

HMCC BACKGROUND NOTES TO SUPPLEMENT THE AGENDA FOR THE PEDALS MEETING AGENDA ON MONDAY 18 JULY 2011, giving more detailed information on issues with which I have been involved on behalf of Pedals since our last monthly meeting.

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on Monday 18 July 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 Helen McCullen re Rural Rides for All Promotion. (up to 30 minutes)
3. Minutes of the previous Pedals Meeting (20 June) and matters arising / update
4. Report on recent meetings by people who have attended on behalf of Pedals.
5. Finance and Membership (Chris Gardner and Pete Elderton to report)
6. Forthcoming events / meetings
 - Pedals meetings
 - Other meetings / events
7. Future Pedals display arrangements for events and storage of display materials, etc, including ways of improving coordination with Ridewise over stall invitations..
8. Cycle facility and traffic management matters
9. Pedals website
10. Miscellaneous items
11. Any other business

BACKGROUND NOTES

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

Apologies for absence from Pete Elderton

2. Discussion with Helen McCullen re Rural Rides for All Promotion (up to 30 minutes)

We need to make a more thorough effort to help Helen encourage local cycle shops to take and display copies of the RRFA posters. To help this she and I will bring a further supply of posters to the meeting along with a list of local bike shops for people please to volunteer to sign up to approach specific local shops.

(break)

3. Minutes of the previous Pedals Meeting (20 June) and matters arising / update

Minutes of the Pedals Meeting Held 20th June 2011 at The Globe.

Present: Hugh McClintock, Peter Osborne, Susan Young, Pete Elderton, David Easley, Andrew Martin, Andrew Househan, Pete Elderton, David Miller, Rob Murray, Terry Scott, Liz Kirk, Dave Earnshaw, Arthur Williams, Peter Briggs and Andy Gibbons (Nottingham City Council).

Apologies for absence: Hilary and Roland Backhouse, Mara Ozolins, Dave Clark and Roy Wilson.

1. **Discussion with Andy Gibbons.** Andy is the Public Transport Manager for Nottingham City Council. Andy gave a presentation on the Citycard Cycle Club Proposal. This is essentially an electronic payment system aimed at

improving access to work and education that incorporates cycle hire (along with trams and buses). Currently four cycle compounds have been installed and ninety cycles purchased. Andy brought along one of these marvellous Pashley cycles for us all to admire. Andy's presentation will soon be downloadable from on the Pedals website, and Pedals members are invited to share their views on this scheme.

- **Feedback on GNBR.** Some of the issues raised were:
 - problems with the booking system;
 - mixing family and experienced riders in constricted parts of the route;
 - lack of feed stations, particularly around middle of 58 mile ride & lack of focal point at half-way;
 - poor marketing & publicity.Hugh agreed to collate comments and return to Perfect Motion.
- 2. **Musters Road layout campaign.** There are 120 signatures on the online petition; Hugh will print out and take the petition to County Hall. A letter has been received back from the Freedom of Information request, but explained little about the background to the decision. It was commented that some car drivers find the new layout confusing, which could help our cause.
- 3. **City Centre Cycling Signage.** Discussion of this has been deferred to the next Cycling Development Group meeting at the beginning of August. Hugh and Peter Briggs have given feedback to Keith Morgan about the new City Cycle Maps.
- 4. **Rural Rides for All.** Members present took posters to be delivered to cycle shops. Peter Briggs reported that no. of participants has been below target, but number of new ride leaders will hit the target. Ride leaders are encouraged to do as much publicity of their own rides as possible. A key part of Helen's job has been collecting contact details in order to keep in touch with potential riders and new leaders and make the rides sustainable in future.
- 5. **Finance & Membership.** Peter Elderton reported that 60 members who renew annually have yet to renew after the first letter. Peter will follow up by passing details on to other committee members, Andrew M, Hugh, Susan, Peter B, for them to follow up with personal contact. Susan reported that there are still 42 standing orders coming in at less than the current subscription rate, and suggested sending a letter to ask for a minimum of £9 for membership benefits. It was agreed for the committee to review the numbers before September.
- 6. **Future Meetings.**
 1. **Helen McCullen** will be coming to the meeting in July. Proposed topics to cover include: possibility of stronger links with CTC; new Ridewise funding and how Pedals might be able to help.
 2. **GNTF Cycle Forum on 23 June**, organised by the Big Wheel – Hugh, Arthur and Peter B will attend and intend to ask what progress has been made on the ideas put forward at last year's Forum and how more effective consultation can be developed.
 3. **Kimberley Tram group (Kentag)** – Arthur and possibly Andrew M. will join the walk on 26th June to check the implications of the route for cycling.
 4. Peter B. will attend the forthcoming **Broxtowe Transport Group**.
 5. **EMTAR draft letter on the A453 to Philip Hammond MP** – Hugh explained that whether or not Pedals members may support the development of the A453, support from Pedals at this stage for the EMTAR campaign (criticising the County Council's decision to allocate £20 million to the DfT to help the scheme go ahead) could set back proposed cycle improvements if the scheme is to go ahead. This strategy was agreed by those present.
- 7. **Stalls.** A big vote of thanks was agreed for the work done by Dave Clark and Liz Kirk in running so many previous stalls. The next event to be covered is Rushcliffe Health event on 3rd July. Hugh and Peter E. will liaise regarding collecting the stands and literature from Dave Clark's. Chris Gardner has offered to find space to store the stall equipment for the time being. The next event is in Giltbrook (Broxtowe) on 10th July – need to liaise with Ridewise who will also be having a stall.

Agreed that we would need to careful consideration to the question of longer storage of the display and related material and also, more specifically, find someone prepared to take over from Dave in organising repair of our now shrunken marquee. As part of this reappraisal we also need to think carefully about how best to coordinate future stall invitations with Ridewise.
- 8. **Cycle Facilities.** The Environment Agency flood alleviation works have started around Colwick, but with cutbacks to the budget affecting the proposed new shared path on top of the new flood embankment through to the railway bridge across the Trent – Hugh agreed to find out what is happening to the planned cycle route – to raise this issue at the Cycle Forum and at planned CDG meeting on 3rd August.
- 9. **AOB** – Tabards. Peter Briggs agreed to investigate further.

Update / matters arising

Great Notts Bike Ride – feedback to be sent to Chris Simon of Perfect Motion: “Pedals feedback on Great Notts Bike Ride, 2011:

Email from Chris Simon, Perfect Motion, 20 June:

“Hi all

Just quick note to say thank you very much for all your efforts in helping make today’s ride such a good one. There will undoubtedly be areas we can improve on and I would welcome a debrief at some stage during July to reflect on 2011 and identify how we can move forward for 2012 and beyond.

The feedback so far has been excellent and we are looking forward to the results of our new rider satisfaction survey due over the next few weeks. I hope we can then quickly move on to the early stages of planning next year’s ride.... a title sponsor is a must... so if you have any contacts that you think might be interested please get in touch!

I am away for the next week, so any issues, feedback, or opportunities, should please be addressed to Nik at our office.

Many thanks again and have a good remaining two to three hours of your weekend!

Regards

Chris

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From Pete Elderton, 20 June:

“Yes the ride was great today. I did the 19 miler with Norma and we took it steady. The younger members of the family did the 75 and really enjoyed it. It all seemed to go very well.

I liked the fact we didn't go through Netherfield and enjoyed the bit through East Bridgford so our route changes were OK. The Gunthorpe feeding station was good with good cheap refreshments.

I understand that numbers were a bit down on what they were aiming for but given the changes perhaps that is to be expected.

Louise (Norma's daughter) who is in marketing did think they needed to consider other methods of marketing and I expect there will be lessons on that side to learn from this year. It may simply be that they cannot afford to do anymore.

Overall the ride is alive and well and with lots of scope for further development.

Pete”

From Richard Edwards, 20 June:

“Thoroughly enjoyed it, as usual. The new route was interesting but the hills and more main rode cycling makes me prefer the old route! I am afraid I am a sucker for the razzmatazz of the finish and I wanted to add a medal to my collection-sad but true!

Richard”

From Chris Gardner, 20 June:

“My eldest and I had a great day on the GNBR thanks, there are a couple of areas that could be improved for next year, especially as the organizers will have more time.

1) The start release times need to be closer together, it took nearly 50 minutes to be released from the start, despite being ready for 11:00. Riders soon space out and ride at their own pace. This delay took some of the fun away for me. (Some of the 72 milers were finishing before we had even left)

2) The route via East Bridgford was great, especially the descent to Gunthorpe, I hope this stays in rather than Shelford route.

3) I would have liked to have seen a baked potato stand or Pasta stand at Gunthorpe rather than hot dogs/burgers etc. Maybe I missed the healthy option? Apologies if it was present, maybe make more obvious next year.

4) It was not fun riding along the side of the Colwick loop road, it was better in previous years thru Netherfield (under the railway bridge).

5) The section of road from NTL island towards Lady Bridge was poorly marshalled and a game of dodge the impatient car driver. Not great for an event of this size. You could go thru the industrial units past Keyline etc to at least miss some of this next year.

6) Glad Lady Bay bridge was closed Eastbound, this needs to be retained in future years.

7) Good temporary traffic lights at Gunthorpe/Lowdham to cross back. Great Marshalls too, v. friendly and encouraging.

I always find the end a little bit of a let down, this year; the goody bag was a bunch of leaflets and a pencil. My 8 year old also realized that this is where event fun meets commercial gain in the costly inflatables. He soon turned away and drank his bottle of water which was a good idea to hand out.

Enough for now, enjoyed the event despite some of these points above which are not criticism, but simply areas for improvement. Cheers, Chris,

Comments raised in brief discussion at Pedals monthly meeting on Monday 20 June

NB. Main general comment was that the Ride was once again thoroughly enjoyable, that people are very happy that it did continue after all, and that it is very important that it continues in future, taking advantage of the much longer time available before the 2012 ride to address various issues arising this year:

- Problems in using Colwick Loop Road (A612) on the return leg, especially with so many 19-mile and 58-mile riders being so close together. Many people asked why the usual return route through Netherfield was not used this year.
- Would be best in future to take the ride along by the river between Stoke Bardolph and Colwick Park, using the Stoke Bardolph Lock access road, the improved paths between it and the railway bridge over the Trent between Netherfield and Radcliffe on Trent, and then the path on top of the flood embankment. Depending on progress with improving this as part of the current Environment Agency Nottingham Trent Left Bank Flood Alleviation Scheme, the route next year could follow all or part of this, if necessary then switching to the Industrial Estate spine road to connect with the existing GNBR route towards Colwick Park, from the south side of Netherfield, south of the A612. Some modifications to barriers etc, as well as cutting back intruding vegetation would be necessary to allow the rides to pass through safely and comfortably.
- Some people on the 58 mile ride did not like having to return via the main road through Burton Joyce; much less attractive than the route nearer the river!
- Some marshalling very good but other marshalling patchy or non-existent, particularly on the remoter bits of the 58-mile and 72 mile rides.
- A few people had problems with the online booking system, e.g. repeated requests for more information that had been given already.
- Generally people liked the rolling start, with less hanging around waiting, although there apparently were some long waits, e.g. around 11.00 for those going on the 19 mile ride.
- Important, especially on the 19 mile ride, that there is more flexibility in the rule that had been announced stipulating 1 adult for every child, as this puts off some families used to doing the ride together.
- Relatively few teenagers on the ride; can this group be targeted next year?
- Some people felt that the increase from 50 or 53 miles to 58 miles was too much extra for those used to doing this ride, especially given the hilly nature of the extra loop. However, other people said they liked the change and the scenery on this new bit.
- Feed stations unevenly spaced, especially on the remoter bits of the 58 and 72 mile routes. Some comments that it would have been good to have had one in Eakring, around half way (on the 58 mile route), and where the 72 mile riders rejoined those on the 58 mile route and where a lot of people stopped anyway. Some people missed the atmosphere of the riverside grounds opposite Newark Castle that has provided a good breaking point previously at around the half way point of the 50-mile ride.
- Definitely scope for some improved marketing

....response of 23 June from Nik Emmonds, Perfect Motion:

"Hi Hugh,
Thanks for this feedback. Always useful.

