landownership of the land under the subway (as opposed to the structure of the subway itself, which is the responsibility of the Highways Agency) over which there was some doubt when we had our site meeting on 7 Jan (involving myself, Karina and Julian from Pedals, Rod Jones, County Councillor Mike Cox, Jeremy Dixon, and also Paul Boatman from Bovis Homes). It was suggested then that the owners might be Nottingham Coop but I have since heard it suggested that it might after all be Brian Wells. At any rate this needs to be firmly established if we are to get the consent of the landowner for permissive access for pedal cyclists on a public footpath.

4. Since Clive Wood was unfortunately unable to attend our site meeting last month, and we therefore did not have an earlier opportunity to discuss his concerns with regard to (a) likely usage, (b) the adequacy of the dimensions of the subway for shared use, with regard to the Highway's Agency's standards for trunk roads (Design Manual for Road and Bridge, 1993) and c) the potential liability of the County Council if cyclists hitting the walls or ceiling sue them, we agree that it very important that Clive and Jeremy should soon meet to discuss all these issues and how best to address them. A critical factor in this is the exact length of the 'barrel' of the subway, which Karina and I, when we checked the width and clearance on site last October could not easily establish, particularly because of the blocking of the north end. Although the DMRB guidance states that a clearance of 2.4m (10cm less than the 2.5m we measured) is adequate for subways less than 23m long it does stipulate a clearance of 2.7m for subways longer than 23m. My estimate from the (not very detailed) local maps I had was that the length was no more than about 20m but, I agree, we have not been able to establish this length exactly, as we now need to, before we discuss further Clive's claims that it is substandard and to what extent this needs addressing and how. I have now asked Jeremy Dixon if he can give us an exact figure for the subway length from his records. He of course seemed generally very positive at our site meeting last month so I doubt if he is now seriously concerned about it but it would help us if he could soon discuss these details directly with Clive.

5. Paul thinks that, despite the potential availability of Highways Agency funds, and developer contributions, towards upgrading the subway and its accesses, some County Council funding would also be required, and that he (and Clive) would therefore need to make a convincing case for this to the Transport Portfolio Holder, Councillor Richard Jackson. The earliest that there would be any chance of getting such a financial contribution would in any case be next year (when work on the first housing rather than just infrastructure is due to commence), so that also gives us plenty of time to prepare the case thoroughly, in coordination with the other partners including Bovis Homes. They of course, made clear at our site meeting, that they were willing to extend their shared path through the development up the boundary of their land and that of the HA, close to the north side of the subway. This further coordination work will of course be greatly helped by continuation all the excellent liaison work that Rod Jones has been doing, with Rushcliffe planners, Bovis and other interested parties such as local schools, to ensure that the needs of cyclists are properly addressed in this major development, and including good safe links to and from Rushcliffe School and Rushcliffe Leisure Centre on Boundary Road, and the Green Line, a much safer route than Melton Road.

Any comments on these proposed steps would be very welcome please!
Hugh

....and comments of 10 Feb from Paul Hillier, Notts CC:

All,
just to add a few comments to those Hugh has provided:

1. In the first instance, the subway needs to be designated as a right of way. Once this is achieved, steps can be taken to open the subway and to get it signed appropriately.

For the usage rights to be widened, we need firstly to determine the owners of the land and secondly to get their permission for cycle use. Without this, nothing further can be done.

2. Should permission be granted, I believe it would fall to either the land owner or, more likely, the owner of the structure (the subway) to assess the subway and determine whether or not it meets their standards for shared use. My guess is that it would be up to the Highways Agency to determine whether or not the subway was fit for purpose.

3. Assuming that a) permission for shared use can be granted, and b) that the owners of the subway structure are happy that it is fit for purpose, it would then be necessary to look at whether access to the subway can be achieved.

I don't know the routing or extent of rights of way on either side but, at best all routes will be rights of way and can be upgraded by the county council. If not, we will again require permission (both to do the work on third party land or to spend taxpayers' money on third party land). On the south side, the county council will need to be able to safely (and within required design standards) achieve a path that overcomes the 2m height difference, and connect safely to Landmere Lane.

I have to say that I expect this to be difficult to achieve but, regardless, I will need to commission a feasibility study and seek approval from Coun Jackson to allocate funding.

Finally, I should clarify Hugh's comment about funding: the timing of all this does not, unfortunately, coincide well with the allocation process for funding. I am not in a position to seek funding for the upcoming financial year (2011/12) as I have no scheme to seek funding for. Consequently, the earliest I will be able to do so will be this time next year in readiness for the 2012/13 financial year. (And it only feels like a short while since I was planning for 2009/10!)

Hope this helps,

Paul Hillier

Local Transport Plan Programme Manager (South Nottinghamshire)

Nottinghamshire County Council

Tel: 0115 977 4866 Fax: 0115 977 4054

...Sharp Hill housing development - discussion on cycling provision ; my message of 24 Jan to Paul Boatman of Bovis Homes:

"Paul

Good to meet you again yesterday evening at the meeting of the West Bridgford Local Traffic and Transport Group to discuss the transport impact of your Sharp Hill housing development proposals.

Having raised various issues for cyclists, and refreshed our earlier comments, I thought it might be helpful if I emailed to you to put these in writing and to confirm the point I made that we would welcome an opportunity, as and when appropriate to discuss these with your further in detail. These are:-

- taking careful note of cyclists' needs in the detailed changes to be made to the layouts of various junctions as a result of the housing development, and including in particular the junction of Melton Road with Boundary Road and Valley Road. This now has some very substandard off-road provision, dating from many years ago, which was not replaced when on-road provision was made about 7 years ago. The standard of this also needs to be improved, as part of the wider remodelling of the changes

- including safer crossing arrangements for cyclists (and pedestrians) in the changes to be made at the Gamston (Wheatcroft) and Nottingham Knight roundabouts on the A52T

- including safer crossing arrangements for cyclists (and pedestrians) in the changes to be made at the Ambleside / Tollerton Lane junction on the A52T east of Gamston, as well as the roundabout on Radcliffe Road at the north end of the Gamston-Lings Bar road, including consistent and clear signing on the approaches, as has still not been thoroughly done at the toucan crossing east of Gamston.

- developing a main north-south cycle link through the development, connecting to the subway under the A52T at the southwest end with Rushcliffe School and Leisure Centre on Boundary Road at the north-east end (via Machin's lane and the former railway path), with the possible further extension of this route under Boundary Road (reopening the old bridge, filled in during the 1980s) to connect with the former railway path (Green Line) to Ludlow Hill Road and Melton Road etc. Much of this path is now public footpath but it would also be a very useful route for cyclists, away from Melton Road etc, and it would be helpful if it was possible, with the consent of the landowner, to allow permissive access for cyclists, or to change its status to a cycle path or bridleway, as was in fact discussed when this route was first developed on the Green Line nearly 30 years ago.

We are glad to know that no changes are envisaged to the layout of the Musters Road / Melton Road junction in connection with the housing development and its limited stop new bus service, as we know was at one time being considered. The cycling provision here, at least on the Musters Road northbound approach to the junction is of a good standard and we would not want jeopardised in any way. We would however, welcome any possibility for improving that on Melton Road, especially on the westbound approach to the junction.

As mentioned during the meeting, we consider it very important that all the new residents are provided from the outset with good quality information on local cycle routes (and bus services) before car-entrenched habits become too entrenched.

Finally, we very much hope that as well as having 20mph as the speed limits on all residential roads in the new housing the speed limit on all of Melton Road, between the Gamston (Wheatcrofts) and Trent Bridge will be set at 30mph and not 40mph.

We look forward to discussing these matters with you further.

best wishes

Hugh McClintock

for Pedals

.....comments of 24 April from Roland Backhouse and my response:

----- Original Message -----

From: [Hilary Backhouse](#)

To: [Hugh McClintock \(Dell\)](#)

Cc: [Paul Boatman](#) ; [Gary Smerdon-White](#) ; [Matthew Marshall](#) ; [Julian Bentley](#) ; [Clive Wood](#) ; [Paul Hillier](#) ; [Paul Ghattaora](#) ; [Jeremy Dixon](#) ; [Pete Elderton](#) ; [Karina Wells](#) ; [John Bannister](#) ; [Peter Osborne](#) ; [Richard Mallender](#) ; [Rod Jones](#) ; [Cllr. Michael Cox](#) ; [Steve Jones](#) ; [Jane Baines](#) ; [Richard Mapletoft](#) ; [Karrar Khan](#)

Sent: Monday, January 24, 2011 8:39 AM

Subject: Re: Sharp Hill housing development (S of West Bridgford) - discussion on cycling provision

Thanks for this, Hugh. A lot of very good suggestions.

