

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 19 January 2009

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

AGENDA

1. Welcome, and apologies for absence

2. Discussion with Paul Rea, Realistic Solutions, on his cycle audit work for Notts County Council (7.30 p.m.-8.30 p.m, approx)

(break: 8.30-8.45 p.m.)

3. Minutes of the Pedals Meeting of Monday, 17 November 2008 and matters arising / update

- Discussion with Cllr. Jane Urquhart, 15 November Pedals meeting:
- Suspension Bridge closure: STW Press Release (18 Dec) and Special meeting (12 Jan) to coordinate future actions
- Pedals membership trends
- fence round cycle parking by BHS side entrance at bottom of Maid Marian Way – reply of 18 Nov from Chris Carter:
- Scottish Polite Cycling Campaign – lessons from experience and possible local application
- Bike Club (Framework Housing Association) bike recycling scheme funding boost
- Ridewise PCT funding boost
- Safety of cyclists at the roundabout by the west entrance to Nottingham University: site meeting of 25 Nov and related A52 (Bramcote Island – QMC roundabout) bus lane etc. proposals
- Report of meeting of 11 November with Clive Wood and Gary Wood, Notts CC, and request for revision of Pedals wish lists for Broxtowe, Rushcliffe and Gedling to identify priorities
- Station cycle parking and access: Nottingham, Beeston and Attenborough – publicity for bike, rail and bus integration in Broxtowe
- Meeting of 10 Dec to discuss proposed cycle parking at The Manor Surgery, Beeston
- Local Trunk Road schemes and cycling: meeting of 15 Jan with Clive Wood (Notts CC) and Jeremy Dixon (AMScott; Managing Agents for Highways Agency Area 7)
- Bike trailers and barriers – proposed meeting with Clive Wood, Notts CC
- Blocked cycle paths in Gresham Park and Compton Acres, West Bridgford
- Report of Greater Nottm Cycling Development Group meetings of 13 Nov and 8 Jan, including Nottingham Movers and Shakers Project proposals, and discussions on cycle facility enforcement improvements

- Report of 9 Dec. City Council Regeneration and Sustainability Panel discussion of Cycle Action Plan progress and also my 'Visions for future Urban Cycling' presentation
- 10 Dec Rural Rides leaders Debrief meeting cum 2009 Notts CC Rural Rides programme planning, including Pedals themed rides on Wednesdays from April to August (20 Jan deadline for offers of rides)
- Karina Well's West Bridgford Green Streets Initiative: report of 6 Jan meeting to discuss launch, and proposed local Easy Rides programme (see www.greenstreetswb.blogspot.com)
- Next newsletter and future printing arrangements

4. Pedals priorities for 2009 (item requested by Susan Young)

5. Ideas for changing the running of Pedals meetings (from 'Seeds of Change', via Andrew Martin)

6. Finance (Susan Young to report) and including CCF future pricing, and Cyclenation and EMTAR affiliation renewals.

7..Forthcoming meetings / events etc.

- Rural Rides and revived programme of Easy Rides in connection with Karina Well's Green Streets Initiative (West Bridgford)

(Speakers at) Pedals monthly meetings

- 16 February: Helen Clayton, The Big Wheel
- 16 March: Pedals AGM
- 20 April, 18 May, 15 June, 20 July, etc.

Other events:

- Proposed January 2009 meeting with East Midlands Trains

8. Pedals 30th birthday events in 2009

- Venue and date for Cyclenation/ CTC national campaigners' conference to be hosted by Pedals and Notts CTC in November 2009, as well as meeting arranged for 20 Jan with Helen Clayton (Big Wheel) to discuss possible local sponsorship, and arrangements for appeal for offers of accommodation for visiting cycle campaigners.
- Other events, including meals

9. NET cycling matters

- Report of 9 Dec meeting of Greater Nottm LRT Advisory Committee and implications for cyclists of proposed greater enforcement on traffic contravening Goldsmith Street by NTU tram stop.
- Attempts to obtain copy of 2008 MVA Consultancy Report on Cyclist-Tram Interactions
- New cycle lockers at Phoenix Park NET Terminus park and ride site including publicity and signing
- Report of meeting of 9 Dec with Nazia Tanveer, NET Project Team re Advanced Design for NET extensions.

10. (Other) Cycle facility and traffic management matters:

- **Major matters:-**
- Canning Circus recent changes and feedback
- Castle Marina footbridge rebuilding – 12 week temporary path closure
- Commuter cycle routes – Proposed Improvements Strelley (by 30 January)
- Parksmart scheme and cycle locker signing
- Change of phone number (915 3783) for Broad Marsh car park / bus station cycle lockers
- Pedals comments on Tesco superstore planning application, Beeston
- Nottingham Gateway Major Housing Proposals (south of Clifton)
- A606 Melton Road, Tollerton – construction of cycle route and two toucan crossings (10 Nov-6 Feb)
- Possible new edition of Rushcliffe Borough Council West Bridgford cycle map
- Report of A46 Widmerpool-Newark dualling scheme Public Inquiry (July 2007) – Inspector's Report
- Nottingham Left Bank Flood Alleviation Scheme and meeting planned for 29 Jan to discuss opportunities through this to promote cycleway by Trent between Colwick Park and Stoke Bardolph
- Sustrans idea - Bestwood-Burntstump-Calverton – message of 19 Nov from Matt Etchells-Jones
- Comments (via Pedals member Broxtowe Councillor Steve Barber) on the Tesco (Beeston) planning application 08/00833/FULL, 4 Dec 2008=
- A52T Bramcote to QMC roundabouts capacity Improvements - Part Section Removal of Bus Lane - response to your letter of 8 Dec: my message of 12 Dec to Nick Lowe of AMScott, Managing agents for the Highways Agency:
- Action on improved links between West Bridgford and nearby villages and major employment areas in Rushcliffe – my message of 14 Dec. to Clive Woods, Notts CC:
- Cycle parking at shops: comments from Clive Wood (Notts CC)
- **Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):**
- Faraday Road area (by 8 Jan)
- Trinity Square (by 9 Jan)
- Turning Point area (by 12 Jan)
- Cliff Road / Shortwood Close (TMP6764) (by 21 Jan)

11. Miscellaneous items

- Cyclenation request for local campaign groups to change their names, e.g. to Cycle Nottingham.
- **Bicycle Diaries...commencing Jan 16 on BBC World Service – email of 10 Jan from David Garfield**

12. Any other business

BACKGROUND NOTES (including extracts from some relevant emails)

*** means feedback especially wanted please**

**** means help please!**

1. Welcome and apologies

Apologies for absence from

Mara Ozolins, Alison Russell and John Wilson

2. Discussion with Paul Rea, Realistic Solutions, on his cycle audit work for Notts County Council (7.30 p.m.-8.30 p.m, approx)

Paul will be talking with particular reference to his recent work on cycle audits in Kimberley, Netherfield, West Bridgford and Ruddington.

3. Minutes of the Pedals Meeting Held 17th November 2008 at The Globe.

Present: Hugh McClintock, Peter Osborne, David Miller, Andrew Martin, Susan Young, Terry Scott, John Bannister, Arthur Williams, Chris Gardner, Henry Twigger, Elizabeth Kirk, David Clark, Karen Fry, Roland Backhouse, Hilary Backhouse, Martin Quarton, Gregor Tanner, Richard Mallender and Jane Urquhart (City Council).

Apologies for absence: Mara Ozolins, Roger Codling, John Wilson and Andrew Househam.

Speaker. Councillor Jane Urquhart who is the Transport Portfolio Holder for Nottingham City Council began the evening's proceedings with an outline of the city council's involvement in the numerous cycling initiatives that have taken place this year. This was followed by a discussion during which Pedals members raised a number of issues including: provision of cycle parking following redevelopment of the railway station; 20mph zones, cycle lockers, the future of the Suspension Bridge, enforcement of ASL's and the council's role in making the Nottingham University campus less car dominated.

Finance. Some unusual outgoings were reported by Sue, but these have been reimbursed as they were fraudulent. The newsletter continues to be a major drain on resources (about £1000 for two issues a year).

Area 4 Health Action Cycling Event on The Forest. This had been postponed until next Spring.

Critical Mass. This has now again become a regular local event on the last Friday of each month, Hugh mentioned.

Wilford Suspension Bridge. This ongoing saga was discussed at length. It is still unclear when it will be resolved, or what Severn Trent Water plc who own the bridge intend to do with it. Hugh will contact Living Streets to request that they add to the pressure for a solution. He recommended that we should await the publication of STW's final version of their Structural survey, and proposed course of action, before we decided if should step up our campaign, in coordination

with other interested parties. This was generally accepted although Roland Backhouse made clear that he would like to see this given higher priority.

CTC-Cyclenation (Cycle Campaigns Network) Conference, Warrington. This was held recently with about 140 attendees. There was a lot of discussion about the "Twenty's Plenty" campaign. The next meeting is in Manchester 30th May 2009.

Movers and Shakers Project. Gary Smerdon-White is taking this forward. Local personalities will be approached to raise the profile of cycling in Nottingham. Pedals will have a role in the form "bike buddies". £4000 has been made available.

Advertising on Pedals Website. It was agreed to accept advertising as long as it had some relevance to cycling and environmental issues.