Marketing – completely take on board the comments but your colleague hit it on the head with the budgetary restrictions. Not a great deal more that could have been done with posters and flyers.

I'll ensure that all of the comments are fed into the debrief.
Best, Nik

PS. Update on GNBR Feedback.

Instead of having a separate GNBR debrief meeting I gather from Chris Simon of Perfect Motion that the intention is now to discuss feedback at the first GNBR 2012 planning meeting to be held later this summer.

Nottingham Local Sustainable Travel Fund bid to DfT success – story in the Nottingham Post of 9 July:

The City Council has been successful in its bid for £5 million to the DfT for funding support through its LSTF project. This should have various direct and indirect benefits for cycling including

- boosting the City Charge Card bike hire and storage scheme that we heard about last month from Andy Gibbons
- developing a network of 'travel champions' to provide information
- a community travel hub giving advice on journey planning
- extending the Sustrans Ucycle Project from the two local Universities and QMC to local Further Education colleges

For the full story see:

<http://www.thisisnottingham.co.uk/Smart-city-playing-cards-right-green-transport/story-12914232-detail/story.html>

PS. There is now an item on the Pedals home page to encourage feedback on the proposed City Charge Card bike hire and storage scheme we discussed last month with Andy Gibbons.

submission of Pedals online petition to protest against the County Council's removal of cycle lanes on Musters Road (West Bridgford) – my covering message to County Councillor Richard Jackson, Cabinet Member for Transport and Highways, (23 June):

"Dear Richard

I will be delivering to you by hand later today a printed copy of the list of signatories to the Pedals online petition, protesting against the County Council's recent removal of the two cycle lanes on Musters Road (West Bridgford) at its junction with Melton Road and Rectory Road and calling on the County Council to reinstate much safer arrangements for cyclists.

The exact wording of the petition is:-

"We the undersigned strongly protest at Nottinghamshire County Council's recent changes to the layout of the northbound section of Musters Road in the vicinity of the junctions with Melton Road and Rectory Road, West Bridgford. We agree strongly with the officer advice given to the Cabinet Member for Transport and Highways on 25th January 2011 that making these changes would reintroduce serious safety concerns which the previous layout was designed to prevent. In our view, the changes are potentially life-threatening particularly for cyclists wishing to continue along Rectory Road towards Tudor Square. We also note that the advice to the Cabinet Member included a warning on the potential for the changes to result in increased collisions caused by motor vehicles making last-minute decisions. We therefore call upon the County Council to restore much safer road layout arrangements, in the interests of general road safety and particularly to safeguard vulnerable road users."

We asked those signing the petition to add comments on just why they opposed the recent changes and these comments are included in the printed version which I am sending you, as well as the names of the 125 people signing the petition.

It is quite clear from many of these comments, and from several others which we have received over the last few weeks, that the layout changes are regarded not just as worsening greatly conditions for cyclists but also as making the layout more dangerous all road users, including drivers and pedestrians, and as your officers had predicted.

This perception particularly reflects the dangers from reintroducing two general traffic lanes on the fairly short section of Musters Road between the Melton Road and Rectory Road junctions and the fact that many drivers easily find themselves in the wrong lane and then suddenly decide to switch. This kind of behaviour is dangerous enough even when there are no cyclists around but can be particularly intimidating when there are, especially bearing in mind the fact that this junction is used disproportionately by drivers who are not familiar with the area, e.g. those driving to fixtures at the nearby major cricket and football grounds, etc. They are more likely to be confused and to switch lanes suddenly.

A consequence of this more dangerous layout, as I pointed out to you during our site visit on 6 June, is not only that many cyclists are now put off from riding northbound through the junction but also, in a lot more cases, that they are now

tempted to ride on the pavement, to the annoyance of pedestrians and thus increasing risks for pedestrians, especially on narrower pavements. Many people have commented to use on the increased incidence of pavement cycling since the changes. This just confirms our view that providing safer road layouts for cyclists is a very important part of addressing this issue which we accept is often of much public concern.

We do find it very surprising that the County Council in its preoccupation with squeezing back more capacity for motor vehicles, to help relieve congestion, did not pay sufficient regard to these increased dangers for all road users in recreating a more dangerous road layout and the indirect as well as direct consequences, quite apart from the general need to give more priority to much healthier and environment-friendly means of transport.

We also consider that any benefits of the recent changes in terms of reducing peak hour congestion, on two fairly short sections of Musters Road close to these junctions, are likely to be of only short-term duration and that a far greater commitment to promoting sustainable alternatives is the best way to relieve congestion in the longer term, particularly with regard to the need to accommodate all the extra traffic to be generated in the next few years by the completion of the major housing developments nearby at Sharp Hill, south of West Bridgford. It is very unfortunate indeed that the County Council has taken such a short-term and narrow view in deciding to make these changes, at a time of great financial stringency.

Developing good quality, safe and attractive alternatives to car use, especially for shorter urban trips, is in the long term, we are sure, likely to be much the most effective way of reducing traffic congestion and consequent motor vehicle induced pollution, as well as helping people to adjust to the increasingly real challenge of coping with steadily increasing fuel prices, and modifying their travel behaviour accordingly, with much more selective use of private cars.

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

Feedback on Pedals (and Ridewise and TSW Cycles stall arrangements at the Rushcliffe 4 Health event at Rushcliffe Country Park on Sunday 3 June: message from Julian Bentley to Rose Melvin, Rushcliffe Borough Council and her reply:

"Rose

Sunday's event was well attended, and we had some interest in Ridewise, the bike checks and had one taker for the Bike Ride which departed at 4:30 pm. I reckon we would have attracted a lot more interest if we'd been publicised/people were expecting us. The novelty bikes got a lot of interest.

We weren't given a table or gazebo and the resulting compromises in our set-up caused problems with the adjacent stall holders (Make your Own kite) who I think thought that we were too close to them (we had no choice but to set up alongside TSW cycles) The Kite stall couple were rude, belligerent and harangued me as I was setting up and later on as I moved my bike stand *away from them (!)* - I had to assert our right to be there.

I've done more than 50 public and private events for Ridewise over the last 3 years and have never encountered such poor behaviour from fellow stallholders - I'd like to request that you investigate this matter further as this sort of behaviour is surely unacceptable at public events?

Julian Bentley
Ridewise Instructor

...response from Rose Melvin:

"Hi Julian

I have just got back into the office and picked up your e-mail. I will forward this onto our events coordinator. Apart from the behaviour from the stall holder Hugh says that the day was a success and one to be built on..

Will speak soon

Rose

Rose Melvin
Health Development Officer
Cultural Service Department
Rushcliffe Borough Council
Civic Centre
Pavilion Road
West Bridgford
Nottingham
NG2 5FE
0115 9148233

...and comments on this from Julian:

"Hi Rose

Thank you for looking into this matter. There were other people that witnessed this behaviour on the day - should it be necessary I'm sure they would corroborate what I have said.

Yes I'd agree that the event was a success, but note that prior communications were quite poor, and this resulted in

Ridewise/Pedals/TSW cycles not being properly looked after - e.g. no marquees, no table for Ridewise, confusion over space allocation. I would hope that this will be addressed for any future events.

Thanks, Julian
Julian Bentley
Ridewise Instructor
Bicycle Maintenance Tutor

request for update on plans for cycling provision in the Environment Agency's FAS scheme (Colwick Park-Netherfield section) – my message of 23 June to John Hindle, Environment Agency:

“John

A bit over 2 years ago, I, along with several other interested parties, attended a meeting at the Civic Offices in Arnold, to discuss the potential for including good cycling provision as an integral part of the EA's plans for the Colwick Park-Netherfield section of your Nottingham Trent Left Bank Flood Alleviation Scheme, while taking full account of the concerns about security from firms on the nearby Industrial Estate.

This meeting was organised, I recall, by Pete Jarman, the former Recreational Routes Officer at Nottinghamshire County Council (who retired from the County Council last year) and others including Ian Bussey, who until a few months ago used to work with Gedling Borough Planning Department.

Recently, to find out what progress had been made further with plans for implementation of this section of the FAS scheme, I contacted Stephen Tipping of the County Council. He said that he had recently been transferred on to completely different work and therefore was unsure of the full current position but that he understood that, following cutbacks to the EA's capital budget, that this element of the scheme had now been drastically cut back.

We had of course heard about the cutbacks, but, having mentioned this more recently to various other people, particularly within Pedals, there has been a lot of concern that this particular improvement might not now go ahead, particularly as we understood that the intention was to make use of the 3m wide shared path on top of the new embankments not only to make improved provision for cyclists and pedestrians but also for use by the EA's own service vehicles.

On the return leg of the Great Nottinghamshire Bike Ride last Sunday, from Stoke Bardolph back to Colwick Park, Ladybay Bridge and the NWSC at Holme Pierrepont, I happened to notice just before entering Colwick Park, on the Gedling side of the Gedling/City boundary, that work was clearly well underway on what appeared to be a new embankment with an improved path on the top, but did not then have the chance to check how far this extended.

It would therefore be very useful please if you could update me on what changes have been made to the original plans (as discussed two years ago) for this section and how they affect the intended cycling provision, including upgrading of the present path past the Industrial Estate, towards the Railway bridge over the Trent (between Netherfield and Radcliffe) end.

best wishes
Hugh for Pedals

...and my message of 4 July to Councillors Mark Glover and Jim Cramer, Gedling Borough Council:

“Jim

Mark

You will probably remember that we met in May when you came along to the Pedals stall at the Nottingham Green Festival and you mentioned then how keen you were in the new administration in Gedling to help promote cycling, which we were of course very pleased to hear about.

Below is an exchange of messages about one particular cycling matter in Gedling Borough on which we would please much value your support. These is our campaign to get good cycling provision included as an integral part of the Environment Agency's Flood Alleviation Scheme on the section between Colwick Park and the railway bridge across the Trent between Netherfield and Radcliffe on Trent.