You didn't mention the big junction of Melton Road, Wilford Lane, and Loughborough Road, or the problems that cyclists and pedestrians face coming out of Welbeck Road who want to go south along Melton Road. This is certainly going to be affected by the increased traffic from the development. Would it be possible to add that to your list? In my view, it is crazy that there is no pelican crossing on the north side of the junction and any vulnerable traffic that wants to make the crossing using the "prescribed" route must negotiate no less than 6 separate lights (all timed to maximise the crossing time). A few years ago, there was a man in a wheel chair who regularly made the dash across the crossing before the next avalanche of cars descended on him. I've no doubt that there are other physically handicapped people who make a similar dash on a regular basis (as well as the hundreds of able-bodied).

Would it also be possible to make the argument that the priority of straight-through traffic (rule 170 of the highway code) should nowhere be usurped/undermined by the painting of give-way lines or by the breaking up of pavements/cycle paths at entrances to private property (garages, pubs, golf courses, etc.)? In other words, pavements and cycle paths should be continuous and it should be made clear that turning traffic must give way to straight-through traffic (of whatever form). (Although it is of no direct interest to me, I hope that the developers will learn from now-standard practice in other countries and create a network of pavements/cycle paths that cars must cross, rather than a network of roads that vulnerable traffic must cross.)
Cheers, Roland

"Roland

Thanks for your comments. I am well aware of the problems at this junction which you mention but those are something to raise separately (when there is any political interest from the County Council or finance to act on it) as that junction is not one of the ones already agreed with the developer as being one of the main ones to be affected by their development at Sharp Hill and therefore justifying some changes using their developer contributions.

In terms of detailed layouts developers and local authorities are supposed to follow DfT guidance such as the Manual for Streets and the Cycle Infrastructure Design Guidance, published in 2007 and 2008, and it would need further lobbying at national level (when the time is ripe; certainly not now) to get your kind of points across. Some of them I know were in fact raised when the guidance was out in draft form about 4-5 years ago and there was much disappointment, I recall, at the watering down of guidance in the draft of the advice on priority arrangements at cycle path / road crossings.
Hugh"

....comments of 24 April from Paul Boatman (Bovis Homes):

"Thanks for the comments.

Please however be aware that my involvement, on behalf of the developers, in the highway network relates to the mitigation for the development traffic generation, and pedestrian and cycle connections and was agreed at the time of grant of planning. The number, location and form of junctions where we will do work is now fixed. Whilst we will work with both Highways Agency and County highways to ensure the designs of those junctions are the most practical in terms of all users we will not be dealing with improvements not related to the development and these would need to be funded by others.

I am sure, however, that both County Highways and Highways agency will note your concerns.

Paul Boatman, Projects Director, Central Region

4. Report on recent meetings by people who have attended on behalf of Pedals.

Broxtowe Transport Group meeting on 18 Jan – cycling issues discussed – report from Peter Briggs

- 1) Bike stand provision in Beeston Square – As a result of earlier intervention from me in December, 3 new stands are to be placed outside Wilkinson's doubling the present number.
- 2) Bicycle parking Tesco – In addition to the stands on the ground floor of the multi-storey car park and the dozen or so cycle stands outside the store on the bus station side, further stands are to be placed between the store and the High Road.
- 3) Improvements round Beeston Station - The re-modelling of the approach road under the bridge by the Station is currently taking place. The County Highways people have done the best they can with very limited space and issues over land ownership. When completed there will be better sight lines for all road users and less clutter of cars on that road. It is hoped that some new covered cycle stands will be placed near the exit gate of the Station when the scheme is complete.

4) Tesco junction. The Chair of the Committee has asked for further consideration to be given to the provision of advanced stop lines and the County engineer present said that when the scheme was designed the need for cyclists at the junction had been raised but not incorporated.

5) The next meeting in June will take a further look at the Tram plans from the point of view of all road users.

Peter Briggs

PS. I gather that the next meeting is on 7 June.

18 Jan: last meeting of the 2010 Workplace Challenge Steering Committee, including extracts from Evaluation Report, prepared by Ria Kennerley of Sports Nottinghamshire with help from Glenn Williams, Nottm Trent University and Helen Hemstock of The Big Wheel.

At our meeting the main item was the draft comprehensive evaluation report prepared by Ria and here are some extracts with regard to cycling results from the revised draft report she circulated a few days later along with the minutes of the meeting. I can send a fully copy to anyone who wishes:-

3.3 Walking & Cycling

- 10,878 walking and cycling trips were logged during the Challenge.
- 6,108 walking trips were logged during the Challenge.
- 4,770 cycling trips were logged during the Challenge.
- 93,600km were walked or cycled for active travel purposes, more than 2 times the distance around the world.
- 19,003km were walked for active travel purposes by 300 participants.
- 74,597km were cycled for active travel purposes by 206 participants.
- The average number of walking trips per participant who logged a walking trip was 20.36 trips.
- The average number of cycling trips per participant who logged a cycling trip was 23.16 trips.
- The average walking trip distance was 3.11km.
- The average cycling trip distance was 15.64km.

3.4 Cycling

- 5 out of the 200 participants that didn't own a bike at the start of the Challenge did at the end.
- 38 people had broken bikes at the start of the Challenge but none of them had their bike fixed.
- 128 participants (74.0%) said that they cycled to work about the same amount at the end of the Challenge as they did at the start. 8 participants (4.6%) said that they cycled to work less and 37 participants (21.4%) said that they cycled to work more at the end of the Challenge than at the start.
- 127 participants (73.4%) said that they generally cycled about the same amount at the end of the Challenge as they did at the start. 4 participants (2.3%) said that they generally cycled less and 42 participants (24.3%) said that they generally cycled more at the end of the Challenge than at the start.
- The things that would encourage the majority of people to cycle who hadn't cycled during the Challenge were:
 - Better & safer cycle lanes and cycle lanes near to home and/or work
 - Buying a bike, getting a better bike or getting their bike fixed
 - Having more time
 - Better road safety and quieter roads
 - Being able to cycle properly, to access cycle training and to improve cycling confidence
 - Nothing
- 13 out of the 173 people who answered the evaluation questionnaire had been on Ridewise cycle training.
- The main things that would encourage all participants to cycle more regularly in the future are:
 - Better & more direct cycle routes and cycle routes near to home and/or work
 - Buying a bike, getting a better bike or finding a bike that was affordable
 - Nothing
 - More time
 - Safer and quieter roads/traffic reduction
 - Changing & shower facilities at work with better bike storage/security
 - Attending cycle training and building cycling confidence

3.7 General Comments

- The main things people thought the Shape Up Notts! Team could have done to help sign up more people in their organisation were:
 - More publicity and promotion
 - Promotion of the Challenge at events in or in the reception of their workplace
 - Reduce the time it takes to log activities on the website
 - Offer incentives for getting people to sign up to the Challenge
 - Offer more prizes through the Challenge
 - Supply posters and leaflets for the workplaces
 - Gain the support/involvement of the management

- Offer alternative prize categories for smaller organisations
- 10 organisations identified that their management team championed employees' involvement in the Challenge. A further 22 said that their management team was not championing employees' involvement in the Challenge. 4 organisations had mixed responses to this question. General comments received in response to this question were:
 - Participation was driven by individual employees
 - A few individuals drove interest in the Challenge and encouraged people to sign up.
 - Poor buy in from management
- Where the Challenge was promoted in organisations, the following methods were most commonly used:
 - E-mail
 - Word of mouth
 - Posters/leaflets
 - Intranet
 - Events
- 120 people (71% of respondents) said that they would continue to use the Shape Up Notts! website to log their sport and physical activity even though the Challenge has finished.
- Other general comments received were:
 - A large number of participants identified speeding up the process for logging activity as an area for improvement.
 - 2 people felt that the Challenge was too long. 1 person felt that it was too short and should be a year long Challenge, encouraging people to remain active during the winter.
 - 3 people felt that there could have been more publicity by the Shape Up Notts! team in their workplace.
 - 4 people asked why gardening wasn't on the list of activities.
 - 4 people suggested organising events that Challenge participants could get involved in collectively e.g. a guided walk, bike ride, fun run, football tournament.
 - Those from smaller organisations felt it was unfair that they were competing directly with larger organisations and that there should be separate categories for them.
 - The majority of respondents thought that the Challenge was an excellent idea and many indicated that it should be run again.

Thurs 3 Feb meeting of EMTAR (East Midlands Transport Activists Roundtable)

I again represented this bi-monthly meeting. It is a useful way of keeping in touch with other sustainable transport campaigning groups such as CBT, Railfuture and CPRE. I will give a brief report on 22nd to anyone who wants to know more.

As well as mentioning the forthcoming **East Midlands Cyclists Forum meeting**, due to take place in Leicester on Sat 12 March, I took the opportunity to appeal for help in getting more representation from different groups in the region representing different vulnerable road users and environmental interests for the twice-yearly East Midlands Road User and Environment Committee meetings organised by the Highways Agency with respect to trunk road issues (such as the A52, A453 and A46 in the case of Pedals interest).