Autumn Campaigner's Conference (Nottingham) Sat 15 November 2009. A subgroup has been set up to discuss this.

Themed Pedals Rides. These will be on the following Wednesdays in 2009: April 15th (Dave Clark), 20th May (Arthur Williams), 17th June (Terry Scott), 15th July (Dave Miller) and 19th August (Dave Miller).

County Council cycling priorities:

Hugh referred briefly to his meeting in late November with Clive Wood, the new County Council cycling officer, and Gary Wood, his line Manager, both of whom had emphasised their view that Pedals had been too negative in its recent campaigning efforts and the need therefore for this to become more positive and constructive if any real progress was to be made.

They also said that it was important now for Pedals to revisit the various comprehensive 'wishlists' prepared for different Districts (and the area around the Ruddington Fields Business Park in the latest couple of years) with a view in particular to making clear which were the priority items to be addressed.

Pedals Christmas Social. This will take the usual format of savoury food provided by the pub, sweet food provided by Pedals members, a quiz and slide shows. There will also be a raffle for the "Crap Cycle Lanes" book.

Update / Matters arising

Discussion with Cllr. Jane Urquhart, 15 November Pedals meeting:

"Dear Jane

Many thanks indeed for coming along to the Pedals meeting last night and for the very useful discussion that we were able to have, covering a wide range of topics. This was much appreciated.

We are very pleased at the much stronger interest in cycling that the City Council has again been showing over the last year or so and much look forward to inviting you back to a future meeting to review further progress.

Meanwhile, we particularly look forward to the further news about the Suspension Bridge when you and the

County Council have had a chance to meet Severn Trent plc later this month.

best wishes

Hugh

PS. I was also very pleased that you included a reference to your role as a cyclist, alongside your other transport user roles, in your presentation to this morning's Travelwatch East Midlands seminar in Leicester!"

Cycle Routes - keeping them safe – message of 15 Nov. from Jonathan Shewell-Cooper (Pedals member in Wilford):

"Jonathan

Thanks for your comments. I am sorry that you were unable to come to the meeting but will pass on your comments to Chris Carter at the City Council to respond to.

best wishes, Hugh

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

From: "Jonathan SC (Scfish)" <jsc@scfish.co.uk>

To: "Hugh McClintock (Dell)"

<Hugh.McClintock@ntlworld.com>

Sent: Monday, November 17, 2008 11:12 PM

Subject: Cycle Routes - keeping them safe

- Hugh,
 - > Sorry I did not make tonight's meeting... an item I would have raised is
 - > that if we are to encourage cycling then meeting cycle routes safe is
 - > very important.
 - >
 - > 1. I raised with John Lees, a couple of weeks ago, a problems with the
 - > build up of leaves in the underpass as Queens Walk goes under Robin Hood
 - > way. On the north side the leaves have been compressed to a paste by
 - > many cyclists so can be quite slippery. John passed this on to a colleague
 - > who is responsible but as of yet nothing has been done to clear this.
 - >
 - > 2. I was reading the current map for the city & county council for the
 - > winter salting of roads. It no longer includes Main road Wilford from
 - > Coronation ave to the Toll Bridge nor does it include the Toll Bridge
 - > itself. Both these used to be included. Whole neither of these is
 - > important to cars & buses they are to cyclists and pedestrians. Is
 - > withdrawing of salting a away of saying we matter less?
 - > regards, Jonathan Shewell-Cooper

...response from John Lee (18 Nov):

"Hugh

just had a reply - the area under the underpass on Queens Walk is maintained by our street scene area team as opposed to our highway maintenance team - they will pass this onto the relevant people. Please let me know if this is still not done in a couple of weeks and I'll ask a sub contractor to do it

regards, John Lee

Public Rights of Way
Traffic Management
Environment and Regeneration
Tel: 0115 9156078"

Wilford suspension bridge - press release of 18 Dec from Severn Trent Water and my message when circulating it on 22 Dec:

"The message just circulated to the many people and organisations with whom I have been in contact in recent weeks about the future of the Suspension Bridge and including cyclists, walkers and runners etc who are very concerned about the future of the bridge.

The next step is to reflect on the STW statement before we hold a special meeting of all interested parties on the evening of Monday 12 January, a week before the next Pedals meeting.

This will be the last word on this subject from me before Christmas, I should make clear!

best wishes to all for Christmas and the New Year
Hugh

PS. Apologies to any of you who receive this message twice. Do please pass it on to other interested parties! Thanks

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

From: "Hugh McClintock (Dell)"

<Hugh.McClintock@ntlworld.com>

To: interested parties Subject: Fw: Wilford suspension bridge - press release of 18 Dec from Severn Trent Water

> Dear all

> I have been trying on several occasions over the last ten days to get hold

> of some statement from Severn Trent Water plc of their proposed action

> plan for the Wilford Suspension Bridge following the meeting scheduled for

> Friday 12 December their discussion of the final version of their action

> plan. I am sorry that it has taken so long to get hold of a copy of this

> which I have at last just received, in the form of this press release,

> from Gill Dickinson of their media relations office in Birmingham. I

> apologise for not contacting you again earlier but thought it best to wait

> until we had some rather more definite and authoritative news, instead of

> just relying on the series of often conflicting rumours that have been

> going around recently!

>

> Over the last few weeks I have been in touch with a large number of

> people, including many cyclists, walkers and runners, who have been very

> inconvenienced by the closure of the bridge and who want to know just what

> is happening to reopen it and when.

>

> Several of these people have said that we should in the new year consider

> stepping up campaigning and I have therefore agreed, on behalf of Pedals

> and other interested parties, to hold a special meeting, on Monday 12

> January at 7 p.m. to discuss a) whether to step up campaigning, b) if so,

> what form it should take and c) who would like to be involved in any such

> action and when.

>

> Councillor Richard Mallender from Rushcliffe Borough Council has kindly

> offered to help arrange a venue for this in the Rushcliffe Civic Centre

> and I will circulate details of this as soon as this booking is confirmed.

> It would also be helpful before then to have some indication of who is

> interested in and able to come to this meeting.

>

> Meanwhile, I send everyone best wishes for Christmas and the New Year.

> Hugh

>

> PS. I have just had this email from Gary Wood of the County Council who

> has been liaising with Severn Trent about the bridge closure:

>

> "Hugh

> NCC's position on this is that we have funding available to contribute towards the cost of the repairs.

We are also asking STW to look at options for opening the bridge earlier.

> Regards, Gary

> Gary Wood

> Service Manager Policies and Standards

> Communities Department

> Nottinghamshire County Council

> T 0115 9774575

> "

> ----- Original Message -----

> From: <Gill.Dickinson@severntrent.co.uk>

> To: <hugh.mcclintock@ntlworld.com>

> Sent: Monday, December 22, 2008 9:45 AM

> Subject: Wilford suspension bridge

>

> Hugh

> As promised

> Kind regards, Gill

>

> Wilford Suspension Bridge Nottingham December 18th 2008

>

> We realise people are keen to know what the plans are for Wilford Suspension Bridge in Nottingham, which has been closed for safety reasons since the summer.

> We arranged for a detailed structural survey to be carried out by expert bridge engineers, and their findings were delivered to us at the end of November. We've now had a chance to study the report's recommendations in detail.

> We intend to carry out the substantial repair work required. However, we still have to agree exact

timescales for the work, and are in discussions with Nottinghamshire County Council, Nottingham City Council and Rushcliffe Borough Council regarding our plans. We hope that work could get under way in the spring of 2009.

> Gill Dickinson
> Media Relations Manager
> Severn Trent Water Ltd
> Direct line 0121 722 4380
> Internal 001 4380
> Mobile 07785 337992

...and my letter of 23 Dec to the NEP in response to their item about the likely 9 month delay in repairing the bridge:

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

To: [NEP Letters & Poems](#)

Sent: Tuesday, December 23, 2008 6:49 PM

Subject: Wilford Suspension Bridge repair delay

The news in tonight's NEP (23 Dec) that it may take another 9 months to repair the Wilford Suspension Bridge is deeply disappointing for many people on both sides of the Trent and especially those who like to cycle, walk or run across it.

It is bad enough that it is already more than 5 months since the bridge was closed, causing much disruption and inconvenience to users but why are its owners, Severn Trent Water, not giving a higher priority to getting it back in use?

Would a similar long delay have been tolerated if this was a bridge used by motor vehicles rather than walkers and cyclists?

Is it really not possible to do enough work to get the bridge back in use in a matter of weeks rather than 9 months?

Why was the bridge allowed to deteriorate to such an extent that it suddenly had to be closed last summer? How regular and how thorough were the inspections of its condition before then, to give more warning of its deterioration?

Many such questions have been asked more and more recently by the many people frustrated by the long period of the bridge being out of use and the lack of definite news about its future reopening.

We understand that both the County and City Councils have already agreed to contribute to the cost of repair. It is therefore high time that Severn Trent gave this matter much more urgent attention and Pedals and other organisations will soon be stepping up the campaign to get them to do this!
Yours sincerely, Hugh McClintock
Chairman, Pedals (Nottingham Cycling Campaign)

Brief report on 12 Jan special meeting re further actions on Wilford Suspension Bridge closure

I thought it might be useful to send round as soon as possible a brief report on the special meeting which took place yesterday evening (Monday 12th Jan) at the Rushcliffe Civic Centre to discuss future actions on the Wilford Suspension Bridge closure.