At a meeting held at the Civic Centre in Arnold just over two years ago, involving Ian Bussey (who was then working for Gedling Planning Department) and several people from the EA, City Council and County Council (including Stephen Tipping, the author of some of the emails below) it was agreed that this provided a very good opportunity to include good cycling provision all the way along this stretch, past the Netherfield Industrial Estate etc, and taking the form of a 3m wide shared path on top of the new raised embankment which could also be used by EA service vehicles. At the time of the meeting a key figure in driving this forward was Peter Jarman from the County Council but he retired from that Authority about a year ago and it seems that noone in the County Council is now taking much interest in this, especially since Stephen Tipping's recent move to another role.

Although some of this new path has indeed now been provided, for just over 1km at the Colwick Park end, it now stops by the boundary between the housing area and the industrial estate, and we are very concerned that the rest of the shared path through to the railway bridge may now not be built, because of EA budget cuts, and despite its potential use by EA service vehicles as well as cyclists and pedestrians. We would therefore please much value your support in helping to ensure that this does still go ahead, with its various connections, both to routes through Colwick Park and towards Stoke Bardolph etc.

best wishes
Hugh McClintock
for Pedals

Trowell Road cycle lanes: response of 28 June from Keith Morgan and Sandra Patterson, City Council

"Dear All,
Please see the response below with regards to the Trowell Road crossing from our Road Safety Team. As you can see the scheme will be monitored, so if you have any further comments, please feel free to send them through.
Regards, Keith

From: Sandra Patterson
Sent: 27 June 2011 09:03
To: Keith Morgan
Cc: Scott Talbot; Kaleb Broady
Subject: Trowell Road [Scanned]

Hi Keith
Just to update you regarding the above.

After careful consideration and having requested a Safety Audit on the new lines and signs we spoke about we have decided that for the time being at least we will leave the scheme as it is as the "improvements" were seen to cause other problems..

The scheme (as it is) has been Safety audited and no problems found, the cyclists have a choice of either staying on the same line as the cycle route and joining the shared pedestrian cyclist path or merge with the rest of the traffic at the point of the Toucan Crossing. We understand that until the Toucan crossing was installed the cyclist had a straight through route however it was felt necessary to build out the Crossing facility to give the children (and other pedestrians) a shorter distance crossing the road. We are happy with the scheme and so are Sustrans our match funder for the scheme.

We will continue to monitor the scheme and should any problems materialise and further funds become available we will look to make any improvements to the signing and lining if necessary.

I hope this is useful
Sandra
Sandra Patterson
Safer Routes to School Officer
Loxley House
Station Street
Nottingham
NG2 3NG
Tel 0115 8765226
Mobile 07875025181

....comments on this from David Easley (28 June):
"Susan, Hugh,
Re: the safety audit and Sandra Patterson's response --

What do you make of this?

It seems to me that the safety audit has failed to take account of the fact that cyclists don't use the shared path (because it's such an unattractive option, e.g. due to losing right of way at side roads). I'm staggered that Sandra and Sustrans are "happy with the scheme". Declaring that something is safe because users have been given the opportunity to avoid the hazard seems wrong headed to me. By the same logic, the powers that be could wash their hands of improving road safety altogether on the grounds that users have been provided with the option of going by train.
David

....comments from Susan Young (28 June):
"I'm speechless.
Shows the problems of 'risk assessment'. only looking for what is wanted. Certainly makes national standards training difficult as we would never recommend anyone crossing a side road where the new path takes you.
Susan"

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

Local Sustainable Transport Fund Briefing for GNTF Cycle Forum on 23 June (from Chris Carter, Transport Strategy Team Manager, City Council)

The Government's aim is to develop packages of sustainable travel measures support the local economy and reduce carbon emissions. Measures need to have a local focus and demonstrate private and third sector support.

The overall strategy for the Nottingham Urban Area bid is to support local economic growth and increasing the uptake of low carbon travel options by focusing on key life stages as an opportunity to influence travel behaviour through three complementary work programmes:

- **WorkSmart:** Improving access to employment and training to support local people into good jobs and an enhanced package of business travel support services to complement the introduction of the Workplace Parking Levy and associated major public transport improvements including NET Phase Two;
- **Early Intervention:** Measures to encourage sustainable travel for children, young people and families delivered through schools, leisure, community and health activities;
- **Nottingham Living:** Measures to support people moving to and living in Nottingham to create the social, cultural and physical environment to support low carbon travel choices.

A Key Component Bid for almost £5m was submitted in April which focused on the core foundation elements to support greater integration of transport modes (based on expanding integrated smartcard ticketing platform), develop new ways of engaging with local communities and sustain partnership working with local businesses including sustaining the higher education **UCycle** national demonstration project.

We submitted a **Main bid** on 6th June seeking a further £11m comprising 6 further complementary work packages:

- **Smartcard support:** Additional funding for targeted groups including FE students
- Developing a **network of Smarter Travel Hubs** for local delivery of sustainable travel solutions
- **Small scale neighbourhood improvements** to create the physical environment to support low carbon travel choices by improving links to public transport and investment in cycle infrastructure
- **Active Travel Solutions** to provide activities and services for children, families and schools to encourage more walking and cycling including cycle training and associated services and a programme of community and area-wide events
- Developing the **low carbon transport network** to increase the uptake of electric vehicles for fleet and public transport and support greener driving;
- **Personalised Travel Planning** to improve social inclusion and support low income and vulnerable groups support

The measures likely to be of most interest to the cycling community are:

- Continuation of the Ucycle project with an emphasis on expanding into the further education colleges;
- Smartcard access to a new range of transport services including cycle parking at the Station and Broad Marsh and new commuter cycle hire/loan scheme to link business parks to public transport interchanges;
- Development of cycle hubs network;
- Cycle infrastructure programme, high quality corridors;
- Bike It/Cycle training programme for schools;
- Active Families programme to include cycle offer;
- Pool cycles for Bike It/LifeCycle, Bikeability and Active Families programmes;
- Expanded programme of 20 mph limits in residential areas and across local centres;
- Personal journey planning and access to employment and training support for job seekers to overcome financial and other travel barriers offering eligible people support with cycle loans to support the transition into employment;
- Development of cycle champions network;
- Community cycling programmes operated through locally based travel coordinators providing access to information, route finding, led rides, buddying, training, access to recycled bikes, maintenance training etc;
- New programme of community and City cycle events.

If successful the LSTF will provide over £15M of investment in the Nottingham urban area between 2011/12 – 2014/15.

Discussions on ideas for revising the City Council's Cycling Action Plan

The Cycle Forum included 5 small group discussions to come up with suggestions for priority actions to be considered as part of revisions to the City Cycling Action Plan, produced in 2008 with a lot of input from Pedals.

Helen Hemstock of The Big Wheel / GNTP, has agreed to let me have a summary of these suggestions to report on at our meeting. – see below:-

“GNTP Cycle Forum – 23rd June 2011 Discussion Feedback Points

What's good about cycling in Nottingham/Nottinghamshire?

- There're more people cycling now, with greater mass and visibility
- The infrastructure is generally good
- The local cycling groups and interest groups are working together
- There's a high level of commitment from the City Council
- The commitment to the 20MPH zones and bikeability is welcomed
- Inward cycling routes and corridors are good

- Lots of choice for routes and Big Track with its new bridges is of a high standard
- Ucycle project is seen as being very good and particularly has good exemplars with regards to infrastructure
- Relationships with Sustrans (and in the past Cycling England) are good

What could be improved?

- The market square's no cycle zone
- The tram, bikes on trams and the danger to cyclists
- Integration means that there are more exemplars rather than a medium level of coverage over a wider area
- More maintenance facilities
- Bike Hire at the train station
- Can cycling be knitted into the planning process and 106 agreements?
- Where's the GREATER Notts element...most things seem to be concentrated on the city centre.
- Cycling from and around Forest Fields, Lenton/Dunkirk - Super Output Areas with old street plans and poor links especially along the orbital roads

Priorities

Continuous routes – orbital as well as radial routes – for example, the Ring Road is partially restricted/signed and mapping seems uncoordinated.

Repeat the cycling promotional campaign – critical mass is important, car drivers need to understand cyclists and visa versa.

Use of railway tunnels – not a priority but worth considering.

Increasing journeys to schools by bike through effective bikeability, early intervention and working with businesses to deliver activities to schools to make the most of existing links, financial support and contributions (e.g. EON's schools programme). Rides organised from year 6 onwards.

Getting bikes onto the trams.

Balancing the cycling infrastructure so that it's more evenly distributed throughout, with less of the exemplar projects and more consistent reasonable provisions over a wider area.

Cycling is becoming the reserve of the middle class - important to ensure social inclusion. Important that the long term investment is secured and that projects are not pulled halfway through which is an expensive way to curtail activities.

Need an effective means to feedback on cycle network/maintenance problems.

New and broader partnerships – for example clubs, businesses and community groups. Increase the overall number of sustainable journeys and not to poach cyclists from other sustainable modes (e.g. public transport).

Education, Mutual Respect and Enforcement – cyclists need to show respect for pedestrians, understand shared paths, enforcement issues, lights, safety and good ways to use the roads. Likewise car users need to understand cyclists better.

Share the paths – share the roads.

More support for cycling in neighbourhoods – with better storage, maintenance and loan bikes.

Road priorities should be pedestrians – cyclists – public transport users – motorists

Kentag walk of proposed further NET route between Phoenix Park and Kimberley (Ikea roundabout) on Sat. 26

June:

Andrew Martin to report on the walk of this route and the implications for cyclists, e.g. where Kentag (Kimberley and Nuthall Tram Action Group) propose to use the same bit of disused railway under the M1 (Hempshill Vale to Watnall) where the multi-user path was built in 2007, about 26 years after first being proposed by Pedals and John Grimshaw, the previous CEO and Chief Engineer of Sustrans!

...my response on this topic to Matt Easter of Sustrans (4 July):“Kentag Tram route walk - route map and Pedals attitude:

From: [Matthew Easter](#)

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

Sent: Monday, July 04, 2011 6:08 PM

Subject: RE: [kentag] Re: Tram route walk - route map

Thanks Hugh,

After the walk I take it that you remain cautiously supportive?

matt
Matt Easter
Regional Director - East Midlands
Sustrans
Biology Building
University Park
Nottingham University
Nottingham
NG7 2RD
0115 951 3089
07787 289 292

....my response (4 July)

"Matt

I was not actually on the Kentag walk, though Andrew Martin was. We have only briefly discussed this at recent Pedals meetings but in general I would say, when I have briefly raised it, that people are indeed generally supportive at the same time as being keen to ensure that we do not lose the multi-user path link under the railway which we eventually got built about 5-6 years ago, well over 20 years since we and John Grimshaw had first identified it as a good potential route, especially if developed as part of some longer route between Nottingham and Derby and including the Bennerley Viaduct, as well as links to other existing and potential paths, particularly those forming part of the EVT improvements.