Monday 14 Feb: Greater Nottingham Cycling Development Group

Verbal report to be given at our meeting on 21st.

The agenda items were:

1. Welcome and introductions
2. Local transport Plan 3 – Implementation Plans
3. Local Sustainable Transport Fund
4. Mapping Update – Data, Maps and Promotion
5. Major cycling related schemes.
 - a. Strategic Cycling Network
 - b. U-Cycle project related schemes including Broxtowe improvements
 - c. Highways Agency / AM Scott A52T capacity improvement proposals (Bramcote island - QMC island)
 - d. Shared use of the A52 Subway at Sharphill
 - e. Hub/Station Redevelopment Project including Nottingham Station Bike Compound
 - f. Forest Refurbishment
6. Rides Programmes
 - a. GNBR
 - b. Rural Rides

7. Nottingham Cycling for Health Project and implications for cycling of the transfer of public health promotion functions to local authorities
8. Workplace Challenge Evaluation Report
9. Winter clearance of cycle paths and repair of potholes on roads of particular importance to cyclists, e.g. Victoria Embankment – priorities
10. Matters outstanding from previous meetings
 - a. : Edinburgh Spokes Map - Keith and Andrew agreed to look further into this.
 - b. Revision of 'Drive Safe, Cycle Safe' CTC-AA-RAC' advice brochure - Awaiting Gary SW
 - c. Obstruction Safety and enforcement
 - Lenton Lane car parking
 - Cycle Lane and ASL enforcement
 - d. Riding on Pavements - Spots where this is prevalent where improvements could be made to increase the cyclists' safety off pavement (Keith).
 - Sherwood Shops (a Mansfield Street alternative was mentioned)
 - Exchange Walk
 - Junction of Woodborough Road and Huntingdon St.
 - London Road outside emda
 - e. On-street signage on main cross city cycle routes - Care would be needed to avoid clutter whilst providing important signage – Chris
 - f. Cycling England – Making a Cycling Town: Matt offered to pull together the key conclusions overall.
 - g. police representation would be helpful especially to discuss items such as car and tai violations in Hockley – Gary to follow-up

PS. Contact me if anyone would like to see a copy of the final Evaluation Report, prepared by Ria Kennerley of Sports Nottinghamshire, and the press coverage report, prepared by Chloe Chaplin of Perfect Motion. The Evaluation report can also be downloaded from <http://www.sportnottinghamshire.co.uk/workplace-challenge.php>

Brief report on the meeting (full minutes to be circulated later by Gary Smerdon-White):

- New City printed cycle maps should be out by Easter, Keith Morgan reported, as well as the area-specific Sustrans Ucycle area maps.
-
- Work due to start in the next few weeks on several changes in the Wilford area, as part of the Clifton-Wilford commuter cycling corridor improvement project.
-
- City Local Transport Plan due to be approved by Council on 2 March, all being well, with much emphasis on priority to maintenance. Money likely to be very short for at least two years.
-
- Draft LTP implementation plan available on the City Council website.
-
- River Leen corridor proposed route improvements do have secure funding, from Growth Point Fund, and including section 106 (developer funding) for the Perry Road area.
-
- Canal path access signing should be appearing soon.
-
- Improved signing for Station Bike Compound may take a bit longer to appear.
-
- Chris Carter working hard on the Nottingham bid for the DfT Local Sustainability fund.
-
- Cycling for Health project funding from Cycling England expires at end of Feb: we need to consider what the future content of the Cycling for Health pages on the Pedals website should be.
-
- New data on cycle flows were presented and discussed, including detailed counts at the Suspension Bridge before and after its closure.
-
- Next CDG meeting will be on 12 April.

Fri 18 Feb Nottingham Night Light cycling activities:

Feedback would be very welcome please! Many thanks to all who came along to help.

5. Finance (Chris Gardner / Susan Young to report)

6. Forthcoming events / meetings

New Great Notts Bike Ride - Advisory and Support Group and initial meeting on 15 Feb at Emda – message of 1 Feb from Gary Smerdon-White, Ridewise and GNTP:

"GNTP have offered to set up a group to help support Perfect Motion in the delivery of the GNBR. Clearly they have some hard work to get everything done for a successful ride and they are keen to get our advice and to work collaboratively with us so PM, GNBR and Cycling in general are successful. The sort of role we might play could be as:-

- *Advisors - An advisory group providing strategic guidance, independent views, intelligence and constructive challenge on the project*
- *Advocates - understanding the project objectives and key issues, lobbying for and pro-active help in delivering to the project objectives and in seeking funding*
- *Sustainers - Helping sustain the valuable elements of the project by embedding crucial and relevant/appropriate project activities into their continuing work*

We would therefore like to invite you to a meeting at 9am 15th February at emda

The proposed agenda is

1. Update on the changing situation with NCC and current status of ride
2. Key challenges for 2011 and beyond – route, sponsorship, rider numbers
3. Maximising rider numbers – what can partners bring to the table?
4. Commercial & sponsorship links – who do we know who can invest and/or partner in-kind?
5. Develop a programme linking GNBR to other cycling activities and events e.g.
 - Workplace health and the environment /Sport - follow-up Workplace Challenge? Is this feasible? Is there any funding to access?
 - Cycling behaviour – how can we use the ride to link to other cycle activity and deliver partners objectives?
6. Structure/plans for this group – do we meet again? If so how often? Are the role and terms of reference satisfactory?
7. AOB

Please let Helen Hemstock know if you can attend as she may have to leave an attendance list at emda reception.
Gary

PS - Graham if John Cutler can't make the meeting would CTC be able to provide a local replacement?

PS - Hugh would you like to invite the Regional BC rep Janet Hudson - I don't have her contact details?

PS. Brief report on 15 Feb GNBR Support Group meeting

This was a very useful and productive event with many organisations clearly being keen to help support the new arrangements and to help the Ride develop further.

As time is fairly short before this year's Ride, there will be limited changes now, but many more from next year are being considered including developing a whole weekend of events, with ones target on schools/ young people, women, the corporate sector and linking to racing cycling etc.

The operational challenges should be somewhat easier next year (or the year after) when the current A46 dualling scheme is complete. This may help to ease current Police concerns about any ride with more than 5000 riders putting too much pressure on local roads.

There is a feeling from Perfect Motion that the 18 mile and 50 mile rides have more or less reached their limits but that much could be done to expand the 5km ride (round the NWSCC) and the 75 mile ride sportive events.

The Support Group will be meeting again in March. One thing to discuss is how to get more volunteers, not just from the charities.

I am trying to ensure that the publicity material includes the Pedals logo, to help remind people that Pedals first started the GNBR.

The Nottingham Post are planning a big feature this year on the history of the Ride, now in its 30th year.

Pedals meetings including arrangements for AGM on Sat. 26th (not 19th) March

Chairing March and April monthly meetings

Andrew Martin will be unable to attend our next two monthly meetings and these will therefore be chaired by Andrew Martin (21 Feb) and Susan Young (21 March).

So far at least we have no speakers lined up for 21 March, or indeed 18 April. Do we want to invite anyone for one or both of these, or to leave the second half for a special discussion or just socialising/chatting? If we do want a speaker one idea suggested last year is to invite John Holmes of BBC Radio Nottingham.

One other idea I had, perhaps for the 18 April meeting, is for me to bring along the 14 Pedals scrapbooks for people to browse through and reminisce about / discuss informally in the second of the meeting!

Other possible meeting / speaker suggestions include:-

- The person appointed to the Rural Rides for All Promotion Job, (if we get the funding), and soon after they start.
- Chris Simon of Perfect Motion, to talk about the new GNBR arrangements, and how Pedals can best support them.

Saturday 26 March (10.00 - 12.00) : Pedals Annual General Meeting and ride arrangements

(venue: **Friends Meeting House, Clarendon Street**, NOT The Globe Inn, our usual meeting place), to be followed by a group ride, probably along Sustrans Route 6 to Newstead.

Since our last monthly meeting Andrew Martin, in consultation with the Committee has looked at lots of possible venues for the AGM, in the city centre, as agreed, with plenty of space for secure bike storage, and using a non-pub venue for a change to help trying to widen the appeal of such meetings.

The Committee have also agreed to Andrew's request to change the date to 26th March, as 19th is now difficult for him.

Susan Young has kindly offered to organise the ride after the meeting.

- Other meetings / events

NB. It will be very important to coordinate our proposed stalls at different events with plans for Ridewise to have stalls at events to which they are invited, so that we avoid overlap and duplication and only have a separate stall when we need to do, e.g. at some bigger events. At other times we should be able, through careful liaison and coordination, to display each others' leaflets, etc.