We had representatives from several groups including:-

- Pedals (Hugh McClintock, Roland and Hilary Backhouse)
- Nottingham Civic Society (Richard Wheldon)
- West Bridgford Local Area Forum (Hilary Tinley, Chair)
- West Bridgford Local Traffic and Transport Forum (John Bannister, Chair)
- Friends of the Victoria Embankment (Pat Thomas)
- Transition West Bridgford (Karina Wells)
- Councillor Michael Cox, Notts. County Council

Our meeting followed a site meeting last week with bridge managers from the City and County Councils and Severn Trent Water's consultants the purpose of which was to explore any possible options for the early opening of the bridge, i.e. some temporary works before the full works programme. However, the conclusion of that meeting was that this was not possible despite both the City and County Councils having agreed to contribute towards the cost of bridge repair.

At our meeting last night we were very disappointed to hear the news of this yet further delay, which appears to mean that no work can start until May and will not be finished before November. It was agreed that it was now very important both to ask STW for a proper explanation of why the repair work and reopening must involve yet another period of prolonged delay, as well as to highlight the further disruption this will cause to many regular and casual users (cyclists, walkers, runners, etc.) including impacting on several major sporting and cultural events next summer when the Suspension Bridge would normally be used for access, including access to and from car parking on Victoria Embankment.

The agreement at our meeting was that we should concentrate on actions relating to getting the bridge reopened, while leaving to later the longer-term need to secure more secure rights of access for bridge users.

We also felt that we did not have the resources to organise a large-scale petition signing (in terms of gathering signatures from people on the street etc.) but instead would concentrate on three courses of action:-

1. a long and detailed letter from me as convener of the meeting, on behalf of the other groups represented, to the Chief Executive of STW, copied to the County, City and Rushcliffe Councils, and to local MPs (Kenneth Clarke and Alan Simpson), as well as to the local media.

2. an online petition, which will probably be hosted on the Pedals website (www.pedals.org.uk) when Larry Neylon, Pedals Webmaster, has time to arrange it, using the wording we agreed at the end of our meeting.

3. a flyer (the wording of which we also agree), to be copied by all interested organisations and individuals, to be handed out to other members of their groups, to neighbours, colleagues, etc. encouraging them to write to STW using the suggested wording but with modifications to reflect their own particular use of the bridge and the disruption from its closure.

I will circulate copies of these in due course, along with the full minutes of the meeting which Hilary Backhouse kindly agreed to take.

Meanwhile, please let me know if you would like any further information or have suggestions for other people and organisations who might like to get involved. Thank you for your interest and support
Hugh
tel. (0115) 981 6206

PS. I should also mention that Karina Wells of Transition West Bridgford kindly offered to set up a special blogspot and this has now been done at www.saveourbridge.blogspot.com More information on the petition etc. will soon be added to this site.

PPS. Many thanks to Karina and Larry for setting up the online petition. Along with a copy of the flyer to encourage other people to write/email STW this can be accessed at:
http://www.pedals.org.uk/wilford_bridge_petition.

Pedals membership trends

We perhaps did not spend enough time discussing the implications of the news from Chris Gardner of the decline in our membership, including the failure to renew of several longstanding members, something that I have given much thought to since then.

Is this, I wonder, to some extent a continuing reflection of how some of our members may still feel about how badly we treated them as a result of the membership records fiasco in the autumn of 2007 before Chris took over and despite his heroic efforts to rescue the situation?

Is it also to do with a more general feeling that we are neglecting the importance of keeping in close touch with our members, a feeling that may perhaps have been reinforced by our decision to produce a newsletter only two and not three issues a year? That may encourage some, rightly or wrongly, to actually get up to with the money we ask them to cough up and whether we really make good use of it?

Any comments, please?*

fence round cycle parking by BHS side entrance at bottom of Maid Marian Way – reply of 18 Nov from Chris Carter:

"Hugh

The story behind this appears to be that Westfield (the owners of Broad Marsh) have put the barriers in. The reason they have done this is that the trees are lifting the paving around the base of the trees near the rear entrance to BHS and they are worried this is a tripping hazard for pedestrians. Because of the proposed redevelopment scheme they do not want to spend any money repaving.

A gap has been left to allow people to access the cycle stands and I have observed they are still being used.
Chris
Chris Carter | Transport Strategy Manager: 0115 915 5220

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: 16 November 2008 20:07
To: Steve Brewer; Caroline Stylianou; John Lee; Chris

Carter
Cc: Dave Clark
Subject: Re: fence round cycle parking by BHS side entrance at bottom of Maid Marian Way [Scanned]

Chris
Did you or any of your colleagues ever manage to come up with an answer to this query please?
Hugh

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

From: Chris Carter
To: John Lee ; Caroline Stylianou ; Steve Brewer
Cc: 'Hugh McClintock (Dell)'
Sent: Friday, October 24, 2008 11:37 AM
Subject: FW: fence round cycle parking by BHS side entrance at bottom of Maid Marian Way
Anyone know anything about this?
Chris

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: 24 October 2008 11:25
To: Chris Carter
Cc: Dave Clark
Subject: fence round cycle parking by BHS side entrance at bottom of Maid Marian Way

Chris
I was asked at the Pedals meeting on Monday if I knew why a fence had been installed around the cycle stands by the side entrance to BHS at the bottom of Maid Marian Way as well as why there are now only 3 cycle stands there now and not 4 as before (something that I think I may have mentioned to you before). Any comments, please?
Thanks, Hugh"

Scottish 'Polite Cyclist' campaign – comments of 15 Nov from Dave du Feu of Edinburgh 'Spokes'

"Hi Hugh
First, I'm leaving Ed Uni at end December, so could you change my email address to davedufeuATgmail.com.

Second, to answer your questions below, the bike polite campaign has done a lot of good for us politically and in the press. However we also get some fairly strong feedback (with which I have a lot of sympathy) from a minority of members, on the grounds that cyclists are not the problem, and that we are making it look as if they are.

On our original posters etc, we had a strapline (if that is the word) near the top, stating "Over 50% of driver admit to speeding in built up areas* Set them a better example by following the bike polite code.
*RAC report on motoring, 2007."

I feel that should be prominent on all bike polite materials (other than the trousers bands themselves, where space is very limited).

If you go to <http://www.politecycling.info/>

you will see this on the Edinburgh and Glasgow tabs, but not on the home page, the code tab or the Feedback tab. I think it should be on those pages - certainly the home page.

I'm also slightly unhappy with the line "so are the number of complaints about inconsiderate cyclists."

I really don't feel we should be defensive. We should be occupying the high ground! It is right to promote considerate cycling, but this should be from a position of strength, not out of weakness, as it can seem.
Dave

.....and comments of 18 Nov from Ian Maxwell of Spokes:

From: "imaxwell" <imaxwell@gn.apc.org>
To: <davedufeu@gmail.com>
Cc: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>
Sent: Tuesday, November 18, 2008 8:52 PM
Subject: Re: Fw: Something to promote - Polite Cycling Code

- Although I agree with Dave that we should try to maximise the reach to
 - > cyclists by including balancing material about driver behaviour, I think
 - > there is an equal danger of us putting cyclists on a pedestal, and not
 - > facing up to the consequences of some of the dangerous and/or reckless
 - > behaviour that some cyclists justify with complaints about motorists.
 - >
 - > This is particularly important in shared paths, where congestion means
 - > that cyclists have to be sensitive and aware.
 - >
 - > I suggest that we could do with a range of messages that convey that the
 - > onus for good behaviour is shared, rather than just relying on the
 - > motorist speeding line throughout.
 - >
 - > Suggestions please.
 - > (Oxford Cycling Campaign got in touch today expressing interest in the
 - > campaign.)
- Ian Maxwell

....comments from Susan Young (19 Nov):

"It is a good idea and it's simplicity may enable us to get it out to people through such things as the press and possibly local newsletters.
Susan"

Bike Club (Framework Housing Association) bike recycling scheme funding boost

Nottingham PCT have promised funding for a part-time dedicated coordinator to help run this.

Ridewise PCT funding boost

Nottingham PCT have promised 3-years funding support.

Safety of cyclists at the roundabout by the west entrance to Nottingham University: site meeting of 25 Nov

and related A52 (Bramcote Island – QMC roundabout) bus lane etc. proposals
Robin Phillips and I had a useful site meeting with John Lee and Justine Ramowski from the City Council – copy of report of meeting available from me if anyone else would like to see it (see also item on the A52 Bramcote Island to QMC bus lanes etc. scheme under Agenda Item 10 below)

Follow-up to 11 Nov meeting with Clive Wood and Gary Wood, Notts CC:

"Hello Hugh,
Apologies for the delay in responding to you.

It was very good to meet with you on Tuesday and have the opportunity to have a chat about matters and thank you for sparing your time to come to TBH.

With regard to the issues raised at the meeting and in various emails since then I will respond to you on these in the near future.

With regard to reporting defects to the Authority the Council operates a customer service centre which can be contacted on Tel 08449 808080 and is open Monday to Friday: 8am to 8pm and Saturday: 8am to 12pm. as discussed in the meeting.