Andrew is going to give a brief report on the walk at the next Pedals meeting on Monday 18th so I will let you know if we decide on anything different in response to that.

best wishes
Hugh

East Midlands Road User and Environment meeting, Leicester, 1 July

There was a good turnout for this meeting, including cycle campaigner reps from Nottingham, Derby, Loughborough, Leicester and Northants CTC (John Cutler), in addition to Terry Towler from the Institute of Advanced Motorists who was keen to make contact with cyclists and promote their new safe cycling and insurance package. Also at the meeting were Vicky Allen from the British Horse Society (Leics) and several people involved with Local Access Forums in the East Midlands, as well as the various representatives from the Highways Agency and their managing agency consultant for this region (Area 7), A-One Plus.

Several local trunk roads cycling issues were raised, including (by me), the long promised A52 (Bramcote Island to QMC Island) Vulnerable Road User Study, the future of the Ring Road (Clifton Boulevard) cycle paths where the new tram bridge will cross by the QMC, and the latest position on the upgrading of the subway under the A52 at Sharp Hill.

The HA representatives showed interest in these local examples but kept stressing the very serious implications of their major budget cutbacks, for maintenance as well as new schemes, big and small.

Broxtowe Transport Group meeting, 12 July

Peter Briggs to report on this meeting, the cycling agenda items were:

- a) Additional cycle racks outside Wilkinson
- b) Possible additional covered parking for cycles at Beeston Station
- c) Advanced Stop Lines (ASL) at Tesco junction. Re-visit the situation at the Tesco junction.
- d) Further thoughts on the slower decline of cycle injuries related to the decline of accidents of other road users

...report from Peter Briggs (13 July):

"I attended this meeting yesterday on behalf of Pedals. Jo from UCycle was also there and if you have not heard already funding for a further 3 years of development of this project has just been secured.

- 1) Highways Agency – modifications to Derby Road between Bramcote Island and Queens Medical Centre.
 - a. Despite numerous representations and discussions before this scheme was finalised (including interventions from Sustrans), the Highways Agency has dug its heels in and will execute the scheme as currently planned.
 - b. Neither Broxtowe nor Nottingham City Council has the power to overrule HA decisions even though the meeting was sympathetic to the criticisms have been raised about this scheme.
- 2) Cycle parking at Beeston Station
 - a. The road works by the Station are now complete and Broxtowe Council has bought a small strip of additional land.
 - b. Provided approval is gained at the next Cabinet meeting some additional covered cycling provision will be provided at the Station.
- 3) Additional cycling parking in Beeston Square
 - a. This has been agreed but it looks as though it will be the Autumn before new provision is installed.
 - b. Some further new cycle parking will also be provided near Tesco.
- 4) Advanced stop lines by Tesco junction

- a. No further changes will be made to this junction which will in any case be re-modelled as the Tram arrives.
 - b. Highways planners from the County Council at that meeting indicated their clear understanding of Department of Transport guidance about providing advanced stop lines at signalled junctions but politically the CC seems determined not to adopt Department of Transport Guidance or take into account the views of its own officers on this matter.
- 5) The Tram
- a. Digging in Beeston starts in February 2012. I was extremely anxious that as the contract is finally let this Broxtove group can still have some influence over the final details of the scheme.
 - b. A special meeting will be convened of this group in September specifically to consider Tram issues.

5. Finance and Membership update (Chris Gardner and Pete Elderton to report)

Membership recruitment; some thoughts in my message of 3 July to Pedals Committee members and some comments (in blue) from Susan Young:

We give out lots of Pedals business cards when we have stalls at events but I am doubtful as to how many of these will turn into new memberships (Pete says that he thinks we have only had about 6 new members since he took over in March).

[See below](#)

I guess that it was easier to pin people down to joining in the days before email and the internet (and Paypal) when we had stalls at events like the Green Festival, handed out membership forms and then got people on the spot to sign up and hand over their money! I recall that sometimes we got up to 20 members from a good event. Just how do we do that now?? I thought we had decided to have a word processed, easily photocopied/printed application form to keep on the stall to sign people up there and then.

...and my comments on this to Susan

"Susan

Thanks for your comments.

We did indeed decide to have some printed copies of the membership form to hand out at events, to people who said that they did not have access to the internet and in fact such a supply was there on Sunday, though, as often happens it got rather buried among other stuff and, at least when I was on the stall, there was no demand for them.

With so many other leaflets etc. to display it would be difficult once again to have to go back to finding space to display them more prominently and we would still have the problem we found 2-3 years ago, before we introduced the business cards, of finding surprisingly often that we need to make minor revisions to the form and then have the cost of printing fresh ones, as opposed to just revising the basic one that people can download from our website, with or without our help.

Maybe we need to think more of other ways to recruit people, including making much more use of direct appeals to people we know personally, rather than relying on giving out either forms or cards.

Hugh"

....and also this further exchange of messages on the recruitment issue:

"Hi

We don't need to go to the bother of printing, just having a few we have downloaded and printed ourselves. It is unlikely we need any great quantity. It would be easy to keep control of these and cost next to nothing.

We did have some plastic leaflet display holders at some time. It may be worth looking for more of these. Some examples can be seen on a website I found

<http://www.posacrylics.co.uk>

Acrylic Freestanding Ticket / Poster Holder Single Tier	<u>Clear Acrylic 5 Sided Display Cubes</u>	Leaflet Holder Freestanding
A3 Portrait £4.99 / A3 Landscape £5.25	3x3x3 £5.99	A4 Portrait £3.39 / A4
Landscape £3.10		
A4 Portrait £2.10 / A4 Landscape £2.12	4x4x4 £6.77	A5 Portrait £2.19 / A5
Landscape £3.99		
A5 Portrait £1.39 / A5 Landscape £1.45	5x5x5 £8.99	
Good for posters	Ideal for business cards	Could be used for leaflets

I am sure there are other suppliers but these look reasonably priced but I know nothing of the firm. More research would be needed.

Susan"

"Susan

Thanks for your further comments.

I agree that we do not need to have them printed but can just print out a few we have downloaded. However, the problem is more to find space and time on stalls to give them out (and not just to those who are not on the internet and cannot download them and print them out themselves) and returned there and then with payment. Often, especially at busy events, there just is not time to talk to people and to guide them through doing this, as opposed to just handing out the business cards and mentioning where on the website they can find particular further information that they have shown interest in, including a downloadable membership form if they have any interest in joining.

Whatever people think about the merit and demerits of trying to go back to our previous system of giving out membership forms and encouraging them to be filled out and handed over with payment there and then, we do I think need a more general discussion about we can best go about getting a higher number of new people joining.

We do have quite a number of plastic leaflet holders, though only for stocking smaller leaflets and maps. Perhaps we should consider ordering some A4 sized ones if people think we should go back to handing out A4 sized forms. Let's see what other people think.
best wishes, Hugh

Membership records and renewals: copy of email sent to Pedals Committee on 11 July by Pete Elderton, Membership Secretary:

"Pedals people

I'd like to put out a letter of reminder to those who have not rejoined but I have some gaps in my information.

I know all those annual renewals who have paid by cheque or paypal but I not sure I have recorded all those who were previously annual payers but who have now taken out a new standing order. I have Chris's list of SOs paid for the start of May and Sue's handwritten list covering the rest of May but nothing beyond that. It is also very difficult to link up with the list of renewal requests as only last names are recorded and there is no indication if these are repeat or new SO's. I know that Julian Bentley and Graham Lansdell, for example, have taken up SO's from looking at the lists but I have not received any other notification and its difficult to be comprehensive just by cross checking.

The renewal priority is certainly to contact annual payers again so if I can have a full list of SO payers I can exclude any others who have converted and then write again to the 60 or so who I believe have not renewed.

Chris, I haven't seen anything from your renewal. Does this indicate a break down anywhere?

Larry, are you able to print out those who haven't renewed with telephone numbers so we can follow up personally as well? If you are able to print an address sheet with non payers then I could use this for my letter as well. Otherwise I'll reuse the previous sheets but not sending to those that have paid.

Many thanks for your help.

Pete

...and response to this of 12 July from Larry Neylon:

["Here is a list of non-payers according to my records.](#)

... comments from Pete Elderton (12 July):

"Larry

Your list of non payers (if I am understanding it correctly) doesn't relate to my information. We requested 239 memberships to renew of which we have had about 70 renewals on standing order and 15 by cheque or paypal. The list of non payers should therefore be much longer.

However, I know some of the names on your list have paid both either by SO or paypal.

What I would really like to do at this point is to follow up the annual payers who have not rejoined. About 60 folk. The only gap in this list I have is those new SO payers though I do know some. I was hoping that the system would be able to print out these names and addresses in label form but I can use the previous list of annual payers and not sent to those I know have paid.

We probably need to get together to sort out how we ensure all the information is together. Unfortunately I won't be at the next meeting on the 18th as I am in Amsterdam.

Any ideas on a way forward would be welcome.

Pete

6. Forthcoming events / meetings

- Pedals meetings

Future Pedals meetings pattern: suggestions from Andrew Martin (24 June):

“Greetings all

I feel we are slowly changing the historic pattern of long and detailed Pedals meetings; I would urge you all to actively engage with the process and support whoever happens to be facilitating each meeting, in order to keep the meeting and agenda items interesting and relevant.

My main point in this email is to remind all that we have a few meetings each year with no speaker (January and September for 'catch-up', December for social). I mentioned to Hugh a few weeks ago (although I missed the chance to discuss last Monday) that it might be wise to consider scheduling speakers for alternate months, to give us more time in the remaining months for more informal discussion e.g. with action groups to progress issues. We all appreciate the mutual benefits when Pedals hosts a speaker, so I am keen to maintain active interest and numbers attending.

Here is a rough suggestion, dependent on speaker availability!

July Speaker
Aug Social
Sep Catch-up
Oct Mapping
Nov Speaker
Dec Social
Jan Catch-up
Feb Speaker
Mar Social
Apr Speaker
May Social
Jun Speaker

Andrew

....my response of 26 June to these suggestions:

“Andrew

Thanks for this suggestion which sounds fine in principle. Just to clarify, when you suggest 'social' is that generally for the second half of the meeting (instead of a speaker) as opposed to the whole meeting being a social, e.g. in the way that we have traditionally done in December for the Christmas Social?

Apart from that month, when, I agree, we should just postpone any business until January (though with the proviso that the Committee deal separately with any urgent items) we do in general need sometime at each meeting for business, even if we have to make sure that we discipline ourselves to avoid the business part taking up more than half of the meeting.

Even in August, when, for many years we did not have a business meeting, both because we thought not many would be around and because we thought that any business could wait until September, we did decide about 4 years ago that some things did in fact crop up that needed addressing asap (e.g. in 2007 the Pedals response to the then proposed Workplace Parking Levy and, most notably, the sudden closure of the Wilford Suspension Bridge in 2008) and anyway it was pointed out that quite a few people are in fact now around then with fewer people than before tied to taking their holidays then in the main school holiday period.