Transition Nottingham event on Sat 5 March: message of 7 Feb from Arthur Williams:

"Dear All,

I've been asked to pass on a request from Transition Nottingham. they are holding an event at the Arts Organisation on Station Street on Sat 5th March. This will be a meeting point for all interested in the work of Transition Nottingham and related groups. Sneinton Bikers have already offered to organize a short bike ride. A suggestion was a "Dr Bike" type session, or similar, relating to bike maintenance. Other suggestions are welcome... it occurred to me that a cycle route-planning advice panel might be an idea.

The timing would be any time (but not necessarily all the time) between 12 and 8.30pm, when the evening is planned to continue with live musical entertainment.

Anyone free to offer, please let me know in the first instance and I'll pass on information to Jane Carruthers.

If there are several ideas, I suggest we co-ordinate by having a discussion at next monthly meeting.

May the gusts be with you!

Arthur"

5 March (10.00-5pm): Bicycle Generator Workshop

Organised by Project Nottingham (Nottm University Students' Union).

More information at www.projectnottingham.org.

Message of 14 Feb from Andy Parkinson, Sustrans Ucycle Project, re possible Pedals stand at Ucycle Roadshows:

Hi Hugh,

Hope you are well.

As part of the Ucycle Nottingham project, we are organising a host of cycle roadshows for when the spring (finally) returns. It'd be lovely if Pedals could come along and have an information stall, showcasing the work that you do, signing members up and perhaps having a few cycle routes to show people through your City, County, Forest book. What type of information you provide is entirely up to you though of course.

The events are on 28 March (at QMC) and 1 April (at City Hospital). The events will be from 11am-3pm. If you could let me know whether you would be interested in coming along and having an information stall then that would be great.

Thanks, Andy

Andy Parkinson

Sustrans Project Officer

Nottingham University Hospitals NHS Trust

DD: 0115 924 9924 (Ext 64771)

M: 0782 518 2595

www.sustrans.org.uk

....comment of 15 Feb from Dave Clark:

"If ride wise are going to the u cycle event I do not think I will be taking the pedals stall as they seem to give out the same info
dave clark"

Message of 7 Feb from Helen Hemstock, The Big Wheel – Big Wheel upcoming business events

"We have a couple of events coming up that I wanted to flag up with you in case you're interested in attending.

The first is at the **Sherwood Business Park, near junction 27/Hucknall - the event will take place on 9th March** at the A-One+ site between 11.30am and 1.30pm . It'll be widely publicised especially amongst E.ON, A-One+ and the County Council. There's quite a lot of buy in for attendance and there's a site transport planning team who are working to co-ordinate the internal communications. All the other businesses on the site will also receive promotional materials in advance. There's potential for quite a large audience and we'll be promoting sustainable ways for them to access the site and the nearby area. We'll have Doctor Bike, the Bike Powered Smoothie Maker and the Big Wheel there on the day and lots of promotion of sustainable travel information.

The second is at **Broxtowe Borough Council on 16th March** - taking place between 11.30am and 1.30pm. The council will circulate information in advance to staff and we'll be bringing some goodies and nibbles to try and entice people from their desks. Again, Dr Bike, the Smoothie Maker and the Big Wheel will be present on the day.

If any of you are able to attend then your presence would be really useful in making this an impactful event. The format of the event at the County Council at the end of last year worked really well, and if we're able to duplicate that for either of these events then it'd be an engaging activity for staff.

Please let me know if you're able to send representation to these two events,

Thanks in advance,

Helen Hemstock

Marketing and Communications Manager

Greater Nottingham Transport Partnership

Tel: 0115 9471 772

Please note that we have moved offices and are no longer at Castle Heights. Our address is:

Greater Nottingham Transport Partnership, Apex Court, City Link, Nottingham NG2 4LA

....and further message of 7 Feb from Helen Hemstock re Climate Week (21-27 March):

"As you may know, this years Climate Week is taking place between 21st and 27th March - the focus on sustainable activities during this week gets larger every year and we expect local media and businesses to focus on it during that week.

As our contribution to it we plan to engage with the Nottingham Evening Post - and feature it in our newsletter, suggesting small steps that can make a big impact.

Before I progress with this though I thought I'd check with partners to see whether you're doing anything for Climate Week - firstly, so we don't clash and then secondly because there might ways for us to collaborate on it.

It would be really useful if you could flag up if you're running an event/comms plan for Climate Week so that I can avoid clashes....or alternatively, if you'd like us to include you when we pull our plans together.

Thanks in advance,

Helen Hemstock

Marketing and Communications Manager

Greater Nottingham Transport Partnership
Tel: 0115 9471 772

**30 March' Cyclenation 'Urban Cycling Beyond London' conference, Sheffield@
Details at <http://www.cyclenation.org.uk/>**

"The last few years have seen substantial investment and some major successes in getting more people cycling in urban areas. London and all six Cycling Demonstration Towns have shown that it is possible to get more people cycling, more safely, and more often. With wider transport funding under pressure, and the new focus provided by the local sustainable transport fund, there is now an opportunity for a renewed focus on the massive potential for delivering wider transport and environmental goals through raising cycling levels in urban areas.

After three years of the Cycling Demonstration Towns, as well as the investment and innovation in London and other UK cities, this conference provides an opportunity to take stock and to analyse just what are the best and most cost effective ways to promote cycling and increasing the number of cyclists in urban areas. In the new environment of budget cuts how can this momentum be maintained and the work of Cycling England be carried forward?

This event will bring together all those involved in promoting cycling to debate, identify and take forward ways in which the current momentum can be maintained despite public spending reductions, and a real step-change in the number of people cycling in UK towns and cities can be achieved aiming to bring cycling's modal share in the UK up towards the levels seen in some northern European cities.

Norman Baker MP, Parliamentary Under-Secretary of State for Transport is confirmed to deliver the Keynote Address.

Other speakers include:

- David Brown Director General SYPTE
- Peter Lipman Policy Director Sustrans
- Phillip Darnton Chairman Cycling England

Chaired by Jonathan Bray Director Pteg Support Unit

Do we want to send anyone?

....and message on this of 31 Jan from Andre Curtis, Chair of Cyclenation, re future conferences etc.:

"The cyclenation board made a conscious decision not to hold a national conference this spring, but to try and run a few regional events to draw in more campaigners and encourage new groups. This has proved more difficult to progress due to various factors. We have not given up and we may have some workshops and seminars. Last year we helped run 12 regional Bike Week workshops, and this year we think we can run a limited number of these again, with support from local campaigners. Our expanded AGM

There are cycle conferences run by other organisations at which we will endeavour to have a Cyclenation presence, and we encourage campaigners to attend.

Campaigning is about looking for opportunities. There is no harm in being ambitious, but the reality is that the pool of campaigners is still very small, depending on the abilities and time available to volunteers. For the number of the cycle campaigners, the campaign has been remarkably effective, and although in most areas we are nowhere near where we want to be, things would be a lot worse without us. There all sorts of initiatives thought the UK that would not have made progress without cycle campaigners.

One initiative that cyclenation as a national organisation has taken is to run the best practice seminars for local authorities. We have run four of these so far, but with the demise of Cycling England are looking for an alternative way of funding these. If funding could be found one of the target groups would be the health services, as the health service has increasingly been involved in transport related initiatives. We have found that the best practice seminars have been one best ways to dispel myths relating to cycling, and to give clear messages to practitioners.

Andre Curtis
Cyclenation chair

Message of 31 Jan from Andrew Martin; Nottingham Green Festival and what Pedals can offer:

“Nottingham Green Festival and what we in Pedals can offer. I suggest bike parking as a minimum service (and basic bike repairs if there is a sufficient number of Pedals members) in addition to the information stall.

I spoke with Jeremy Jago today and briefly discussed the above points. For example, we would need an area with some level ground and low metal fencing for locking bikes. This could be a free (or pref. by donation?) service we will offer so need to consider cloakroom/raffle tickets for secure parking of bikes and to identify owners. Perhaps someone at the meeting could liaise with Jeremy and research the costs/implications of fencing for parking?

The bike maintenance could also work with donations for basic advice, gear and brake cables, brake pads, inner tubes.

See you soon
Andrew”

15 May 2011, BHF Vale of Belvoir Bike Ride

The British Heart Foundation organises a mass bike ride each year in the Vale of Belvoir, with 25- and 50-mile options. The Ride this year will be on 15 May 2011 - for more information call (0800) 169 3672< email: northwest-wales@bhf.org.uk or visit www.bhf.org.uk/belvoir

Bike Week 2011 (18-26 June) : message of 12 Feb from Simon Geller, Secretary, Cyclenation:

“Just to let you know that Bike Week this year will take place in the last complete week in June - 18-26 June. The Launch date 25th Feb. - we will let you know if there is a Launch event that campaign group members can attend”

Great Notts Bike Ride 2011 (Sun 19 June) – registration now open – end of Feb deadline for early bird registrations

A reminder that the end of February is the deadline for ‘Early bird’ concessionary rate registrations for the ~GNBR. If you have any queries with regards this years’ ride check out the event website – www.greatnottsbikeride.com, email us on support@greatnottsbikeride.com or telephone us on 0115 807 7980 or 0115 807 7989.