Alternatively defects can be reported via the Council website by going to the following page: -
http://www.nottinghamshire.gov.uk/home/traffic_and_travel/roads/highwaydefect.htm
Regards, Clive.

....County Council cycling priorities:

We did not properly discuss this item at our last meeting and in particular how best to go about revising for the County Council the various Pedals wish lists prepared in recent years with a view to making clearer our 5 or so priority schemes on each, whether improvements or new schemes.

These cover Broxtowe, Gedling and Rushcliffe in addition to the special wish list for improvements in cycling to and from the Ruddington Fields Business Park which we prepared early last year for the Ruddington Fields Transport Group, coordinated by Claire Fleming before she left the County Council to take up a post in Swindon.

My inclination would be to begin with the wish list for Broxtowe Borough since we anyway are likely to be asked soon for suggestions as part of a separate exercise coordinated by the Broxtowe Partnership Transport Group. We can then go on to those for Gedling and Rushcliffe over the next month or two and in each case I suggest that I begin by circulating copies of my own draft revised list (with priorities) to those people I think have most local knowledge. The comments of other people will also of course be welcome but I hope as far as possible not to have to spend too much time on these details at future general meetings. Any comments please

Promoting bus-rail-cycle integration in Broxtowe – message of 8 Jan in response to a request for an item publicising Beeston and Attenborough cycle parking improvements in the Broxtowe Community News:

"Hi

I rang Andrew Pooley this morning (as I saw Andrew's name as being lead on the Broxtowe CO2 reduction project) to suggest GNTP would be willing to work with

- Broxtowe BC on their CO2 reduction campaign – we have some design work he might find useful coming from old GNTP campaigns like 'Breath of Fresh Air'. Broxtowe have used BigWheel branding and materials very successfully in the past on their Travel plan.
- Broxtowe, EMT, Cross-County, County council on promoting Bike facilities at Attenborough and Beeston Stations (and also improved Rail services for Attenborough which very few local people are aware of). Our feeling is an intensive promotional campaign to residents of Toton Chilwell and Attenborough could result in modal shift through bike and bike/train interchange based on improved train services and cycling infrastructure. When we did the Cycle Towns Bid for Nottingham City we considered how we could promote infrastructure improvements such as these in a more intense manner.
- There seems to be many ways to promote - we considered some of the following
 - Leaflets to Venues like
 - Local PCT buildings
 - Leisure Centre
 - Retail outlets
 - Provision of an electronic flyer for those venues to include on their websites and to send to their stakeholders
 - Use of leaflet in Arrow/County and Borough magazines, Topper
 - Leaflet mail drop to everyone within 2 miles of the improved route (along the lines City took with Wollaton buses)
 - Media release covering all local media
 - 6 sheets alongside roads
 - Signs in appropriate venues

Clearly all these would not be possible but GNTP would be willing to seek funding from partners, develop an agreed promotions plan and provide copy and design input. Clearly we could provide the copy for Lisa as a start to this.

You should also be aware that a partnership of City/County. Trent Barton and NCT have applied for emda funding to stimulate bike/bus interchange by providing cycle facilities at key bus interchanges around Broxtowe and the west of the City (where it is reasonably flat). They had to get a bid in with only 2 weeks notice prior to Christmas so are unlikely to have liaised too much on this. I understand there is no detail

as yet regarding placement of cycle parking at these interchanges - that would have to be something for discussion with planners etc if the money is forthcoming.

Overall with a bit of focus there are some good opportunities to provide an exemplar promotion of bike/bus/rail interchange in Broxtowe.
Gary, GNTP Advisor"

Meeting of 10 Dec to discuss proposed cycle parking at The Manor Surgery, Beeston

Robin Phillips and I had a useful site meeting with Josie, the Practice manager, but the erection of stands may depend on the outcome of their proposed major building plans.

Local Trunk Road schemes and cycling: meeting of 15 Jan with Clive Wood (Notts CC) and Jeremy

Dixon (AMScott; Managing Agents for Highways Agency Area 7)

I will report on this at our meeting on Monday.

Bike trailers and barriers – proposed meeting with Clive Wood, Notts CC

Before Christmas Clive Wood agreed to hold a special meeting with Karina Wells "early in January" and myself to discuss this but, despite a reminder, he has still not come back to me to suggest possible dates. I will soon remind him again.

Blocked cycle paths in Gresham Park and Compton Acres, West Bridgford

Still, not much sign of a breakthrough with these obstruction problems, I regret to report!

In the case of the new path alongside Emmanuel School in Gresham Park it is now up to the School to upgrade the path to make it suitable standard for adoption by the County Council, as required under their planning permission from Rushcliffe BC. At my suggestion, David Litchfield has been liaising with Derek Clownes at RBC about this.

In the case of the Court Gardens path blockage, Clive Wood has investigated this and, having noticed signs of a trench buried thick in the vegetation now thinks that no path was ever in fact built, despite what Dave Miller has assured us. The only possible way of making progress now is if someone can produce a photo clearly showing the path before it was obstructed!

Report of 8 Jan Greater Nottingham Cycling Development Group (full minutes to come).

The following matters were among those discussed: Movers and Shakers Plan, Travel Survey, ASL Enforcement, Bike Recycling, Funding of Cycling, PCT Funding, Emda CO2 reduction stream, Post Cycling towns bid progress

Report of 9 Dec. City Council Regeneration and Sustainability Panel discussion of Cycle Action Plan progress and also my 'Visions for future Urban Cycling' presentation

This went well, with quite good subsequent discussion, even though much of it turned (yet again!) on how to curb incidents of poor cycling behaviour!

10 Dec Rural Rides leaders Debrief meeting cum 2009 Notts CC Rural Rides programme planning, including Pedals themed rides on Wednesdays from April to August (20 Jan deadline for offers of rides)

A reminder about the deadline!

Karina Well's West Bridgford Green Streets Initiative: report of 6 Jan meeting to discuss launch, and proposed local Easy Rides programme (see www.greenstreetswb.blogspot.com)

This was a positive and useful meeting. Let me know if anyone would like to me to forward the minutes.

...message from Karina of 14 Jan:

"Dear Hugh,
At the pedals meeting in April would it be possible to mention the launch of the Green Streets Initiative in West Bridgford and ask WB members to contact their employers, to join in?

They might like to have a look at the site beforehand www.greenstreetswb.blogspot.com.
Would the launch be an opportunity to increase membership of pedals? We are thinking of having events on Central Avenue and Melton Road on that. The Big Wheel handing out information (pedals subs maybe?)

If Graham Hubbard is doing his free leader bike rides instructions this too might be a way to get interest in Ridewise as well as Pedals.

I shall leave it up to you. I just think this would be an easy way to get local support for your cause.
Speak soon, Karina"

Next newsletter and future printing arrangements

The next issue is likely to go to press towards the end of March, following our AGM.

Currently, I am still undecided whether and when to make the break with Derrick Hankey who has done the layout for about 16 years (which he much likes doing, still!) but is getting rather frail and go for someone else to do the layout and printing together, such as Eagle Press in The Meadows. Judging the quotes we got last year this would certainly cost more but give us a better service.

We also need to bear in mind that postage costs are increasing again in April and that if we switch to dearer artwork preparation and printing arrangements we are in danger of losing most of the costs we have saved by dropping one issue a year!

4. Pedals priorities for the year ahead (item requested by Susan Young)

Susan has asked me to include an agenda item about our priorities for the year ahead, bearing in mind:-

- a) our limited active person power,
- b) our continuing problems in attracting new blood to our activist ranks and
- c) the extra work that will be required this year, particularly for some of us (Susan, Andrew and myself) in organising the Autumn National Cycle Campaigners' Conference which we have agreed to host in November.

It is indeed very important that we regularly review our priorities while at the same time retaining some flexibility to respond to important issues that tend to arise at short notice, e.g. the membership records fiasco in late 2007 and the closure of the Suspension Bridge since last July!

Comments, please!"

5. 'Seeds of Change' radical ideas for running Pedals meetings (item suggested by Andrew Martin);

"I would like to suggest two radical ideas which might help the way we run Pedals meetings

Firstly, Facilitation of Meetings see <http://seedsforchange.org.uk/free/facilitationmeeting>

Secondly, Consensus Decision Making see <http://seedsforchange.org.uk/free/consens>
Perhaps we can discuss these items at the next meeting?"

Comments, please!** Here are a few of mine to kick off with!

These notes emphasise the importance of trying to achieve consensus in meetings rather than deciding things by majority votes which tend to leave those in the minority feeling excluded and resentful, even if they have been given enough time to put forward their views and have them listened to.

To some extent I think that we are successful in doing this. I certainly prefer to reach consensus where possible and in fact it is relatively rare that we put things to the vote. I also think that we are relatively successful in taking decisions, even if sometimes we feel the need to revisit these later and change them, in the light of new information or circumstances or because it becomes clear that the implications of decisions have not been thought through.

Ideally, certainly we should make sure that we have enough time for each person to put forward their points of view, especially where there are differences of opinion but this does have significant time implications to do properly. As it is, I am well aware, some people think that, to keep things moving, we should never spend more than about 5 minutes on any one item, while others complain to me that we tend to rush through important matters and don't do them justice. I confess that I find it hard to strike the right balance, given these differing points of view, and given my own views on which items do and which do not need more time to discuss!