We also perhaps need to retain a bit of flexibility to put in some (brief) speaker slots at short notice, e.g. for someone new to a particular job to introduce him/herself, as we have done on one or two occasions, especially if they are keen to make contact with Pedals activists soon after the start. That need not happen at all often however and, I guess, is now likely to happen even less often with the various cutbacks.

Hugh

Message of 22 June from David Easley: OpenStreetMap presentation at Pedals monthly meeting

“Hugh,

I met Jerry Clough (local OpenStreetMap expert) at the latest OSM pub meet-up last night and took the opportunity to ask him if he would be willing to give a half hour talk on OSM at some future Pedals monthly meeting. He would indeed be happy to do this.

Jerry further volunteered that he would be willing to hold an introductory mapping session, with an emphasis on mapping cycling related infrastructure, at [Nottingham Hackspace](#) some time in the future. This would include gathering some data in the field and then returning to the hackspace to enter the data into OSM. My feeling is that the half hour presentation should come first. We could then gauge whether there is any interest in taking up Jerry's kind offer of an introductory mapping session. (The reason for this cautious approach, by the way, is because my invitation in the recent Pedals newsletter for any members who are interested in mapping to contact me didn't result in any responses.)

Shall I leave it to you to contact Jerry directly to arrange the presentation or is there anything more I can do to assist? His email address if you need it is: SK53_osm@yahoo.co.uk
Regards, David

- Other meetings / events

7. Pedals stalls invitations, including future management and display storage arrangements and ways of improving coordination with Ridewise over stall invitations.

We need to consider this matter very carefully, following Dave Clark's decision to step down from this role, and what storage solution to find to replace the current temporary arrangements in Chris Gardner's garage.

As far I now know there are no further event invitations for the rest of this year but we do get a few over the autumn and winter period and in any case some invitations come only at fairly short notice so we need to be well prepared as to how we now deal with them.

...extracts from my message of 3 July to Pedals Committee members and comments from Susan Young (in blue):

"I suggest that we will at our next meeting need to give very careful consideration to future use of this material, including the pressing matter of storage. We may have to consider getting rid of the marquee, if necessary, to ease this problem, especially as we know that it needs money spending on it to make it more easily usable again, in view of its shrunken state, if we are going to use in future. This needs discussing but it is unlikely we would need to spend much on the marquee and we need to be careful in getting rid of relatively new items bought with grant money.

It might also be an idea to get some plastic boxes with lids to improve the quality of storage of our leaflets etc, especially as we now only have two and because several of the cardboard boxes are now quite battered. The worst is the one containing the supply Dave passed on of City County Forest books, which are of course important potential sales income so must not be damaged. As a short-term measure Di and I transferred them to one of the (lidless) plastic boxes before handing them over to Chris.

Good idea. They are cheap from Wilkinson's and Pound shops

....comments from Chris Gardner, 8 July:

"In response to:

It might also be an idea to get some plastic boxes with lids to improve the quality of storage of our leaflets etc, especially as we now only have two and because several of the cardboard boxes are now quite battered.

I picked up 4 x 30L plastic boxes from Go-outdoors this morning, they were on offer at less than a tenner for all 4 (not that I will claim the expense anyway). They are without lids but does mean that I can now scrap the cardboard boxes and further tidy the leaflets up etc. If we need lids for ease of stacking then I will make some out of some spare plywood I have at home. My experience of books etc in the type of containers with lids is that the lids always crack under the stacking strain anyway.

Another point of interest is that I purchased, for family camping trips, an open tarp which is 4m x 5m, real easy to erect and cost £60. Mine is in green but they also have in blue which may be an option for any future Pedals stalls. It packs down real small and may be an alternative to the rather awkward Pedals marquee. Dave and I were talking about the marquee at Rudd on Sunday and we both think it could be repaired (made to fit the frame better) pretty easily by having a slit in the back with Velcro that could be just tightened over the frame once erected. We were both laughing about the times we have tried to erect the thing single-handed tho and in truth it's not easy. The benefit of course is that it's real sturdy on windy days as John B and I found out once at Rudd kite festival a few years back.

Food for thought, all for now,
Cheers, Chris

8. Cycle facility and traffic management matters

reporting cycle facility maintenance problems: my message of 23 June to Paul Hillier and Clive Wood, Notts County Council:

"Paul

Following the discussion at this morning's GNTP Cycle Forum about the need to improve the publicity for the means of reporting cycle facility maintenance problems, as part of a wider effort to improve maintenance (so far as funding permits!) I wonder if you are aware a) that getting a response from the County Council's Golden Number for reporting problems now seems to be much more difficult, without a lot of waiting and b) that the online system, judging by my recent experience at least, does not seem to be working properly. It asks you to click on a map to identify the location of the problems but then does not register the click and will not let you move on to the next step to complete the report, which is very frustrating!

I hope that somebody at the County Council is aware of these problems and trying to sort them out please?
Hugh

City Cycle Ways - designing the winter service "clearance and treatment" routes: my reply of 27 June to John Lee and Martin SurrIDGE, City Council:

"John

Thanks for this and glad to see that the plans for winter clearance of cycle routes are now being put in hand just a day or two after the days start getting shorter again!

Last year there was a very welcome improvement in the clearing of some cycle facilities such as the Wilford Toll bridge and the University Boulevard cycle paths but still nothing was done about various others, e.g. the Wilford Suspension Bridge and also the Main Road (Wilford) access to Wilford Toll Bridge.

No doubt other Pedals activists will wish to comment so I am now circulating this response to other people who may wish to comment, particularly since our next Pedals meeting is not for 3 weeks. I will however let you have any further comments raised then.
best wishes, Hugh

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

From: [John Lee](#)

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

Sent: Monday, June 27, 2011 10:22 AM

Subject: FW: City Cycle Ways. [Scanned]

Hugh, please see below – are there any routes that you would like to include in this?

John Lee

Public Rights of Way Officer

Traffic Management

Development Department

Loxley House

Station Street

Nottingham

NG2 3NG

Direct Line: 0115 8 765 246

From: John Lee

Sent: 27 June 2011 10:21

To: Martin SurrIDGE

Subject: RE: City Cycle Ways. [Scanned]

Martin, we have the City north and south cycle maps which should give you more detail – do you want to pick them up?

I will ask Pedals for their wish list of which routes to prioritise and get you a list together if that helps

John Lee

Public Rights of Way Officer

Traffic Management

Development Department

Loxley House

Station Street

Nottingham

NG2 3NG

Direct Line: 0115 8 765 246

From: Martin SurrIDGE

Sent: 24 June 2011 10:57

To: John Lee

Subject: City Cycle Ways.

Hello,

I do not know if you are the right person to speak to - but I will ask anyway!

I am designing the winter service "clearance and treatment" routes for our Cycle Ways, and I am after a plan of the "Cycle Paths" across the City, and some indication as to which are the most important.

I know plans are on the "Nomad" system, but these only show on the "Overall Plans" (See attached) and disappear from view when you select a smaller scale!

While this helps locate the route, it is the smaller scale I need so i can see the "actual route on the ground", and not have to guess it, so I can set the limits for the clearance and of course work out my salt quantities, areas and times etc.

Can you help - or know a person who can?
Regards, Martin Surridge,
[Seasonal Maintenance Engineer,](#)
[Neighbourhood Services - Communities Department,](#)
[Highway Services.](#)
Telephone 0115 915 2057 and Fax 0115 915 2100.

...comments of 28 June from Roland Backhouse:

"Hi Hugh,
It's good to hear that the council is thinking ahead about winter clearance of cycle paths.

Top of my priority list is Birdcage Walk. It is used by a lot of cyclists (and some pedestrians) and there are some very treacherous stretches where the path is steep and the camber goes the wrong way. (It's not quite as bad as it was though.)

Next is Wilford Suspension Bridge and the path along the embankment. The bridge may have to be swept rather than gritted - grit might pollute the river (although I guess the council will know what it is doing). Last year there were some days when it was impossible to walk up the bridge without holding on to the rails, let alone cycle up it!

By the way, a good section of the path along the embankment has been resurfaced but not the worst section near the bridge where cycling on the grass is commonplace. Do you know if there are plans to resurface this section too?

Finally, can the council take more care about gritting roads near the edges where cyclists are. I came off my bike on Melton Road one day because of ice at the side of the road. It could have been very serious but, fortunately, on that day the traffic lights were not working which meant I wasn't cycling at the side of a row of cars. Car drivers don't appear to be aware of the risks to cyclists so make no allowance when overtaking them, even in very bad weather.
Cheers, Roland

River Leen flood defence work – message of 12 July from Flis Atkins, City Council

I have passed on to Andrew Martin for comment this email from Flis Atkin, Biodiversity and Greenspace Policy Officer, Sports, Culture & Parks, Communities, Nottingham City Council:-

"Helen Taylor has asked me to send you details on the River Leen Flood Defence Works. This project isn't something I have been working on directly, as it is being led by our Transport Strategy team. Hopefully the following is of use to you:

There is a 'River Leen Access and Biodiversity Study' which has been carried out by the Council and is being implemented in stages by the Transport Strategy team. More information is available via our website <http://www.nottinghamcity.gov.uk/index.aspx?articleid=14265>. For details on current and upcoming work schedules, please contact Keith Morgan at keith.morgan@nottinghamcity.gov.uk. Kind regards, Flis"

"Worse than useless" – exchange of messages with David Easley about how best to campaign on poor cycling provision:

Message of 21 June from David:

"All, I would be interested in your opinion on the following:

I'm aware Pedals has a 'wish list' of cycling related infrastructure we would like to see provided. However, it seems to me that one problem with cycling infrastructure in Nottingham is the provision of facilities that are worse than useless. I'm thinking in particular of dangerously narrow cycle lanes. Some of these are just 80cm wide, e.g. along Wollaton Vale (SW of Wollaton Park) and the Queens Drive end of Robin Hood Way. These are not just inadequate but positively unsafe (see below). Should Pedals campaign that cyclists would actually be better off if such infrastructure was not provided at all?

Note: I'm not aiming to start a debate about the benefit of cycle lanes in general. I'm guessing that even amongst cyclists who are positive about cycle lanes most would agree that 80cm is totally inadequate.

Is there anything else you can think of that falls into the 'worse than useless' category?

Does Pedals take such a stance on any similar issues presently, or has it done so in the past?

What would be the best way to progress this - via an agenda item at the next meeting, or some other means in the first instance?

Regards, David

(I'm sure I don't need to list these for your benefit, but just in case you can think of anything I've missed)
Reasons why narrow cycle lanes are unsafe:

- Cyclists aiming to stay in the lane have insufficient room to manoeuvre around obstructions, e.g. potholes.
- They will inevitably be very near the white line. Given the well observed phenomenon of motor traffic giving less room to cyclists when separated by a lane marking, this leads to close shaves.
- Cyclists aiming to maintain a position equidistant between the curb and the lane marking will often find themselves too near the curb.
- Cyclists asserting their right to not use the lane (or to stray outside of the lane when necessary) suffer abuse from aggressive motorists, annoyed by cyclists not staying in their designated lane.