7. Cycle facility and traffic management matters

Local Sustainable Transport Fund – Nottingham bid

More details of this new bidding scheme, were announced by the DfT on 20 January; see <http://nds.coi.gov.uk/clientmicrosite/Content/Detail.aspx?ClientId=202&NewsAreaId=2&ReleaseId=417493&SubjectId=36>

“Local authorities are set to receive an unprecedented £560m funding boost for sustainable transport projects to help create economic growth and reduce carbon emissions.

Full details of the Local Sustainable Transport Fund are published today in a Government white paper “Creating Growth, Cutting Carbon” which aims to encourage greater use of public transport and more walking and cycling.

Among the aims of the strategy which sets out a vision for local solutions which will have a national impact are:

- Cutting red tape for councils while cutting carbon;
- Getting quick wins locally by investing in smaller scale schemes to help create jobs; and

- Giving local people more power over initiating innovative transport schemes in their own areas to better meet local needs e.g. supporting schemes like 'Wheels to Work' in North Yorkshire and Devon which gives people in rural communities access to personal transport to get to work or training.

Regional and Local Transport Minister Norman Baker said:

"A good transport system is vital in our efforts to deliver two key government priorities: to help grow the economy and to reduce carbon emissions. Investment in local sustainable transport can deliver quick gains with both objectives, which is why, even in these difficult financial times, we are providing an unprecedented £560m to take this agenda forward.

"We are clear you can have your green cake and eat it. Money invested wisely in local transport initiatives can both help the economy and cut carbon. It's a win-win for local people and for the country as a whole.

"I look forward to working with local authorities and others as we take on this challenge and believe together we can make genuinely sustainable transport a reality for everyone."

Key measures in the White Paper include:

- A £560m Local Sustainable Transport Fund to address the urgent challenges of building economic growth and tackling climate change, as well as delivering cleaner environments, improved safety and increased levels of physical activity;
- A commitment to work with the transport industry to support the development of e-purses and other technology related to smart ticketing; and to deliver, with operators and public sector bodies, the infrastructure to enable most local public transport journeys to be undertaken using smart ticketing by December 2014;
- Further incentivising integrated ticketing and joining up the dots to deliver easier end-to-end journeys using public transport;
- A reduction in the bureaucratic burdens on local authorities by:
 - simplifying access to transport funding;
 - allowing councils to decide on road classifications without going through central Government; and
 - simplifying the regulations for introducing new road signs;
- Highlighting the importance of the national standard for Cycle Training and specific funding for Bikeability and the 2011/12 Cycle Journey Planner to encourage cycling.

The Government also announced today that £11m from the Fund will be spent on Bikeability – cycling proficiency for the 21st century – helping 275,000 10-11 year olds benefit from 'on road' cycle training. This funding will support a specific objective of the white paper to increase the number of people who use cycling as a mode of transport.

The Local Sustainable Transport Fund is now one of just four grant streams for local transport funding. This is part of the radical simplification and reform of local transport funding to support the localism agenda, reducing the number of funding streams from nearly 30 to just four.

...message of 24 Jan from Roger Geffen re CTC comments on the LSTF guidance:

"CTC's press released response to the Local Transport White Paper and LSTF guidance is at
In short, our key points are that:

1) Whilst we welcome the Government's increased emphasis on revenue funding and the "smarter choices" agenda (e.g. cycle training, workplace cycle challenges etc) as means to "nudge" people towards sustainable and healthy transport options, DfT must do more to encourage Councils to create safe and attractive conditions for (walking and) cycling, in accordance with its own Manual for Streets and Cycle Infrastructure Design guidelines. We are concerned that whilst Manual for Streets is mentioned once in the White Paper, its relevance to the promotion of active travel is not made clear, and neither MfS nor Cycling Infrastructure Design are mentioned at all in either the White Paper or the LSTF guidance. DfT must do more to promote good highway design in accordance with its own guidelines, if it is to maximise the full value of complementary investment in "smarter choices" measures.

2) The combined costs to society from of physical inactivity, road collisions and pollution are about three times greater than those due to congestion (see last year's Cabinet Office Strategy Unit report on urban transport, www.dft.gov.uk/pgr/regional/policy/urbantransport/<<http://www.dft.gov.uk/pgr/regional/policy/urbantransport/>>). Therefore congestion needs to be tackled in ways which also contribute the LSTF's physical activity, safety and air quality sub-objectives, and indeed its headline climate objective. If on the other hand the economic objective leads Councils simply to try increasing traffic flow in the name of tackling congestion, they are only addressing about a quarter of the economic costs attributable to urban transport, whilst exacerbating the other three quarters of the problem.

Best wishes
Roger Geffen
Campaigns & Policy Director
CTC, the national cyclists' organisation

Clifton commuter corridor improvements and the safety of cyclists on Queen's Bridge Road near the Sovereign House car park - increased potential dangers– my message of 21 January to Chris Carter, City Council:

"Chris

On our site visit last June to discuss specific improvements on the Clifton to city centre commuter cycling corridor one of the problems which we discussed was the safety of cyclists on Queen's Bridge Road and the need to improve this by increasing the awareness of drivers crossing this route to and from Sherrif's Way so that they are more likely to watch out for cyclists and slow down rather than haste across oblivious of the possible presence of cyclists on this designated cycle route.

I now gather that the Sovereign House car park nearby has been refurbished to provide a temporary station car park for a year while work is in progress on the new Station multi-storey car park off Queen's Road. In view of this, and the consequent potential increased risk to the safety of cyclists on Queen's Bridge Road, and in view of the fact that this refurbished car park is due to come into use very soon, could I please urge the need for safety measures such as we discussed also to be introduced very soon, if indeed plans for these are not already in hand?
Thanks, Hugh

PS. *26 Jan): I gather from Keith Morgan that a series of cycle logos have now been put down on the surface of the cycle route to make this clearer to drivers crossing, and would be grateful for feedback please on how adequate these have proved in making cyclists feeling safer at this location.

Beeston Station cycle access and provision: request for Pedals comments from (Broxtowe Councillor and Pedals Member) Steve Barber (16 Feb) and my response (17 Feb)

"Steve

Thanks for this request which I am circulating to some Pedals members in the Beeston area, as well as Sustrans (in view of their NCN route 6 passing close to Beeston Station) who may wish to comment and help give me and Peter Briggs feedback to use in compiling a Pedals response.

best wishes

Hugh

----- Original Message -----

From: [BARBER STEVE](#)

To: [Hugh McClintock \(Dell\)](#)

Sent: Wednesday, February 16, 2011 12:46 PM

Subject: Fwd: FW: SCRUTINY TOPIC - CYCLING IN THE BOROUGH/CYCLING PROVISION TO AND FROM BEESTON STATION

Hugh

I've got this scrutiny review now at last coming before the committee. I have a few views of my own but would you like to input (to me) at this stage? You will be contacted for evidence at a later date.

----- Forwarded message -----

From: Barber, Steve <Steve.Barber@broxtowe.gov.uk>

Date: 16 February 2011 11:47

Subject: FW: SCRUTINY TOPIC - CYCLING IN THE BOROUGH/CYCLING PROVISION TO AND FROM BEESTON STATION

To: steve_barber@ntlworld.com

From: Jordan, Cheryl

Sent: Wednesday, February 16, 2011 11:47:55 AM

To: Robinson, Richard; Barber, Steve

Subject: SCRUTINY TOPIC - CYCLING IN THE BOROUGH/CYCLING PROVISION TO AND FROM BEESTON STATION

Importance: High

Auto forwarded by a Rule

Dear Councillors Robinson and Barber,

In order to provide background information to inform the OSC's scope of the above topic, please advise what your expected outcomes were for this review/what you were hoping the review to achieve.

Kind regards, Cheryl

Cheryl Jordan
Scrutiny/Democratic Services Assistant
Directorate of Resources
Broxtowe Borough Council
Council Offices
Beeston
Nottingham NG9 1AB

.....comments of 17 Feb from Brian Goss

"Dear all,

well done for persisting on this!

I'd have to confess to not being 100% clear on what the Pedals / Sustrans detailed proposal is for Beeston Station - Town centre and NCN6 in this area, but my main comment would be:

I would concur that for Station-Town, the route along Dovecote Lane is in general much safer for cycling than Station Road, quicker too. The main problem is getting across Queens Road, you either have to patient; bold/daring/stupid; or get off & use the Pelican by Hylands Hotel (I usually go for No.2). Since traffic lights on the actual Dovecote Lane junction are probably a non starter, the other option could be to move the Pelican to the other side of Dovecote Lane where the Queens Rd pavement is (from memory) a bit wider (Since there's also a Pelican by the Co-op anyway), then you could do a Pedestrian+Cycle Pelican with line marked cycle corridor leading to & from as per A52 between Uni & QMC.