It would be good if we could always aim to dispose of agenda items in just one meeting but inevitably, even when we discuss them properly, there are often good reasons such as the complexity of some matters, or changing circumstances, that do need them to appear regularly on our agenda. A good example is the implications for cyclists of different aspects of the NET, both the existing lines and proposed new ones.

I certainly have no wish however to sound complacent about existing practice at meetings and we should always be open to ideas for improving them and making them more enjoyable and productive, sharing information effectively, helping to get things done and, as far as possible, maintaining and strengthening the cohesion and sense of community of the group, renewing our energy and commitment.

We could, for example, no doubt do more to improve time management at meetings, while giving everyone, not just those who are more informed and articulate, a good chance to have their say. In planning the agenda I do allow for some items as being likely to need more time to discuss and resolve while others can, I expect, be covered more quickly, often just by way of giving up to date information (in the background notes and further comments made at meetings). I could try to make this process more explicit, if people wish.

The basic problem as I see it is the volume of business we have to discuss (i.e. the very many numbers of balls we need to keep juggling together) and the clear feedback I have had on the general wish a) no to have more meetings and b) not to make meetings any longer.

At various times we have discussed the idea of relying much more on sub-groups, or a core committee (as other organisations do), but in the end have been hesitant about adopting this, through worries of fragmentation and worse internal communication. Only occasionally, for particular ad hoc purposes, such as updating our display contents, have we agreed to have subgroups.

Similarly, the view occasionally expressed, that we should have both our regular monthly meetings and also regular committee meetings has never had majority support, because, as I understand it, of fears both about overlap between them and repetition, and possible fragmentation and worse communication by people coming to one and concerned that they had not had a chance to take part in discussing things raised at the other.

Our decision in the last year or so to devote more time at meetings to visiting speakers has, I think had a number of benefits, in generating more interest and in giving more people a chance to meet and exchange views with a number of officials etc. who we need to influence. At the same time, I concede, it has tended to mean that pressure on the rest of our meeting time for general business discussions has become that much more pressurised and we need to consider carefully the balance between these.

In so far as this has added to the appeal of our meetings and increased numbers a bit it could also be said to have increased the risk of meetings being that much more unwieldy, compared to what might perhaps

be a more ideal size for reaching decisions, i.e. about 6-8 people.

To help somewhat in reducing the time taken up by meetings and, in particular, the time needed to read out long background notes, I have for some years now, put these with the agendas sent out to give people the chance to read and consider before the meeting and I think this has helped a bit in doing that, at least for those who have the time and interest to go through all or part of it beforehand. The notes also give people more of a chance, ahead of meetings, to learn what others think about particular issues, hopefully meaning that our discussions at meetings are then likely to be better informed, more considered, and rather less prolonged!

About 2-3 years I was also asked to make the actual agenda itself a bit more detailed, with sub-items, to give people a clearer idea of what was coming up, and also to help them decide what bits of the background notes they might particularly wish to look at before the meeting. This I have done and this also means that the 2-3 people who still receive their agendas by mail, rather than email, have more idea of what is coming up since, to save the cost of copying, they no longer get the full agenda and background notes.

These people also, I am aware, miss out on the exchange of emails between meetings, which also, I think, helps to give people more idea of what is coming up at to think about the issues well before meetings, if they wish. This also often gives me more idea of what the consensus view is likely to be and therefore saves time on discussing these further at meetings,

As mentioned in the Seeds of Change notes Andrew drew to our attention, some groups make a practice at the start of each meeting of agreeing what should go on the agenda and in what order the agenda items should be taken. I must confess that I have been reluctant to do this since it seems to be that it could easily take up too much of our very limited time..

However, this does not mean that I think that my view of what should go on the agenda, and the order of agenda items, is always rigid. Perhaps I should have made clearer that I am always open to suggestions for agenda items (as with this one, and Susan's "Pedals priorities" item) in advance of meetings and, on the day, there is usually time to raise other matters under AOB, if only briefly.

I am also always open to particular requests to change the order in which we take agenda items to suit peoples' particular timing requirements, e.g. those of people arriving late or having to leave early who want to be sure that they have a chance to be there when we discuss particular items in which they have a strong interest.

Much of the content of the agendas is 'dictated' by the large number of emails and letters I get between meetings, often wanting our comments (by a certain deadline) or wanting our help in attending meetings or other events, etc., and asking for a response by a deadline which normally follows soon after the monthly meeting.

Again, to save time at meetings, I often send these out well in advance, to those people I think will be most interested in responding, giving me the opportunity then to report at the meeting on the results of these soundings, and also the opportunity for other people to make comments before we finalise our response.

Other sections of the notes Andrew drew to our attention concentrate on the role of Facilitators of Meetings rather than Chairmen/Chairs as in our established practice. The most important difference between these two roles is that Facilitators are there only to facilitate discussion by others and not express their own points of view but I do think that it is important in our case, while ensuring that the diversity of views is heard, that I am prepared to state my own view and give a lead, as well as listening to the general consensus of views, where this emerges and which can often be very useful to me, especially when I am unsure what is our best course of action!

Having made that distinction between the roles of Facilitator and Chair, there are also many similar functions of the two, e.g.

- keeping a focus on the agenda,
- regulating the flow of discussion (by everyone not just those who are most informed and/or articulate!),
- drawing out those with most experience on particular items
- clarifying or summarising points and view and thereby testing for consensus
- keeping meetings to time (roughly!)
- and ensuring that a written record is kept of the main points discussed, including action and responsibilities for following these up.

I fully confess that there is no doubt much room for improvement in respect of each of these roles and would welcome specific suggestions to help me do that!

Further comments very welcome, please!*

6. Finance

Susan Young to report, including on the outcome of her most recent discussions with Lawrence Geary about future City County Forest books sales policy, in shops and by post, as well as at stalls/events, following our decision in the autumn to cut the cost to £5 a copy.

CCF Books sales and pricing policy – my exchange of emails of 27-28 Nov with Susan Young et al. following further discussions with Lawrence Geary “Hugh

I've not had a chance to go through the paperwork to check the bills/grants for the book and analyse funding.

I agree to carry on with £5 Special Offer for direct selling but change the website to £5 + £xxx postage & packing, Direct selling through the website is relatively new so that may take off more and even may be bought by visitors to the area but we won't know until later in 2009.

I suggest leaving it as it is with the shops for 2009, having discussed with Lawrence a contingency plan if we get grumbles from them so we can act quickly. Even bookshops are used to competition these days.

Hopefully good weather and some additional publicity due to the anniversary year will shift a larger number of books and we can properly review next autumn. How about a deal with Ridewise offering it at the reduced price to trainees. It is after all produced in conjunction with the local CTC.

Much of the content is still relevant so we have some time left before they become obsolete. If necessary a small group of us can get together and sort the issue out.
Susan

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: Thu 27/11/2008 21:47
To: Young Susan; Gardner, Chris (NSN - GB/Huntingdon); Susan Young (g)
Cc: John Bannister; Peter Osborne; Dave Miller; Andrew Martin; Dave Clark
Subject: Re: CCF sales and pricing at stalls and in shops

Susan

I don't know whether or not you have yet had the chance to give this further consideration but meanwhile I thought I would brief you about the further chat with Lawrence that I had earlier this evening. He is willing to come along to the Pedals meeting in January and discuss this further, if we wish.

He fully agrees that we carry on with selling copies on stalls at £5 each (and perhaps also direct postal sales, though that would leave us much less profit per copy, allowing for postage and packing) but thinks we should defer a decision for a while on shop sales which are still very important for us. It would require quite a big effort in the near future to renegotiate arrangements with shops, to whom we now sell copies for £6.50 each, for them to retail at £9.95.

We could review this when we do stocktaking at the end of January, in time for you to prepare the accounts for the AGM March, or we could do it later in the year when we have seen whether we continue to sell about 200 copies a year, as we have done this year, or whether that now declines. If it does, the case will then be stronger for reaching a new agreement with shops, perhaps with them paying £4.00 a copy and selling them at £6.50, i.e. still leaving them some mark-up but proportionately less than now. If we reduce it too much they may no longer be interested and that would be a pity given that we still have 900 copies to sell. It would take many years to sell those all via stalls and postal sales, even at £5 a copy, I can see.

You might like to discuss with him directly or we can just leave it until the January meeting, as you prefer.
Hugh”

We have recently renewed our **subscriptions** to Cyclenation (Cycle Campaigns Network) and EMTAR (East Midlands Transport Activists' Roundtable) (whose bi-monthly committee meetings I usually attend).

7. Forthcoming meetings / events:

Fw: Combining rural rides with the Green Streets Initiative - a suggestion from Karina Wells (14 Dec)

This message, directed to those who have been, still are, or might like to be, involved as volunteer leaders with the County Council's Rural Rides programme (especially if they live in or near West Bridgford) follows a discussion on the phone which I had with Karina earlier on this afternoon.

It made me realise that in the last few years we have lost many of the (WB Pedals) people who used to lead rural rides and how much we now need to help find new potential leaders, including some people from the new Transition West Bridgford group who Karina thinks might be interested, at least in helping to lead short rides (5-10 miles) such as those which were run a few years ago, for a couple of years, as an adjunct to the main Rural Rides programme, and organised jointly by the County Council (Pete Jarman, Recreational Routes Officer) and the former Rushcliffe Primary Care Trust (now part of the County-wide PCT).