...and my response:

"David

Thanks for your comments.

Pedals has often emphasised the importance of quality in cycling provision, most notably in our revised 'Pedals Strategic Revision' which was the revised version (in 2009, our 30th birthday year) of our previous 'Pedals Action Plan', and which can be found on our website at http://www.pedals.org.uk/pedals_plan Our detailed wish list for Nottingham is meant to be taken in tandem with this more strategic document.

Getting improvements to poor facilities has always been important to us and we have had a few successes but not nearly enough, I agree, especially when you also take account of what were good facilities but which have got worse because of neglect / poor maintenance. The current cutbacks, and especially the County Council's now much more adverse attitude do not make it any easier to get things upgraded.

We have also often said that, just because local cycle infrastructure varies so much in quality, that it is not reasonable always to expect all cyclists to use it, even if in general less confident cyclists may be more inclined than experienced cyclists to use any cycling provision.

If you want to come along and add strength to arguments for better quality tomorrow morning's GNTF Cycle Forum would be a good opportunity to do so, though I appreciate that you may not easily be able to attend!

Hugh

...and reply of 23rd June from David to this

"Hugh,

The main focus of the 'Pedals Strategic Vision' (as far as cycling infrastructure is concerned) is on improvement and expansion. Pedals already does a good job of campaigning for improvements, upgrades and better quality provision. What I'm talking about is campaigning that the local authority should cease creating cycling infrastructure that is worse than useless (such as 80cm cycle lanes), i.e. infrastructure that actually causes a net increase in jeopardy for users. As for existing 80cm cycle lanes, we would campaign that they should either be upgraded or removed (or at least not re-painted when the road is next re-surfaced).

I would be interested to know whether Pedals activists agree with this thesis (that, for instance, no cycle lane is preferable to an 80cm cycle lane) and, if so, whether this is something we should pursue.

David"

....comments on this from Arthur Williams (23 June):

"David, Hugh,

I think this is worth taking further. I was interested to hear at the Cycle Forum this morning of the problems along the poorly designed cycle track near Burton Joyce. If there really have been accidents with cars emerging from driveways, it would give additional weight to our criticism of such poor facilities. Did you get to talk to the cyclist who raised this, Hugh or Peter?

Arthur

....comments on this from Andrew Martin (24 June):

"Hello all

I would like to echo David's opinion that some 'facilities' in Nottingham are worse than useless. Some of you will recall my recent criticism of Nottingham City Council, especially with regard to ASL's and inadequate or absent feeder lanes. I managed to have a few minutes discussing this issue, with Keith Morgan at the Sustrans event last Saturday. I asked for feedback once Keith has had an opportunity to ride through the junctions I recently listed.

Finally, research studies have shown that in many cases drivers will pass closer to cyclists on roads with cycle lanes than routes where lanes are absent. I personally genuinely question whether there are any real

benefits for cyclists when highway authorities paint a length of white line along a road to create a cycle lane.
Andrew

...and my further comments (26 June):

"Andrew

I would agree that many local cycle lanes, like other local facilities, vary greatly in quality and also in value, both for more and less experienced cyclists.

I am also aware of the research you mention (by John Parkin, about 2 years ago) suggested that drivers may sometimes pass closer to cyclists riding in cycle lanes than when there are now lanes. However, I also recall that he emphasised, in presenting his findings, that this should not be taken as a general criticism of cycle lanes so much as substandard lanes where this type of intimidating driving was much more concerning.

Among the better examples of local cycle lanes I would quote (in addition the recently removed ones on Musters Road, West Bridgford!!) are those on Castle Boulevard (apart from the narrower section closed to parked cars towards the City Centre end) and the Trowell Road ones (apart from that cock-up with the new toucan crossing and pavement build-out that we have much discussed in the last few months!). Although cycle lanes can make right turns more awkward (unless cyclists know what they are doing by way of positioning etc) they can help to give an uncluttered way straight ahead (e.g. inbound on Castle Boulevard) and also they have a symbolic value, helping to make clear to other road users that cyclists are around and have a right to be on the road and need to be watched out for!

In general I think that our cycle lanes are better than average with certain exceptions such as those on Wollaton Vale and indeed any one that are regularly abused by parked or driving motor vehicles! To see some really horror stories take a look at this video clip from Newcastle! (Some excellent campaign coverage up in Newcastle... youtu.be/ihnMvkDgROE)
Hugh

...comments on the Wollaton Vale cycle lanes etc. from Angie Gilbert, 27 June :

« Hello Hugh,

You have probably had quite enough comments about this but I'll add mine, anyway. I don't have a problem with the cycle lanes on the stretch of Wollaton Vale between the Priory and the Hemlock Stone and any kind of road marking to indicate cyclist's space is better than nothing. Obviously it would be much better to move the kerbs back and extend the cycle lane into what is now the roadside grassy areas but I doubt the Council will ever be able to afford that.

Having said that I do try to avoid Wollaton Vale by using an alternative back-street type route. (Parkside, for example).

The worst bit of my journey home is along Woodside from the University West entrance to the Priory Roundabout where the cyclists and pedestrians share a fairly narrow bumpy footpath crisscrossed with tree roots and which runs in front of people's front gates and driveways. And one has to give way at all the side roads. A lane painted on the road itself would be much safer and quicker, although speed is rarely important because safety must come first. However there is insufficient space and since residents park their cars on the grass verges I can't see there being scope for pushing back the kerbs.

The difficulty is changing the psyche of some drivers who are impatient, rude and disrespectful to road users on two wheels.
Best wishes, Angela

request for user feedback on the Wilford-Clifton-City Centre cycling commuter corridor changes – reminder of my message of 26 June:

"Now that all the various improvements by the City Council on the 'Wilford-Clifton-City Centre commuter cycling corridor' I would welcome please further comments in addition to those I have had already on the improvements completed a few weeks ago in the area between Main Road (Wilford) and Clifton Lane, etc. In these comments the measures to make the cycle path crossings smoother were particularly welcomed though there was also criticism of the lack of markings on the NW side of the Main Road / Wilford Lane junction (i.e. by the former Wilford PO) to facilitate direct access by cyclists coming from Wilford Bridge to the cycle path towards Clifton Bridge and Clifton.

Now these changes have been joined by the completion of the changes at the bottom end of Maid Marian Way, including a further ASL and toucan crossing, and I would particularly value comments on these, which include the removal of the railings on the north side of the Collin Street cycle path, opposite the Broad Marsh Centre. There have also been a few other changes, e.g. more logos on the link between Carrington Street and Queen's Bridge Road and several other ASLs etc.

I have already passed on to Keith Morgan at the City Council the point about the need for changes in markings at the Main Road / Wilford Lane junction and he has agreed in principle to arrange sometime soon a site meeting to review all these changes and share user feedback. I will put this on the agenda for the next Pedals meeting, on Monday 18 July, just before I go away on holiday for about two weeks, and then try to arrange a meeting with Keith soon after I am back. Please therefore give me any comments either now, over the next few weeks, at the next Pedals meeting, or by early August.

Thanks and best wishes
Hugh

PS. On a different matter I gather that work started last week on a further Big Track improvement, as the City Council have now after all found some money to complete the 300m new riverside path between Clifton Bridge and the Grove Farm playing fields, behind Sat Bains restaurant, avoiding the narrower bit of road which this bit of the Big Track has previously used.

Feedback in response to this message

...from Julian Bentley, 26 June:

"Hi Hugh
Further comments:

Main Road/Wilford Lane

Very useful and safety-enhancing ASLs painted in North-South directions at this moderately complex signal junction - a benefit for all regular/confident/commuting riders.

Markings on both pavements - useful for less confident/new cyclists

Carrington St/ Queens Bridge Road

A good job done here with the on-road markings, again making it safer for cyclists to negotiate the manoeuvre from Carrington St to Queens Bridge rd.

My only issue here is that pedestrians never seem to be aware of the off road cycle lane linking Queens B to Carrington St - and this causes problems, esp. where the steel bollards are - conflict in usage. A solution might be some painted cycle markings? - I seem to remember a cyclist was attacked at this location after he rang his bell to warn a group of men of his approach...
Thanks, Julian

....from David Easley, 27 June:

"Hugh,
I went for a ride round the southern section this evening and noted the following:

- The Bee Bank section (marked on the map as an 'alternative route') has no signage indicating cycling is permitted, and the A-frame barriers are annoying (very narrow, forcing you to stop and squeeze through).
 - Oddly, the section of pavement just north of here (on the west side of Main Road following the iron railings with the bees) has "End of route" cycling signs at either end, as if there was a pavement cycle route north and south of this short section. But I couldn't see any sign of a pavement cycle route on either side. (Attached pic shows the northern end; southern end is similar.)
- The map in the PDF document "Commuter Cycle Route - Clifton" says "proposed improved subway" where the east-west section joining Ruddington Lane and Brockthorpe Way crosses beneath the A52. There is no sign of this improvement yet.
- (Splitting hairs a bit) The PDF map indicates that Clifton Lane is cycle friendly from the Green Lane junction northwards. In fact there is no cycle path until opposite the Clapton Lane junction and Clifton Lane is not particularly cycle friendly before this point.

Regards, David

....my comments of 28 June in forwarding this to Keith Morgan, City Council:

"Keith
Although I am still at an early stage in gathering feedback on these changes and indeed have not yet myself thoroughly looked at all of them, these comments from David Easley did make me wonder if there are perhaps still some improvements to come, e.g. on improvements to the subway between Ruddington Lane and Brookthorpe Way. Could you please therefore clarify the current position on what further changes are still to be made and when they are likely to be completed?
Thanks, Hugh

...response of 30 June from Keith Morgan, City Council:

"Hugh,
In terms of budget there are no more funds to carry out any further work this year on the Clifton corridor. There may be some scope to discuss improvements with the HA as a follow up to some of the discussions Steve and I had with Jeremy Dixon.

One thing I do think we need to do and you have been pressing for is **a post construction site visit** along the length of the corridor. We can then look at what has been done and pick up on anything that needs to be considered for future work.

If you would like to check with anyone other Pedals members who would like to be involved and suggest a few dates that are convenient, I will organise something with Steve.
Thanks, Keith

PS. David Litchfield has offered to come along to this site meeting.

very poor condition of the riverside path below Clifton Hall near the junction with the track down from Clifton Hall towards Beeston Weir etc.: my message of 10 July to John Lee, City Council:

"John

Yesterday for the first time for quite a while my wife and I rode along the riverside path from Clifton Bridge towards Holme Pit towards Barton-in-Fabis etc and were appalled to see how bad the state of the path still is on a relatively short stretch (extending about 100m) below Clifton Hall, just west of the junction with the track down from Clifton Hall and the track towards the west side of Beeston Weir etc.

The situation is clearly aggravated by the lack of a culvert for the stream coming down the steep slope on the south side of the path and making very muddy a large area around it, even in fairly dry weather because being largely covered by trees this stretch does not get much chance to dry out properly.