If this issue were tackled, then one could signpost this route more enthusiastically as the main cycle route Station-Town.

hope this helps,

Regards, Brian

Brian Goss

**Consultancy Services for Renewable Energy,
37a Bramcote Road, Beeston, Notts, NG9 1AJ**

web: briangoss.eu mobile: 07771 743724

Ruddington Lane cycle path intrusive barrier – my message of 27 Jan to County Councillor Reg Adair:

Dear Councillor Adair

It is now well over a year since local Pedals members in the Ruddington area (such as Chris Gardner) first raised with me and with Clive Wood, the County Council's cycling officer, the issue of the dangerous white barrier intruding into what is generally a very good cycle path between Ruddington and Landmere Lane, West Bridgford. This can be quite hard to see at night in particular, when northbound cyclists can be dazzled by the lights of oncoming motor vehicles.

We have more than once suggested to Clive Wood arranging a meeting on site to discuss the problem and what might be done to address it, but we have got still got no response. While appreciating the great pressures that County Council staff are under these days, we would therefore be very grateful if could please assist us in seeing that this matter is taken seriously and that the matter is at last properly addressed.

Yours sincerely,
Hugh McClintock
for Pedals

.....comments of 27 Jan from Chris Gardner:

"Just to be clear, Clive did explain that the barrier was to protect an open grate and is in fact very much needed. What I would like to see tho' is the dotted white guiding line altered to prepare any cyclist approaching that a slight change of course is required. The barrier should perhaps also be painted in fluorescent paint and illuminated.

....further message of 7 Feb from Chris Gardner following our meeting with Clive Wood, Notts CC, and including his comments on earlier comments on this from Julian Bentley

"Hello Julian,

I agree that the barrier does not require much work but there are just a few things that could be tweaked to make it much safer.

- 1) The dotted white lines that go round it are left too close and should give more warning; they effectively semi-circle the barrier.
- 2) When cars travel down Ruddington lane at night they often have their full beam on and the only way to help stay on the path is by diverting yours eyes to the dotted white line or the grass verge.
- 3) The reflectors I recall are red one side and white the other, why when bikes travel in both directions ?
- 4) Paint the barrier with reflective paint.

I used to pass this barrier every day too and with good lights but I'm afraid it only takes a second for you to forget it's coming and it can end pretty nastily especially because as you say the barrier is '...pretty well made...'

Hugh and I will mention the ice/snow/ gritting measures too and probably more in general for cycle paths.

cheers, Chris

p.s - how do the cars exiting the golf course affect your daily travels, I've had a few close shaves here too but then have been riding this way on and off since 1996.

From: ext Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]

Sent: Tuesday, February 08, 2011 12:35 PM

To: Julian B

Cc: Gardner, Chris (NSN - GB/Huntingdon)

Subject: Re: Ruddington Barrier issue.

Julian

Thanks for your comments on this. It was Chris Gardner who first raised this with me, and who now will be coming along the meeting this afternoon to discuss this with Clive.

As I have not used this cycle path after dark I can't claim to be as familiar with it as you or Chris.

Hugh

----- Original Message -----

From: Julian B

To: hugh.mcclintock@ntlworld.com

Sent: Tuesday, February 08, 2011 9:16 AM

Subject: RE: Ruddington Barrier issue.

Hugh

I haven't commented so far re the barrier on the B680/Wilford Road as I don't know the Pedals member who raised this

issue. However, if you are going to spend your time lobbying about this, I feel I must say:

I ride every day (and in the dark) past this barrier.

I use a fairly bright light at night.

I find the barrier to be perfectly safe - it does not encroach much on the cycle path, it has reflectors on it, is painted white and is surrounded by white dashed lines on the path in good condition.

I have many times passed other cyclists, pedestrians (at night- they had no lights) and even a Tricyclist at this barrier and not had any problems.

In short, I find this barrier to be quite safe and pretty well made/laid out. IMHO a much more significant Cycle safety issue in this location is the complete lack of gritting/anti ice measures in snowy/icy weather.

Julian

....and comments from Chris Gardner to Clive Wood (7 Feb):

"Clive,

Good to meet you this afternoon and thanks for your time on the above matter. As promised I have included some pictures of the barrier which I hope will aid you in achieving the two points which I believe we agreed on in principle below:

- 1) The dashed white line is of benefit to all those using the path and if it could be flared some metres either side of the barrier it would aid cyclists on their approach to the barrier.
- 2) You would investigate the possibility of using some fluorescent paint on the barrier itself. It would of course only need applying to the leading edges of the barrier.

Thanks in anticipation.
Chris Gardner

Erewash Valley Trail (30 mile route open to walkers and cyclists – new publicity material

I will bring to our meeting copies I have been sent by Steve Fisher of Broxtowe Borough Council for the Erewash Valley Trail which they have now completed on both sides of the River Erewash in cooperation with Erewash Borough Council, Derbs and Notts County Councils, Emda and several other partners.

More information can also be found at www.erewashvalleytrail.co.uk

8 Miscellaneous items

Message from Andrew Martin re the Importance of correct email addresses

Andrew Martin has asked me to stress the importance of ensuring that we have the correct email addresses in emails we send.

In one of the recent exchanges of messages concerning the Pedals Rural Rides for All Promotion bid Pedals display revamp – call for volunteers please for subgroup, it seems that the middle part of Peter Brigg's email address was omitted and it ended up going to someone with no connection with Pedals, rather embarrassingly!

Need for Pedals display boards revamp – request for volunteers please for subgroup

The Pedals display boards are now looking rather tired and battered after lots of usage in the last year or two, thanks in particular to the efforts of Dave Clark and Liz Kirk in taking our displays to many events.

Andrew Martin and I think that it would be a good idea for these soon to be completely refreshed and therefore will be asking for volunteers please to form a subgroup to organise this, in order not to leave it all to Dave.

I know that Pete Elderton is interested in this, and also recall that Dave Miller gave Andrew and myself very useful help when we last did a revamp about two years ago. Who (else) might like to take this on please?*

East Midlands Train cyclists' survey: good response needed please

I have already circulated copies of the questionnaire produced a few days ago by EMT for their 'East Midlands Trains Bike Week' and handed out at selected stations (though not Nottingham!). Please do complete these and encourage other people to do so so that EMT get a really good response.

The survey form is also available via the home page of the Pedals website and I have encouraged other cycle campaigners in the EMT franchise area to respond too.

It does seem surprising that EMT did not publicise this better and let us know directly about it, especially since Peter Briggs had attended the EMT/South West Trains Stakeholder meeting in London last autumn!

Pedals representation at Broxtowe Transport Group meetings: Many thanks to Robin Phillips who is now standing down

Although Robin Phillips, Pedals member in Beeston, has never attended our monthly meetings, he has for many years represented us at meetings of the Broxtowe Transport Group and its various predecessors. However, he is now almost 76 and has told me that he thinks it is about time he stepped down. I therefore proposed a vote of thanks to him for his many years of service and wish him all the best for the future.

Peter Briggs has kindly offered to be our main rep in future at such meetings in the Broxtowe (Beeston) area.

Meeting of 1 Feb with County Councillor Richard Jackson, Portfolio 20mph area limits in West Bridgford

On 1 Feb I, with John Bannister (Chair of the West Bridgford Local Traffic and Transport Group) and Richard Mallender went to see Councillor Richard Jackson at County Hall about the Group's campaign for a 20mph area experiment in the older and more central part of West Bridgford, on which we did a lot of local lobbying last year, carrying out a door to door survey to gain the support of local residents in the area we want to be included initially.

It now turns out that the County Council are considering 15-16 20mph area experiments in the County as a whole, with finance to be allocated in the next financial year, so the work done already in West Bridgford, should be a useful basis for responding to the County Council's forthcoming public consultation on this.

charity ride from Huddersfield to Brighton from 27-30 April. Overnight stops Nottingham, Newport Pagnell and Gatwick areas. – request for help from Councillor Martyn Bolt, Huddersfield (31 Jan):

"Apologies if this is outside your area, but it was the best way I can find to request info.

I am helping deliver a 260 mile charity ride from Huddersfield to Brighton from 27-30 April. Overnight stops Nottingham, Newport Pagnell and Gatwick areas.

I have drafted a route based on previous rides and maps but naturally am looking for any local knowledge.

This is available at, <http://classic.mapmyride.com/ride/united-kingdom/huddersfield/894129615818526023> <<https://webmail.ctc.org.uk/owa/redir.aspx?C=ba8d4e4e286541c3b2bdd341ba0515ce&URL=http%3a%2f%2fclassic.mapmyride.com%2fride%2funited-kingdom%2fhuddersfield%2f894129615818526023>>

The basic criteria for route is safe route, good surface quality, navigation as easy as possible and at points somewhere support vans can park for refreshments etc.