I will put this on the agenda for the next Pedals monthly business meeting (on Monday 19 January) but meanwhile thought it would forward the message to see what interest it stimulates. The deadline for getting offers for the 2009 Rural Rides programme to Pete Jarman is only one day after our next meeting, i.e. on 20th January, so I thought that a bit more notice might help, even allowing for the many preoccupations of the Christmas season!

Please respond either to me or to Karina directly:
karina.wells@ntlworld.com
Thanks, Hugh"

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

From: Karina Wells
To: 'Hugh McClintock (Dell)'
Cc: 'Ridewise Nottingham'
Sent: Monday, December 15, 2008 3:08 PM
Subject: Combining rural rides with the Green Streets Initiative

Dear Hugh,
As you know, as part of Transition West Bridgford (www.transitionwb.blogspot.com) we are setting up the Green Streets Initiative <http://www.gogreenstreets.org/> where on the last Friday of every month we encourage the residents of WB to go to school, work or shop on foot, by bike or bus wearing something green.

This would create a carnival like atmosphere in WB where local shops and residents will benefit in many ways. Socially, economically, health wise and financially. Many different organisations have expressed an interest to be involved in some way, so all signs look very positive. Even the BBC volunteered to be involved!

Graham Hubbard of Ridewise came with a great idea to try and coincide the organised rides in the Rural Rides booklet with these monthly events, giving it more publicity and a higher profile.

I understand that in the past you had many volunteers who were willing and able to organise a short 1 or 2 hour evening bike ride starting somewhere in WB, but that recently for different reasons it has been difficult to

find volunteers and riders. It would be useful for people who have not much cycled before to find safe and easy ways to get to some popular destinations where they can have a drink on arrival and then go back to WB with another experience under their belt.

Destinations like:

1. WB to Holme Pierrepont (Hall),
2. WB to Ruddington (country park, Frame workers museum)
3. WB ride and swim,
4. WB to Beeston,
5. WB to Colwick,
6. WB to Green's Windmill,
7. WB to Straggle Thorpe,
8. WB into town, etc to name but a few

Last week we had a meeting with Transition West Bridgford, transport group, where they were looking for ways to make an impact in WB, I am sure that through this group we can find a handful of people who might be willing to take over the baton from those volunteers who in the past have given so much of their time to organise and lead those rides.

Do you know of any ex-volunteers who would be willing to lead one last ride for this cause, who will then give the 'Green' baton to a new volunteer?

That way all the hard work done in the past can be handed over to a new generation who will continue to try to get as many residents of WB on their bikes and enjoying it.

Hoping to hear from you soon
Regards, Karina"

(Speakers at) Pedals monthly meetings

- **16 February: Helen Clayton, The Big Wheel**
- The idea of this meeting is to coordinate Pedals-Big Wheel support at various events in the year ahead.
-
- **16 March: Pedals AGM**
- If people are interested I could do an updated 'History of Pedals' slide show to help mark our 30th birthday year.*
-
- **20 April, 18 May, 15 June, 20 July, etc.**
- So far we have no speakers fixed for these months so I would welcome suggestions please for some/ all of them.
- I did invite **Clive Wood**, the new County Council cycling officer, to come along in April but he says that evening meetings are difficult for him, for personal reasons.
- In an exchange of messages with **Colin**

Other events:

- **Proposed January 2009 meeting with East Midlands Trains**
- I have been trying since late November to liaise on behalf of the East Midlands Cyclists' Forum with EMT about a date for the second meeting on cycling issues, which they in principle agreed to at the end of the first such meeting last January. So far it is proving very hard to pin them down!

8. Pedals 30th birthday events in 2009

Autumn 2009 CTC-Cyclenation conference date fixed

The Pedals-hosted Autumn 2009 CTC-Cyclenation (Cycle Campaigners' Conference) Cycle Campaigners' Conference is now fixed for Saturday 14 November 2009, to be held at Byron House (the Students' Union Building) of Nottingham Trent University on Shakespeare Street.

I have a meeting arranged for 20 Jan with Helen Clayton (Big Wheel) to discuss possible local sponsorship.

The normal practice for such gatherings is for the local campaign group to offer those coming and staying the night the **opportunity to stay with local campaign group members** so we need to think now about how we are going to **encourage our members to make such offers**, bearing in mind that the obvious way to do this, via the newsletter, is now harder because it only appears twice a year.*

Detailed planning of the event is likely to start early in June, following the spring campaigners' conference in Manchester on Sat. 20 May. By then we should have some idea on how much we want to feature local issues and experience which might be of wider interest to campaigners from elsewhere, and how much of the agenda to devote to national issues/developments on which various people from CTC and Cyclenation will no doubt have strong ideas!

I am inclined to think that we might suggest a theme of partnership working by campaign groups, and featuring examples such as our work with the PCT, the Cycling for Health Project, Big Wheel, Ridewise, FHA Bike (recycling) Club etc. Any other suggestions please at this stage?

Other events, including meals

Last year we talked about having some other events to mark our 30th anniversary, including two meals, one in March and one in the autumn, but so far no one has done anything, as far as I know, to take this further.

If we are going to do this we now need to get this moving and spread the word among our members, another task that will now be harder because our newsletters now appears only twice a year and the next edition is unlikely to be out until late April, at the earliest. Any offers please to take this one, if we still want to go ahead with one or two meals?***

9. NET cycling matters:

Greater Nottm LRT Advisory Committee meeting on 9 December: Item 5 - NTU Tramstop Contravention of Tram Only Order – my message of 4 Dec to County Councillor Chris Baron, Chair of the Greater Nottm Light Rapid Transit Advisory Committee:

"Chris

I apologise that I may well have to arrive late for next Tuesday's GNLRT meeting at County Hall at 4.30 p.m. because for most of that afternoon I will be at a meeting of the City Council's Regeneration and Sustainability Select Committee where I am due to be giving a short

presentation as well as contributing to their discussion on a progress report on the City Council's Cycling Action Plan.

This means that I might well not get along in time to your meeting to speak to Item 5, Nottingham Trent University Tramstop - Contravention of Tram Only Order' so I thought it best if I put my comments in writing to you now, along with my apologies for (probably) arriving late.

I am of course very well aware, from previous GNLRT meetings, of the increased level of contravention by motor vehicles of the prohibition on passing the tram stop and very much understand and support the need for enhanced enforcement action to prevent this. At the same time Pedals would like to see the impact on pedal cyclists of this action to be carefully considered.

Pedals, as you are probably aware, took a strong interest in the plans for the NET from when Line One was first proposed in the late 1980s and, in the mid-1990s, we made detailed comments about the proposed traffic management arrangements in respect of the NET. As part of these it was agreed, to help cyclists wishing to avoid riding on narrow streets with tram tracks in the Arboretum, Forest Fields etc. area, to provide a signed alternative route to the east, using special paths and crossings, quiet roads etc. and connecting through to the City Centre via North Sherwood Street, etc.

In discussing and welcoming these proposals (most of which, apart from a proposed westbound contraflow cycle lane on Burton Street by the Royal Concert Hall, were duly implemented) we made clear our view that it was still important to retain a right of access for cyclists to ride on the same roads as the tram, because for some journeys (e.g. those to and from the city centre sites of Nottingham Trent University) this would be much more direct and convenient than using the signed alternative route, and because we recognised that some (more confident and experienced) cyclists would anyway be less worried about the possible risks of riding on roads with tram tracks where there was inadequate space for cycle lanes. It was then agreed by the County Council (at that time still the Local Highway Authority for the City) that cyclists would not be prohibited from taking the more direct route (via Waverley Street and Goldsmith St, and Mount Hooton Road) but that they would still be encouraged, by signing and other publicity, to use the (longer) alternative route.

However, when the NET Line One was completed it became clear that, unlike in the case of bus lanes where shared use by pedal cyclists and buses is now the norm, that the designated sign for tram stops excludes all other vehicles, i.e. including pedal cyclists as well as motor vehicles, to our disappointment. This meant continued pedal cycle access on this part of the NET route, including past the NTU stop, is not legally permitted. In fact, we never actually pursued this point both because it appeared in practice that no one was objecting to cyclists riding through these and other stops on this section, and because it became clear that cyclists were benefitting from the general reduction in traffic on these routes, giving them more safe space to manoeuvre, in the intervals between trams, even where there was no cycle lane (It is only in

fact on part of Waverley Street that it was considered that there was enough space for a cycle lane or shared path, to help cyclists keep away from the tram tracks, which can be very hazardous in wet or icy weather).

In view of this, and in view of the recent decision to bring in Automatic Number Plate Recognition technology to help reduce contravention by motor vehicles passing the NTU stop we would like to request, if necessary via an amended Traffic Regulation Order, that pedal cyclists should be exempted from this prohibition, to avoid the need for them to use much more circuitous and inconvenient routes. I might also mention that the increased enforcement action, by discouraging motor traffic, would in fact have the benefit for cyclists of knowing that they have only occasional trams to watch out for and not also contravening motor vehicles, thus making them feel safer.