I know this a longstanding problem but at the same time it is a major weakness, of what is otherwise (apart from having to deal with so many 'A-frame' barriers!) is a very attractive route. Are there any plans in hand to improve the situation please?

best wishes, Hugh

....reply to this from John Lee (11 July), copied to Flis Atkins and Keith Morgan:

"Hugh,

We have cleaned the culvert out on numerous occasions over the last 10 years and the kids just block it up again so we don't really (as far as I know) have a plan to resolve this plus I don't think this is a big problem especially when you put in context with the rest of the bridleway in Nottingham which is in excellent condition and will be further improved by the signage that I am having designed with our Parks Development colleagues – I think it makes quite a nice feature along with the gypsum veins - Flis do you have any plans to re-due the culvert?

This section of the bridleway is used by heavy plant machinery for the hydro plant and local farmers and gets quite a lot of use especially during harvest which must have an impact on the surface but overall I don't think there is a lot we can do apart from tarmac it and I don't have a budget for that so I just fill the pot holes in when they get particularly bad

With respect to the A frames – id sooner get complaints from the odd cyclist than have a rider thrown from a horse or worse still hit by a speeding quad bike

Hope this clarifies

John Lee

Public Rights of Way Officer

Traffic Management

Development Department

Loxley House

Station Street

Nottingham

NG2 3NG

Direct Line: 0115 8 765 246

....reply to John Lee from Flis Atkin (12 July):

Hi John

Thank you for your email.

As far as I am aware, the parks team don't have any plans for improvements to the culvert. However, I'd suggest contacting Charles Langtree at the Nottinghamshire Wildlife Trust, as Clifton Grove and Woods are managed by them under a Service Level Agreement (as Holme Pit) and I recall Lee mentioning this prior to him leaving.
Kind regards, Flis

.....and comments on this to me and John from Charles Langtree, Notts. Wildlife Trust (12 July):

"John, Hugh

We are currently working towards a plan for this site, but thrown a bit by Lee's departure. We have stood and looked at this too often, spent time clearing it but not found a good solution. There are a few ideas which I would like to try, and opening the area up to light is certainly part of this. So currently not a quick answer, but as pointed out this is an ongoing problem.

Regards, Charles

Charles Langtree B.Sc (hons), MIEEM

Head of Estate Management

Nottinghamshire Wildlife Trust,
The Old Ragged School,
Brook Street,
Nottingham NG1 1EA.
Company No.: 748865 Charity No: 224168R
Tel: 0115 958 8242
www.nottinghamshirewildlife.org

missing bridleway sign at Barton-in-Fabis end of riverside path through to Clifton Bridge – my message of 10 July to Jane Baines, County Council Rights of Way section:

"Jane

Are you aware that there is no 'Public Bridleway's sign at the Barton-in-Fabis end of the public bridleway across the Rushcliffe/City through to Holme Pit and Clifton Bridge etc?

As well as replacing the sign it would be very useful please to take the opportunity, in consultation with the City Council, of including wording on the destinations it serves, e.g. 'Holme Pit Nature Reserve', 'Clifton village' and 'Clifton Bridge', to help promote this generally useful and attractive through route of which most people seem generally ignorant!

Thanks and best wishes

Hugh

.....comments on this to Jane Baines from John Lee, City Council (11 July):

"Hi Jane, this is very timely Please see attached which just needs the sign schedules producing

We are planning on renewing all signage from Barton in Fabis / City boundary to Holme Pit, Clifton Wood, Clifton Grove, Wilford, Clifton and Clifton Village – this should be done this financial year

Let me know if you have any questions

Regards, John Lee

Public Rights of Way Officer

Traffic Management

Development Department

Loxley House

Station Street

Nottingham

NG2 3NG

Direct Line: 0115 8 765 246

newish cycle signing on and near the canal bridge opposite The Globe (London Road) – my message of 1 July to Keith Morgan, City Council:

"Keith

For various reasons it was only today that, for the first time, I got round to using the new shared path by The Globe PH and toucan crossing of London Road to access the bridge over the canal and the ramp to the Big Track, and it reminded me to mention a couple of queries that have been in my mind since those changes were made a couple of months ago. These are:-

- Why is there a blue and white direction sign to 'The Big Track (canal towpath) facing Trent Bridge, on London Road, to the south of the canal bridge and not where it would be seen probably by more approaching cyclists, coming across the toucan and via the shared path from The Globe (or from London Road further north)?

- Why is there not similar signing for people approaching from the other (Iremonger Road etc.) side of the canal bridge?

- The new blue and white cycle signs seem to be in conflict with the red circle 'No Vehicles' signs on both sides of the canal bridge, or are they really meant to be 'No Motor Vehicles Signs' with the black logos in the middle now faded?
best wishes, Hugh

....response of 7 July from Keith Morgan:

"Hugh,

There were funding issues with regards to the other improvements – in that we ran out of money last year. This work has been included in the small scale budget for this year and as it has already been designed it should not be too far down the line for this year.

Regards, Keith

New Big Track link west of Clifton Bridge

Work started about 3-4 weeks ago on a new 300 metre off-road stretch of The Big Track route between the existing path under Clifton Bridge and the Grove Farm Playing Fields, i.e. on the river side of Sat Bains restaurant and avoiding the narrow access road to and from the playing fields.

Canal towpath under bridge 13a - Beeston canal – message of 27 June from Peter Briggs to British Waterways:

"At the narrowest point of this towpath (about 18inches wide) there is now a collapse in the hard surface. I am sure I will topple into the canal in the near future as I try to cycle through this narrow part of the pathway when most of it consists of a deep hole.

Can you please investigate and repair as appropriate?
Many thanks, Peter Briggs

deteriorated condition of Grantham Canal towpath surface east of Bassingfield – my message of 10 July to Mike Luxton, Rushcliffe Borough Council:

"Mike

I believe that Rushcliffe Borough Council as well as British Waterways are responsible for funding the maintenance of the Grantham canal towpath which, since its improvement about 10 years ago, has provided a very attractive route for cyclists as well as walkers from Gamston eastwards.

I noticed however recently that the condition of part of this route, covering a straight stretch of about 4-500m just south-east of the bend in the canal east of Bassingfield (i.e. towards Cotgrave), has now become much rougher and has therefore become quite uncomfortable to cycle on. Could this problem please be addressed?

Thanks and best wishes
Hugh

Off-road path barriers (Grantham Canal, Gamston and Sharp Hill subway) – my message of 8 July to Jane Baines, Right of Way Section, Notts. County Council:

"Jane

Very glad to see that the mysterious new barrier which British Waterways erected on the canal towpath near Gamston a few months ago has now been removed! I am sure that that must have been the result of your efforts rather than mine particularly as BW never replied to any of my emails on the subject!

And talking of barriers I wonder if there is yet any more news about the consultation on the type of barrier to be installed in the subway under the A52T at Sharp Hill as part of the arrangement to get the mound of earth removed and the subway open again?

best wishes, Hugh

....her response of 11 July

From: jane.baines@nottsc.gov.uk

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

Sent: Monday, July 11, 2011 12:44 PM

Subject: Re: off-road path barriers - Gamston canal towpath and Sharp Hill subway

Hugh

I am glad the barrier has now gone at Gamston

The underpass is moving slowly. Some soil has been removed to allow pedestrian access until such time as the barrier is installed when the rest will be removed. When we have decided on the type of barrier I will let you know. If you have any suggestions/photos of ones that may be used, please let me have them. Obviously we also have our own ideas. Please remember that this is a footpath, use by cyclists is an act of trespass until such time as the owners either agree to upgrade the path or some other legal order determines legal use by cyclists. It will not be prevented but also not advertised or signed.

Jane

Jane Baines

Area Rights of Way Officer

Countryside Access

Transport Policy & Programmes

Highways

Environment & Resources

Nottinghamshire County Council

Tel 0115 977 4802

Fax 0115 977 2414

....and my comments on her response (11 July):

"Jane

Thanks for your reply.

Glad to hear of some further (slight) progress on removing the blockage in the Sharp Hill subway.

As regards the type of barrier to be used could I stress above all please the need *not* to use barriers of the A-frame type which are very awkward for most cyclists and especially ones with tandems or trailers, let alone people in wheelchairs. K-frame barriers are generally preferable, provided they are not set too tightly so that cyclists (especially those with

panniers) have problems squeezing through. Rather better however are staggered barriers, with a minimum gap of 1200mm which cyclists and wheelchair users can still get past, even if you have to slow right down on approaching them.

For more information I suggest that you look at the very useful information provided in the Engineering Section of the former Cycling England website and still available (archived) at http://web.archive.nationalarchives.gov.uk/20110407094607/dft.gov.uk/cyclingengland/site/wp-content/uploads/2011/01/design_checklist.pdf - see the Cycle Design checklist Section **B.08 Access and Speed Controls**:

We appreciate that several steps are necessary before the subway can be made legally available for cyclists and that this might take some yet, but to have the subway open again as a public footpath will at least be a very welcome first step, giving time for the other necessary legal and technical measures to be given further careful thought and introduced, in coordination with other plans for the spine pedestrian/cycle route through the Sharp Hill development and improved accesses on both sides, etc.
best wishes, Hugh

....and Jane's reply to this (13 July):

"Hugh
I can assure you that A frame barriers will not be used!
Jane
Jane Baines
Area Rights of Way Officer

....my response to Jane Baines of 13 July:

"Jane
Very good, thanks!

Incidentally I always think that the most effective way of discouraging motor bike abuse is to make such facilities as attractive as possible for both walkers and cyclists, so that a high level of usage is encouraged and thereby also a high level of community enforcement, especially if backed by on-site posting of relevant police contact numbers to follow-up complaints of abusers if such abuse persists!
Hugh

....comments of 14 July from Rushcliffe Councillor Rod Jones on proposed barriers in the Sharp Hill subway and Jane Baines' message:

Hugh
Sadly our experience at Sharphill Woods is that high useage by law abiding walkers and cyclists has not had that effect.

This summer, there has been an increase in the level of damage to the habitat, to the gates and to the rights of way, by dirt cyclists, mini motor bikes and teenage reveller fires and rubbish (cans, broken bottles, tents etc). There has been a series of injuries to adults and children this year as a result.

I would support NCC in putting in bull pen and similar barriers as long as they stop motorbikes (including the small unregistered ones) even if they require cyclists to dismount and require us volunteers to manoeuvre equipment awkwardly.

ClIr Rod Jones

Erewash Valley Trail – request for feedback and comments of 7 July from Brian Goss to Peter Briggs and Hugh McClintock

"Hi Hugh & Peter
With regards your call for feedback on EVT on the web:

In general, I think the route is great, good choice of paths away from traffic, good to see the towpaths being widened, hopefully will avoid tension with anglers.

The 'shortcut' signs are a really good idea.

There's a few bits where the route does go alongside major highways, where I suspect parents might appreciate a barrier to stop kids going onto the road.