Some riders are novices and I anticipate a few problems on the way, although training plans have been advised you never know!!

Talking of which has anyone any experience or info about any free online utilities, which could be used for group members to log their rides to see how people are doing?

Thanks and best wishes
Martyn

Please consider supporting the Air Ambulance <http://www.justgiving.com/Martyn-Bolt> <<https://webmail.ctc.org.uk/owa/redir.aspx?C=ba8d4e4e286541c3b2bdd341ba0515ce&URL=http%3a%2f%2fwww.justgiving.com%2fMartyn-Bolt>>

Supporting Yorkshire Air Ambulance <http://www.justgiving.com/Martyn-Bolt>

Bike Aware campaign

The latest Cyclenation newsletter, copies of which I will bring to the meeting, has an item about the new campaign to have cycling awareness included in the UK car driving test.

It is being run by Bike Aware and there is a petition you can sign at <http://bikeaware.org.uk/>

Message of 5 Feb from Martin Lucas-Smith, Cambridge Cycling Campaign and Cyclestreets website to all local Cyclenation campaign groups: new Cyclestreets tool for campaigners (as circulated on 6 Feb)

Helping campaigners campaign: our GeoVation challenge bid


Let's face it – cycling conditions in the UK need to be improved massively. Cycle lanes that end unexpectedly, roads shared with lorries and traffic fumes, non-existent cycle parking. Any cyclist can give you a catalogue of problems that need tackling.

The end result is far fewer people cycling than there should be. Despite odd spots around the UK like Cambridge, Oxford, York which have a cycling culture, the outlook around the UK is not great.

Cycle campaign groups are key to changing this. These groups – large and small, national and local, are the people on the ground who work make cycling better. They're already enthused, so we need to give them as much support as possible.



Cycling in the Netherlands happens because of bike-friendly culture and excellent infrastructure.

 How can cycle campaigners deal with the deluge of problems on our streets?

As well as our journey planner, we have a Photomap (with so far around 26,000 photos), designed to allow cycle campaigners (like us) and the public pinpoint problems they experience. In short, it's a campaigning tool aimed to help campaigners do their job. However, it could be made a *lot* more useful and user-friendly than it currently is.

We plan to help solve the problems that every campaign group around the UK continually faces.

We want to build on the existing Photomap to provide cycle campaigners with the best possible tools to make their job much easier.

- Cyclists and the public need **a better way to pinpoint problems** like lack of cycle parking, desirable new cycle paths, better on-street conditions, etc.;
- Campaigners need tools to **prioritise problems** in their area and **group related problems together**;
- People need simpler means to **collaborate** by adding local knowledge and views about each problem;
- Cycle campaign groups need better tools to make the **scale** of the problem clearer;
- People who **cycle through an area** need to become aware of campaign work going on;
- The **profile of local cycle campaign groups** needs to be much higher and they can be helped get more members;
- Campaigners shouldn't have to reinvent the wheel but have **access to great tools immediately**;
- Campaign groups need to **help Local Authorities listen** and take up the problems;
- Local Authorities and funding bodies need a **clearer idea of the scale of the problem** so that money can be found;
- Campaigners need more direct access to related information such as collision statistics, to avoid having to search for it.

... all in the most user-friendly way possible.

How would it work, in brief?

1. Cyclists would pinpoint problems (points/lines) on a map, e.g. lack of cycle parking, hostile roads, absence of needed route, poor quality cycling conditions, etc., with a photo if available
2. (Mobile apps can also post to the database using the existing infrastructure to enable this.)
3. Others can publicly comment on each submission and add local knowledge
4. A 'heat map' of problem areas would start to develop, together with per-point indications of status of a problem
5. Each location effectively becomes an entry in both the map and in a forum-style view
6. Campaign group members would log in to their group's area of the website, and would have drag-and-drop - style tools to prioritise and discuss the locations. Locations could also be grouped together, e.g. so that multiple issues arising from one development are treated most effectively.
7. Documents, e-mails and web references can be 'attached' to a particular issue so that all information relating to one issue is in one place.
8. Cyclists in each area would also be encouraged to register and to 'draw on the map' their typical journeys (helped by the CycleStreets journey planner), so that they can then be alerted to issues and campaigns along those routes
9. As an issue progresses in terms of external campaigning, it is updated and 'published' in various ways via the site
10. Prioritised lists can be 'pushed out' to Local Authority contacts, or they can be invited to join the conversation
11. When issues are finally resolved these would be marked as such, also publicising the work of the group concerned
12. Where routes in the CycleStreets journey planner are planned that pass through improved areas, the work of the group would be publicised!

The whole system would need to be extremely user-friendly, so that it gets the widest possible usage and actively engages people without technical skills.

Our proposal

We are proposing to submit a bid to the [GeoVation Challenge](#), the Ordnance Survey initiative which is running a funding competition, "*How can we improve transport in Britain?*".

We plan to bid for one of the six pots of £30,000 available to create an extremely user-friendly set of tools that would be available free-of-charge to every campaign group in the country, branded in an area-specific way and embeddable within campaign group websites.

Put simply, we want campaigners to be able to carry out their work much more effectively, to reduce the effort required, all the way from identifying problems to seeing them fixed. As members of Cambridge Cycling Campaign, we have ourselves long-needed tools like this, and we want to create a facility which will be enthusiastically taken up around the country.

We welcome ideas for enhancements.

Please support our bid

Please let us know your comments – you can [contact us](#) or just leave a comment below.

This entry was posted on Friday, February 4th, 2011 at 2:02 am and is filed under [Community](#), [Funding](#), [Photomap](#). You can follow any responses to this entry through the [RSS 2.0 feed](#). You can [leave a response](#), or [trackback](#) from your own site.

.....comments of 6 Feb from Roland Backhouse (Computer Science Prof, Nottingham Univ):

"Hi Hugh,
Indeed. It looks very interesting.

Initial reactions: looks very good, and should be enthusiastically supported. Cyclestreets has a very good record of highly professional software development. I also like the (restricted) wiki-like approach. Finally, what a lot of effort in order to get just £30,000 of support

I'll try to look at it in more detail. It might be useful to consult some colleagues on aspects of the proposed implementation. Is the

document freely available for everyone to comment on or should I write to Cyclestreets to ask their permission to forward the link?
Cheers.

...message to Martin Lucas-Smith of Cyclestreets (9 Feb) in response to further message on this from Simon Geller, Secretary, Cyclenation, encouraging local campaign groups to support the imminent Cyclenation bid to the Geovation Challenge:

"Martin

In response to your recent email (7 Feb) about the proposed comprehensive Cyclestreets Tool for Campaigners, and your imminent bid for support to the GeoVation Challenge, I would like on behalf of Pedals (Nottingham Cycling Campaign) to write and express our strong support for this bid.

As you know, Pedals has been very supportive of your excellent work on the Cyclestreets website and think that this experience, together with your wider experience with the Cambridge Cycling Campaign, provides an excellent basis for the much more ambitious proposals you now wish to develop. If you can secure the funding to do this, this would provide a very useful tool for cycle campaigners throughout the UK, making the most of new technologies and software, and help us all to work on a more consistent and cooperative basis to campaign for good practice in the promotion of higher levels of cycling in both urban and rural areas.

We therefore very much hope that you will be successful in your bid for funding to develop this to its full potential, and wish you the best of luck in doing this.

Hugh McClintock
for Pedals (Nottingham Cycling Campaign)

Message of 31 Jan from Cyclenation to all local Cycle Campaign Groups - Ask for Strict Liability Now!

"Message to all local Cyclenation member groups, for discussion at the next Pedals meeting, on Monday 22nd February:
Hugh

----- Original Message -----

From: cyclenation@googlemail.com
To: cyclenation-forum@googlegroups.com
Sent: Monday, January 31, 2011 12:32 AM
Subject: Ask for Strict Liability Now!

Cyclenation is asking all its member groups to write to their local groups to demand legislation on Strict Liability within the term of government of the present administration. A suggested letter is available below, and at the link: <http://bit.ly/ggKB94>! The letter itself hopefully explains what Strict Liability is all about, if you are not aware of the concept - however, a very good general definition is available at http://en.wikipedia.org/wiki/Strict_liability

Some groups, for example Bristol, are asking one member a week to write to their MP thus ensuring a steady dripfeed of letters. However, even one letter, especially if it refers to local issues, may have an impact.

Please let us know if you have written a letter, and especially if you get a response, via secretary@cyclenation.org.uk.

This is our proposed letter to MP's asking them to support the principle of Strict Liability. Please feel free to amend it as you think fit, perhaps drawing attention to issues in your local area.