Yours sincerely,
Hugh McClintock, Chairman, Pedals

PS. I did after all just manage to get to the part of the meeting when this was discussed. Since the current 'Tram only' signs formally exclude cyclists from passing the tram stop they would need a different Traffic Regulation Order to amend them to a 'No Motor Vehicles' sign to allow bikes through. This however the NET Project Team do not have the formal authority to do. It therefore seems that the best course of action would simply be to continue (unofficially) to allow bikes to carry on riding through, bearing in mind that the new Automatic Number Recognition Cameras will only be able to record vehicles with number plates, i.e. motor vehicles and not cyclists!

Attempts to obtain copy of 2008 MVA Consultancy Report on Cyclist-Tram Interactions

Both Andy Holdstock of the NET Project Team and I have been trying to get hold a copy of the report produced about a year ago by the MVA Consultancy for Transport for London and including an analysis of cyclists' experiences in Nottingham, Sheffield and Manchester. However, it seems that TfL have been unwilling to release the report which they commissioned in connection with the planning of their proposed Cross River tram route, subsequently abandoned by the new Mayor, Boris Johnson.

New cycle lockers at Phoenix Park NET Terminus park and ride site including publicity and signing

Any comments please on well these are being used? Further improvements to signing and access are planned, I understand.

NET Phase 2 extensions: Advanced Design; report of my meeting of 9 Dec with Nazia Tanveer, NET Project Team

Although the final Government authorisation for the two NET extensions (to Beeston, Chilwell, Toton, and to Wilford and Clifton) is now unlikely until February, Nazia Tanveer of the NET Project Team asked me to meet her and Richard Hand from the City Council (who was much involved in Line One design) to discuss the Advanced Design for the extensions.

The meeting in fact took place almost exactly a year after my appearance for Pedals at the NET Phase 2 public inquiry and we began by going over the issues I had raised and their rebuttal evidence with regard to the various stretches of both lines where they are anyway likely to make substantial changes, regardless of what is included in the Inspector's report, when that finally emerges after (the very probable) Government go-ahead. The most difficult set of problems for cyclists is likely to be on Chilwell Road, Beeston, between the Devonshire Avenue junction and Castle College but there are a few changes there which they are planning to make which could at least ease some of these.

This meeting will be followed by other ones to go over the proposals for each stretch in more detail, and taking account also of the points in the Inspector's report.

Other Cycle facility and other traffic management matters

Major matters:-

Canning Circus recent changes and feedback

Any comments please on the latest changes which were, I recall, supposed to include two new toucan crossing which so far do not seem to have materialised!

Castle Marina footbridge rebuilding (upgrading) – temporary path closure – message of 14 Jan from John Lee, City Council:

"Dear all please note the information regarding the canal and forward to anyone you know who may have an interest in this area

John Lee
Public Rights of Way
Traffic Management
Environment and Regeneration
Tele: 0115 9156078

From: Ian Bretton
Sent: 14 January 2009 12:33
To: Steve Brewer
Cc: John Lee
Subject: Castle Marina Footbridge [Scanned]

Steve/John,
For your information, the towpath on the Beeston Nottingham Canal between Lenton Lane and the Baltimore Exchange will be closed from Monday 2nd February 2009 for a period of 12 weeks, to enable construction of the new footbridge.

I have issued this to our press office for release but if you know of any relevant user groups, please distribute this information accordingly.

If you need any further info, please give me a call on 56047.
Regards, Ian"

Commuter cycle routes – Proposed Improvements Strelley (by 30 January)

This consultation letter, from Steve Brewer, follows the recent (October 2008) 'CRIM' (cycle route inspection

meeting) which Roger Codling and I (also Graham Hubbard from Ridewise) took part in.

Parksmart scheme and cycle locker signing – message of 5 Jan from Keith Morgan, City Council:

"Hugh,
As part of the Parksmart project I am looking into various signing and routes around the City Centre. I will ensure that this is considered as part of any improvements that are implemented and this will include signing.
Regards, Keith

From: Hugh McClintock (Dell)
[Hugh.McClintock@ntlworld.com]
Sent: 16 December 2008 23:37
To: Keith Morgan
Subject: Fw: Trinity Square Car Park - signing of cycle lockers [Scanned]

Keith
Any more new please re signing of the cycle lockers in Trinity Square and elsewhere?
best wishes, Hugh

----- Original Message -----
From: "Andrew" <andrew@veggies.org.uk>
To: "hugh McClintock"
<Hugh.McClintock@ntlworld.com>
Sent: Tuesday, December 16, 2008 8:20 PM
Subject: Trinity Square Car Park
> Hugh
> I walked past the entrance to Trinity Square Car Park today, and could not
> see any signs promoting the cycle lockers.
> What do you know on this issue?
> Andrew"

Change of phone number (915 3783) for Broad Marsh car park / bus station cycle lockers
Please note.

Nottingham Gateway Major Housing Proposals (south of Clifton)

I hope to attend the exhibition in Clifton on 17 Jan about these and will then report at our meeting.

A606 Melton Road, Tollerton – construction of cycle route and two toucan crossings (10 Nov-6 Feb)

Any comments please on how this is working out? It was intended to provide a safer link across the A606 between Tollerton Lane and the road to Plumtree and Keyworth.

Possible new edition of Rushcliffe Borough Council West Bridgford cycle map – my message of 8 Jan to Paul Phillips, Rushcliffe BC:

"Paul
I was indeed interested in your suggestion at yesterday's meeting about Karina Well's West Bridgford Green Streets Initiative to update the West Bridgford side of the 2004 Rushcliffe cycle map, which Mike Harbron was responsible for before he retired from Rushcliffe BC a few years ago.

Although the South Nottinghamshire cycle map, in the recent series of 4 cycle maps produced by the County Council, is very good for a wider area (i.e. South Notts, and also Rushcliffe as a whole) I agree that there is value in having a more detailed cycle map, including all or most street names, for particular urban areas. I would be happy to let you have my suggestions for revisions needed, at a convenient opportunity.

It will also be important for the revised map to include cross-references to the new County (and City Council) maps, particularly the one for South Notts., I suggest, as well as to use consistent notation.

Please let me know what you think would be the most appropriate way to take this forward. Shall we arrange a meeting at your convenience?

A further good reason for revising this map is that it will be of extra importance in view of Karina's proposals and the idea of encouraging everyone in West Bridgford to cycle, walk or use public transport on the last Friday of each month, wearing something green and with appropriate encouragement from local employers, schools and shops, etc.
best wishes
Hugh

Report of A46 Widmerpool-Newark dualling scheme Public Inquiry – Inspector's Report

I have at long last now received a copy of the Inspector's report into this Public Inquiry in Newark in July 2007, where both Roger Codling (for CTC) and I gave evidence about the implications for cyclists. The scheme has now been brought forward and is due to start work in June, I gather.

I have not yet had time to read the report but intend to do so before our meeting.

Nottingham Left Bank Flood Alleviation Scheme and meeting planned for 29 Jan to discuss opportunities through this to promote cycleway by Trent between Colwick Park and Stoke Bardolph

I shall be attending this meeting, organised by Ian Bussey of Gedling Borough Planning Department.

Sustrans idea - Bestwood-Burntstump-Calverton – message of 19 Nov from Matt Etchells-Jones

"Matt
Thanks for this message. I don't know this route but am copying my response to Nicola Jones from Sustrans East Midlands and Pete Jarman, Steve Jones and Clive Wood from the County Council who may wish to comment,
best wishes., Hugh

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

From: Etchells-Jones, Matthew
To: Hugh.McClintock@ntlworld.com
Sent: Wednesday, November 19, 2008 11:56 AM
Subject: Sustrans idea

Hi Hugh,
Just a thought here, but I cross the old pit railway that goes from Bestwood up through Burntstump and

Calverton a lot when I'm out riding. It would make a great expansion for a Sustrans route, since the rails are still there, the cash from the scrap sale of those alone should give it a fair boost.

Any thoughts?
Matt Etchells-Jones

...comments from Steve Barber (19 Nov):

"The line is mothballed with the tracks still down. I would be loath to see any change which would jeopardise its potential re-use as a railway, either heavy or light.

If any housing developments take place around Calverton pit then it would be ideal for conversion to light rail, connecting to NET at Moor bridge.."

.....comments from Steve Jones, Notts. County Council, (20 Nov);

"Hi Hugh

The route that Matthew Etchells-Jones refers to has been on many people's agenda for years. The fact that the tracks are still down is the clue to why we/Sustrans have not progressed it. It is still used, formerly by Jarvis, and now its successor, as a track work training facility. With the safe crossing of the A60 and the A614 and the links to Bestwood CP and National Route 6 it still has an appeal and is on our shopping list. It was even muted as a light rail and Park and Ride facility in the past. Kind Regards, Stephen Jones
Communities
Nottinghamshire County Council
Tel. 0115 9774207"

Comments (via Pedals member Broxtowe Councillor Steve Barber) on the Tesco (Beeston) planning application 08/00833/FULL, 4 Dec 2008
Steve

I have had a quick look and below are the comments I have submitted. Ideally these would have been based on a more thorough perusal of the plans and more time to consult with local Pedals members such as Robin Phillips who I believe is now away for a few days. I might also mention that the Transport Assessment, which I gave most attention to, along with the proposed layout plan, did not (in its Appendices) appear to be clearly labelled and, after looking twice through it, I still could not find Figure 6: Cycling Catchment areas, that is listed in the Table of Contents.

Thanks again for drawing this important matter to my attention. As I mentioned earlier I did know about it but must confess that it got rather side-tracked by several other matters. As a general rule I am well aware that there are many more (major) planning applications not just in Broxtowe but throughout Greater Nottingham which Pedals should be commenting on but, with other priorities, it often ends up being a rather ad hoc matter which ones we actually get to grips with, and depending in part on having our attention drawn to them by local members or officers of the Councils concerned! best wishes, Hugh"

Detailed comments:

We welcome the proposed cycle parking provision, provided that the cycle racks are sited as conveniently as possible near the store entrance, and with regard to

security, and correctly installed with adequate spacing between stands to facilitate people loading shopping into their panniers.

We however object to the inadequate arrangements for cycle access. It is not adequate just to state that "cyclists can use the existing network of major and minor roads to use their destinations." Routes for cyclists to and from the development, like those for pedestrians, must be designed to help them to access the site easily and safely from different directions, to reduce the risk of conflicts with motor vehicles, and to encourage non-motorised access.

Consideration should therefore be given to alternative cycle access routes such as via Acacia Walk and other more direct, safe, and coherent two-way links on the north side of the store and car park.

It is also important that the revised highway layout to the south of the store takes full account of the needs of cyclists including cycle lanes and advance stop lines. This must take account also of the further layout changes when the NET extension is constructed and when it is even more likely that many cyclists will prefer to access the store without having to use this busy junction, complicated by the presence of tram tracks.

Should planning permission be granted we would be happy to discuss these matters in more detail.

....and comments from Kirstie Reavell (1 Dec):

"Hi Steve,

I would also like to express my concern over the sheer volume of traffic that will be generated by the new Tesco. This directly relates to the safety of cyclists, and the safe routes to school agenda. The vicinity of my children's school, John Clifford, is very near to the petrol station site; can Tesco and Broxtowe guarantee that this is really a safe option?
Regards, Kirstie "

A52T Bramcote to QMC roundabouts capacity Improvements - Part Section Removal of Bus Lane - response to your letter of 8 Dec: my message of 12 Dec to Nick Lowe of AMScott, Managing agents for the Highways Agency:

"Dear Mr. Lowe

Thank you for your letter of 8 December about your scheme to improve the A52 Nottingham inbound traffic journey times between the Bramcote and QMC roundabouts and the attached drawing.

I note that you ask towards the end of your letter that you would be grateful if we could confirm in writing that the proposed permanent amendments to the existing bus lane are acceptable to ourselves. However, while we support some aspects of the scheme such as the full signalisation of the Priory and QMC roundabouts, we are very much concerned about other aspects, particularly the proposed reduction in the length of several of the existing inbound shared bus and cycle lanes. This reduction will, we fear, much reduce the protection for cyclists afforded by the present bus lane provision and in particular will make cyclists feel much more vulnerable at junctions such as the ones with Thoresby Road and Wollaton Road, with 3 inbound lanes of motor traffic.

We note that you intend to upgrade all existing pedestrian crossings along this A52 corridor and hope that you will consider while doing this converting existing pelican crossings into toucan. We consider this particularly important for the crossing at the south end of Moor Lane, which links cycle routes on both sides, and at the Priory Island. We recently discussed with John Lee and Justine Ramowski of Nottingham City Council their proposals for improved cycling provision on Woodside Road, to the south of this junction, and emphasised that it would be very useful to extend their proposed shared path on the west side of Woodside Road around the south-west side of the roundabout to connect to the pelican crossing across the A52 to and from the shops, and for this to be upgraded to a toucan, with improved cycle access on both sides. It would therefore be very useful for the details of your proposals to be integrated with theirs.

Although we appreciate that your proposals are mainly concerned with improving inbound traffic movements we would like to take the opportunity to raise the particular problems for westbound cyclists on the A52, on the uphill stretch west of the Moor Lane junction, when heading via the Bramcote Island towards Stapleford and Sandiacre. Making this manoeuvre on such a busy multi-lane road, and involving having to pull over to the correct lane at a point where the speed differential between pedal cyclists and motor vehicles is much greater because of the adverse gradient, is very intimidating for all but the most confident cyclists. Indeed, this must be of the most difficult locations for cyclists in the area and we would much welcome some improved provisions, such as have been included recently in the Bardill's Island scheme further west along the A52 with its improved cycle and pedestrian links.

We would be very pleased to arrange a meeting to discuss these issues on site, at a suitable opportunity, if you would find this helpful.

Yours sincerely,
Hugh McClintock
Chairman, Pedals (Nottingham Cycling Campaign)

Action on improved links between West Bridgford and nearby villages and major employment areas in Rushcliffe – my message of 14 Dec. to Clive Woods, Notts CC:

"Clive

When we met in October soon after you took up your position as Cycling and Walking Officer for the County Council I mentioned, among the many other outstanding items that had accumulated in the year or so without a cycling officer in post, that Pedals had become more and more aware of the growing interest by several organisations, including parish councils and major employers, in improving cycle links between West Bridgford and nearby settlements such as Tollerton, Keyworth, Ruddington, the Ruddington Fields Business Park and BGS Keyworth. Currently such cycle access is often very difficult, particularly in terms of safe and convenient cycle access across and along the Ring Road (A52T) as well as from other directions including, in particular on the A60 and some parts of the A606 (the recent changes at the A606 junction with Tollerton Lane do represent one useful step forward, I should make clear).

I was talking again recently about this matter to Tony Kemmer, Chairman of the Keyworth Parish Council, and he said that would very much welcome an opportunity to discuss such ideas with you and me in more detail.

I have also had another approach recently from Adrian Cooke, Environment Officer at BGS Keyworth, asking if I had been able to make any progress in helping to arrange a meeting with Jeremy Dixon of AMScott to discuss improvements, especially at the A52T/A606 Lings Bar roundabout, which would help address some of the comments made in a survey about two years ago among their employees on locations regarded as particularly intimidating for potential cyclists. In response I told him that you now had agreement in principle from Jeremy Dixon to hold a meeting in January to discuss various Trunk Road cycling matters and it would be very useful if he could also be involved in this, to begin at last to make some progress in addressing the points he first raised with me about two years ago.

Earlier this year I also had an approach from Noel Marshal of TASC, the Tollerton Against Speeding subgroup of Tollerton Parish Council, and in January I attended one of their meetings to discuss how they might also take up ideas for cycling improvements with the County Council. Again, so far as I know, nothing further has yet come of this.

Finally, in this context I should mention the Ruddington Fields Business Park and the Ruddington Fields Transport Group set up in 2007 to discuss bus and cycling improvements to and from that site and the subsequent development of bus and cycling subgroups. I know that some progress was made earlier this year in bus improvements but again there still seems to have been no progress in even considering possible cycling improvements, despite the comprehensive list of suggestions which Pedals drew up earlier this year, with encouragement both from Claire Fleming, the Chair of the Group, and also Paul Hillier.

We do of course appreciate that you have had a great deal to get to grips with since taking up your present post but I am writing to say that, in view of all these recent approaches and evident strong interest, that we do very much hope that you will be able to make some real progress soon in discussing further various ideas, with the range of different organisations concerned as well as with Pedals.

We also are well aware that the full involvement of the AMScott and the Highways Agency is vital to getting action on many of these and hope that the meeting now planned in January will help to make some progress, while also addressing the various other non-Trunk road cycling issues that are important to improving cycling in this broad area. Some of these were also covered in the very useful and thorough cycle audit work for West Bridgford and Ruddington, commissioned by Paul Hillier, and carried out this summer by Paul Rea of Realistic Solutions.
best wishes, Hugh"

Cycle parking at shops: comments from Clive Wood (Notts CC)

Clive commented to me that getting improvements to cycle parking at particular stores is best done by approaches from Pedals or individual Pedals members rather than the County Council!

Apparently less important matters / other City Council consultations, e.g. on Traffic Regulation Orders (TROs):

- Faraday Road area (by 8 Jan)
- Trinity Square (by 9 Jan)
- Turning Point area (by 12 Jan)
- Cliff Road / Shortwood Close (TMP6764) (by 21 Jan)

Please let me know at the meeting if anyone would like to comment on these individually.**

11. Miscellaneous items:

Cyclenation request for local campaign groups to change their names, e.g. to Cycle Nottingham.

To follow up the decision last summer by the board of the Cycle Campaigns Network to change its name to Cyclenation, the Board have, I gather, now asked local campaign groups to consider changing their names to 'Cycle...', e.g. Cycle Nottingham.

I daresay that the gut reaction of many Pedals members is that we have a well-know 'brand name' and why should we wish to change it but I feel that we should at least consider this request and whether or not, and how, we are going to give our members a chance to comment on the idea.

If we do feel the need to agree to some change I suppose we could consider retaining our 'Pedals' main name but altering the strap line on our logo from 'The Power Behind Nottingham Cyclists' to 'Cycle Nottingham'. What do people think, I wonder?***

Bicycle Diaries...commencing Jan 16 on BBC World Service – email of 10 Jan from David Garfield

The Bicycle Diaries: A journey to 3 different places around the world to discover communities and people for whom two wheels are better than four.

HMCC, 15.1.09