You can contact your MP via <http://www.writetothem.com/>

Dear [INSERT MP NAME HERE] MP

Hundreds of pedestrians and scores of cyclists get injured or killed by car drivers every year. The 2008 road casualty figures show that 332 pedestrians were killed in car/pedestrian collisions, and in car/ cyclist collisions 52 cyclists were killed. In all 390 cases not one car driver was killed. Amongst pedestrians, cyclists and car drivers, it is clear that the car driver is most likely party to inflict injury or death upon the others.

Similarly, when pedestrians and cyclists are involved in collisions, which is rare, it makes sense to conclude that the cyclist would be seen as the stronger party. This does not mean that either party is automatically to blame.

It goes against natural justice that the burden of proof would be on the more vulnerable road user and not the one who is actually more likely to cause harm: inflicting pain and suffering through causing injury, or devastating families by causing death.

If you think so too, it would be much appreciated if you could highlight to the Minister for Transport, the Minister for Road Safety and your party colleagues on the Transport Select Committee. that we should subscribe to a more civilised system that favours the vulnerable. Could I also please ask you to sign any Early Day Motions that relate to this.

Liability should be considered on a fair and proportionate basis to provide legal protection to the vulnerable road user. This could be achieved by establishing a hierarchy of care (as the Scottish Government is considering) where the burden

of proof would always be on the user of the heavier vehicle (the party more likely to cause injury or death). This would show the commitment of this Government to its agenda of societal and social fairness. It does not assume guilt on the part of the driver of the heavier vehicle.

This principle of proportionality described above is in place in all but four European countries, The UK being one of them. The other three are Ireland, Cyprus and Malta. It should be noted that stricter liability has not resulted in higher insurance premiums for motorists in the countries that have adopted it.

Looking forward to hearing from you.

With kind regards

[INSERT YOUR NAME OR SIGNATURE]

You received this message because you are subscribed to the Google Groups "Cyclenation Forum" group.

To post to this group, send email to cyclenation-forum@googlegroups.com

To unsubscribe from this group, send email to cyclenation-forum+unsubscribe@googlegroups.com

For more options, visit this group at

<http://groups.google.com/group/cyclenation-forum?hl=en>

Do your campaign group members know about this Forum? Encourage them to get involved!

Request for contributions to Cyclenation Flickr Account from Simon Geller, Secretary, Cyclenation (9 Feb)

"Dear all,

We'd like to create a photo gallery for use in local and national news & publicity, and to this end we've created a Flickr account with a common pool:-

http://www.flickr.com/groups/cyclenation_pool/

Please add your cycling photos to the pool, and if you already have a Flickr account add us as a contact. We are particularly interested in photos of people riding bikes in ordinary clothes.

I'm in the process of setting up sets for pictures of people riding, cycle facilities and so forth. Any suggestions for how we could improve this, let me know

Simon
Secretary - Cyclenation
Simon

PS. I am advised that anyone whose picture is used for publicity purposes should sign a "model release" form, and have therefore provided one at

https://docs.google.com/document/d/1OtIjWY656l077kiKIS8kfjWYVID7JQ2Rdr2xFN5f1Y/edit?hl=en_GB

I'll put this link into Flickr as well.

Simon

9. Any other business

EXTRA ITEMS FROM THUR 18 FEB

Message of 19 Feb. from Andrew Martin re Open Street Map

"Greetings Hugh and Peter

Perhaps this is an important agenda item for Monday? Would it be true to suggest that in our dealings with Nottingham City Council Pedals promotes, and is seen to support both TransportDirect and OSM. However, between Pedals members and within 'the cycling community' including CTC members, individuals may choose to use one (OSM?) instead of the other. Discuss...
Andrew

----- Original Message -----

Subject: Pedals & OpenStreetMap in the Nottingham area

From: "SK53 on OSM" <SK53_osm@yahoo.co.uk>

Date: Fri, February 18, 2011 12:41 pm

To: andrew@veggies.org.uk

Hi Andrew,

I think Pedals members may be interested in how OpenStreetMap (OSM) in the Nottingham area, and would like to explore how OSM might get more input from cyclists.

The main point of interest is likely to be the CycleStreets router and OpenCycleMap.

Pedals website does show the CycleStreets cycle routing application, but indicates that it is under development. In practice CycleStreets has UK-wide coverage and handles substantially more routing requests than the TransportDirect planner. What the CycleStreets system lacks is better data in the Nottingham area: mapping of the North of the city and areas around Arnold and Gedling are still relatively sparse, but particularly so for cycle routes and infrastructure. This is because these areas have not been mapped on OSM: extra eyes and ears can make these things a lot better. CycleStreets use of OSM data means that events such as the closure of Hillside and the Suspension Bridge, or the alteration of the canal towpath bridge by Castle Marina can be incorporated into journey planning.

Of course, OSM does far more than that, and I suspect that other aspects of OSM may appeal to Pedals members.

We are holding an **OpenStreetMap Pub meet up at the John Borlase Warren on 8th March** (details here

<http://wiki.openstreetmap.org/wiki/Nottingham/Pub_Meetup>), which might be an opportunity for anyone really interested to meet for a chat.

Alternatively, I'd be happy to talk about OSM to Pedals if we can find some suitable time.

Best wishes,
Jerry Clough

Grantham Canal towpath repairs and reopening: exchange of message with Dave Griffiths, CTC (20 Feb) and my response:

Dave

Thanks for this message. I have not used this section of the towpath since it reopened so was unaware of this problem.

It sound as though it would be best to take it up directly with British Waterways, though I have no particular contact there to suggest you approach. I could also suggest that you take it up via Clive Wood at the County Council, who is supposed to be in charge of cycling matters there, but who recently has been extremely slow to respond to any cycling matters which Pedals has raised with him. You could also try your local County and Borough Councillors, to use a different tack, as well as Mike Luxton at RBC who may have some idea who at BW to contact.

Please keep us posted on how you get on!
best wishes

Hugh

----- Original Message -----

From: [David Griffiths](mailto:David.Griffiths)

To: Hugh.McClintock@ntlworld.com

Sent: Friday, February 18, 2011 7:18 PM

Subject: (Grantham) Canal Towpath

Hi Hugh

I presume that you're aware that part of the towpath was out of action before Christmas, whilst contractors were undertaking some construction work around one of the drainage points. This was the section going south east from Bassingfield, and it was re-opened some time in January.

I've only used this section once, since it was returned to use, and I was appalled at the new surface. Although it looks OK, the actual ride was incredibly harsh & bumpy – like the washboard effect that you get on gravel roads in less developed countries. I can't help but feel that the contractors have failed to return the towpath to its original state.

I'm inclined to complain to British Waterways – wearing a CTC hat. However, before I do so, I thought that I'd check with you as to whether you've received any complaints and whether Pedals has lodged a complaint. Perhaps, you could confirm the position on these two points.

Thanks, Dave Griffiths

Showers provision in new office developments: message of 18 Feb from Matt Etchell-Jones, Notts. Police: and my reply:

"Matt

Thanks for this and good to hear from you again.

I don't think that there is any relevant legislation you can use to pressure for shower provision, so it is probably best to rely on direct pressure and evidence of potential demand.

There are one or two examples of good practice advice notes on cycle parking but none mention showers as far as I recall.

If you can let me know whether this new office is in the City or County I could perhaps give you more ideas on who else to approach for support.

I will also mention this under AOB at the Pedals monthly meeting tomorrow night, in case anyone else from Pedals has any suggestions.

best wishes

Hugh

----- Original Message -----

From: Etchells-Jones, Matthew

To: [Hugh McClintock \(Dell\)](mailto:Hugh.McClintock@ntlworld.com)

Sent: Friday, February 18, 2011 3:44 PM

Subject: Shower provision in new office developments

Hello Hugh,

It's been a long time, I hope you are well.

I don't know if you can help me, but my department are shortly moving offices to an office that is being developed for us. Several of us are keen to ride to work, but are hampered by the lack of shower facilities and safe cycle provision. Do you know of any legislation that we can use to pressure the powers that be to provide some sort of post cycling changing facility?

All the best
Matt.

Victoria Embankment Temporary One-Way System (21 Feb-Oct 2011) - implications for cyclists – my message of 20 Feb to Chris Carter, City Council:

"Chris

Very glad to see the recent big effort into repairing the worst potholes on the Victoria Embankment - many thanks!

I noticed today, towards the Toll Bridge end of the Embankment, a new sign stating 'Victoria Embankment Temporary One-Way System in Operation 21 February-October 2011', which I assume is related to the new phase of work on the Environment Agency Flood Alleviation Schemes Works. However, I can see no indication of what this implies for cyclists and, in particular whether any arrangements are proposed to ensure continuing cycle access on this very important and well-used east-west cycle route.

Can you therefore please let me know the position on this, and whether indeed such arrangements are being included or, if not, just what it is proposed that cyclists should do, apart from riding on the nearby (foot) paths?
best wishes, Hugh