I appreciate that the aluminium signs are costly & prone to theft, but I think some self-adhesive vinyl signs a la Sustrans / NCNs between the existing alu signs would be a good idea, since at times, you can start to wonder if you're still on the correct route, also sometimes the alu signs are easy to miss from one direction if they're obscured by bus stops & other signage.

Maybe a system of volunteer wardens also a la NCNs would be an idea, to keep an eye on signage etc, I could volunteer

for a section around Beeston or Chilwell.

Distinct lack of signage between Attenborough & Chilwell, presumably due to current issues with the Ferry Cottages. My guess is that the cottage owners are angling for an alternative route to away from their cottages... I noticed that someone (one of the councils?) have installed wheel counter detectors under the path on the Trent towpath just past the Nottingham yacht club in the direction of the ferry cottages, presumably to gauge how many cyclists are using the path & when (never seen these on cycle paths before only on roads, interesting innovation).
Hope this helps, Brian

.....**PS. Other feedback on the EVT would be very welcome please! There is now an item on the Pedals home page to encourage this feedback.**

....**EVT – exchange of messages between Peter Briggs and Steve Fisher, Broxtowe BC:**

From: Fisher, Steve [mailto:Steve.Fisher@broxtowe.gov.uk]

Sent: 13 July 2011 08:44

To: peter.chris.briggs@gmail.com

Cc: Pooley, Andrew; neil.lewis@nottsc.gov.uk; Bexton, Wayne (Environmental Services); Lucie Hoelmer

Subject: FW: Erewash Trail

Hi Peter

Andrew Pooley tells me that you may not have had an adequate response from partners to your email so I will tell you what I know.

Items 1.2.3. I see Lucie Hoelmer has responded as below on behalf of British Waterways and I suspect some of those no cycling signs are just out of date. I know Lucie is actively pursuing funding to extend the path improvements on the Erewash Canal but as you know times are hard.

Item 4 . For what it is worth my view is that I would be very reluctant to encourage installation of signage. I think most people try to appreciate the needs of other users and the worst offenders take little notice of signage other than to destroy it.

Safety items

As a general point all EVT partners have looked at safety from their perspective and are comfortable with the provisions. In most cases the cyclists have been using routes for many years.

Item1. I think it is just possible to push bikes under the road alongside the canal at many of these crossings not absolutely sure about Gallows Inn there may be awkward steps. As you say a crossing would be ideal but extremely unlikely and road widths are tight for cycle lanes. In any case this is an item for Derbyshire County Council to consider.

Item 2. Motorbikes. A big issue with differing views. Some landowners/partners continue to restrict access as far as possible (as demonstrated by your photos) others take the view that Disability Discrimination Act requirements mean that almost unrestricted access must be provided in which case there is a reliance on police to manage things. Ongoing problem with no easy answer, each partner will deal with this issue in different ways.

Shiple Park

Your suggestion of a new route is a matter for Derbyshire County Council.

I hope this is of help and thank you for your positive comments.

Regards Steve

From: Lucie Hoelmer [mailto:Lucie.Hoelmer@britishwaterways.co.uk]

Sent: 12 July 2011 16:17

To: Fisher, Steve; peter.chris.briggs@gmail.com

Cc: Bexton, Wayne (Environmental Services)

Subject: RE: Erewash Trail

Peter

Thank you for your email, I am not sure whether you had a reply from us but just in case you haven't.

BW have no cycling signs on some parts of the canal in Long Eaton due to low headroom road bridges, if people choose to cycle they do so at their own risk but we wouldn't advise this.

We have recently replaced the barrier upstream of Anchor Lane near the Great Northern Basin, however we know that the gate has been damaged at the KFC Restaurant, this is not our land so it may be worth you speaking directly with the restaurant to deal with this issue. The towpath has no potholes in this area and we have handed stone to the path to reduce the muddiness. If investment were brought to this area in the way of partnership funded projects we would consider an appropriate upgrade to facilitate better walking of the towpath in this area.

Thanks for your email
Lucie Hoelmer

From: Fisher, Steve [mailto:Steve.Fisher@broxtowe.gov.uk]
Sent: 27 May 2011 08:51
To: peter.chris.briggs@gmail.com
Cc: Lucie Hoelmer; Bexton, Wayne (Environmental Services)
Subject: FW: Erewash Trail

Hi Peter
Thanks for this. I have copied in appropriate partners for a response.
Regards Steve

From: peter [mailto:peter.chris.briggs@gmail.com]
Sent: 26 May 2011 17:55
To: Fisher, Steve
Cc: ruralridesforall@ridewise.org.uk; Hugh McClintock; andrew@veggies.org.uk
Subject: Erewash Trail

Steve, I am really impressed with what Broxtowe and partners are achieving in relation to the development of linear trails, but may I raise some points that relate to the Erewash trail which I hope might be addressed before its formal opening.

1. The 'A' frames are not set at uniform widths and some are so narrow that it is barely possible to get a cycle and saddle bags through. See two pictures I recently took on the Erewash north of the Nutbrook Trail.
- 2) Secondly as a law abiding citizen I am concerned that British Waterways still has no cycling along some of this route. (See below). I would like to see these signs removed if they no longer apply.
- 3) I am delighted by the new surface up to the Nutbrook Trail and for a little distance onward it is reasonable though as you yourself will know, it can be very muddy near the Great Northern Basin.
- 4) I realise bicycle rides are not always as considerate as they might be, but dogs running out of the undergrowth or simply out of control can cause significant accidents. Would you consider putting up signs to say that dogs should be under close control at all times, as well as the 'two tings' advice for cyclists?

Safety Issues

1. For a family cycling along the tow path it is a bit disconcerting to find you suddenly have to cross the Nottingham Road by the Gallows Inn. It is some distance to the nearest crossing. I doubt if money is available for anew crossing but would you consider a shared foot/cycle path up to the crossing and back the other side?
2. Motor bikes. These are still getting on the Erewash tow path, particularly towards the Northern Basin and at the junction with the Nutbrook. Are all your security gates locked? Have you checked recently for breaches in motorbike security?

A Round route through Shipley Park?

1. I have found a very pleasant round ride can be had by taking the Erewash canal to the junction with Long Lane and cycling past the MFN club up to Hassocks Lane, then a short road cycle before getting to a minor turn to Shipwell Park. Perhaps this might be marked as a circular route. Again it would be useful if a short stretch of the footpath along Hassocks Lane could become a shared foot/cycle path then cyclists would only have to cross Hassocks Lane rather than cycling along it.

I do hope these comments help and I would be very interested in your response which, as a member of Pedals, I will pass on (www.pedals.org.uk)

Best wishes, Peter Briggs
0115 917 4995

....and these comments to Peter Briggs from Lucie Hoelmer, British Waterways:

“This is the response I got from British Waterways to my comments on the trail. It is still far from clear to me who is coordinating the Big Track extension. I happened to talk to a foreman laying the new hard surface on the Erewash canal near the join with the Nutbrook trail. He had just put in another A frame. He showed me the manufacturer's drawings for the A frame which said 'width to be agreed locally' He also said the County Council would be inspecting his work and he had been required to set this A frame at a distance of 600mm. We measured the width of my handlebars and he agreed the width was too narrow to get through and he would mention this to the CC inspector.

What I do not know is this. As well as being set to prevent use by motorbikes is it also the intention to make A frames a sufficient obstacle for cyclists to make them stop and manoeuvre through. If this is the case then they ought to be honest about this and cyclists would know that they should not have expectations about being able to easily negotiate A frames.

From: Lucie Hoelmer [mailto:Lucie.Hoelmer@britishwaterways.co.uk]
Sent: 12 July 2011 16:17
To: Fisher, Steve; peter.chris.briggs@gmail.com
Cc: Bexton, Wayne (Environmental Services)
Subject: RE: Erewash Trail

Peter

Thank you for your email, I am not sure whether you had a reply from us but just in case you haven't.

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We have recently replaced the barrier upstream of Anchor Lane near the Great Northern Basin, however we know that the gate has been damaged at the KFC Restaurant, this is not our land so it may be worth you speaking directly with the restaurant to deal with this issue. The towpath has no potholes in this area and we have handed stone to the path to reduce the muddiness. If investment were brought to this area in the way of partnership funded projects we would consider an appropriate upgrade to facilitate better walking of the towpath in this area.

Thanks for your email
Lucie Hoelmer

problem with 'Pedestrians only' "Bridalway" (!) signs on riverside path (Erewash Valley Trail) near Ferry Cottages, Attenborough - Comments from Neil Lewis, Notts CC, 13 July in response to my message of 12 July to Peter Briggs, copied to Neil et al.

"Dear all

We're taking legal advice on this re: enforcement and removal of the sign. There is also the issue of possible higher rights on the path (i.e. bridleway) to be investigated.

Many thanks, Neil

Neil Lewis

Countryside Access Team Manager

Countryside Access Team

Communities

Nottinghamshire County Council

0115 977 3169

Brook Street Link and Bath Street Access Road - Proposed Traffic Restrictions/Prohibitions and Provisions ; consultation letter TMP 6904 from Neil Harby (City Council) of 29 June:

Passed to Arthur Williams for comment:

....**Arthur's reply of 30 June:**

"I'm going to look at the Brook Street proposal in detail. I was planning to email Neil Harby anyway because the current scheme around that area could have a couple of improvements - 1. the white stop line for the straight ahead cycle lane on the traffic light on Hockley could be put further forward, so that cyclists don't have to start on the uphill section; 2. the drop kerb into Gedling St. is too high (it maybe that this will change if Huntingdon St. is resurfaced).

....**Arthur's initial response to Neil Harby (4 July):**

Hello Neil,

Hugh has passed on to me the consultation for TMP6904. Although the letter is clear about the vehicular traffic movements, I am unsure about restrictions for cycling. Are cyclists restricted to going purely from A (Brook St.) via B and F to E (Bath St.) or will they be able to travel in the opposite direction, too, from E to C? Could you please clarify? Due to other road layouts in the area, I could imagine that E to C would be a useful cycle link.

I have a couple of comments on the current layouts in this area, the photos attached show the details. 1. (photo 744) the white stop line for the straight ahead cycle lane on the traffic light on Hockley could be put further forward, so that cyclists don't have to start on the uphill section, this is only possible for the straight ahead lane - I agree that the ASL needs to be further back to give room for turning traffic; 2. the drop kerb into Gedling St. is too high (maybe that this has been done on purpose, if Huntingdon St. is resurfaced and the tarmac level made higher) - you can see from photo 2 that it is currently higher than a 2p coin - I'd say approx 30 mm.

Otherwise, the whole scheme is looking good and makes useful improvements for cycling through the area. I'll send comments on the Brook St link once I've got your reply.
Regards, Arthur

Formal Consultation TMP 6907 Bar Lane – Consultation Letter of 29 June from Vanda Simmons, City Council:

Comments of 2 July from Andrew Martin:

"Hugh

Perhaps we could have a few minutes at the next meeting to discuss the proposals for this site (and the wider implications for other cycle lanes) before submitting a formal response from Pedals?

Andrew"

New cycle routes in Bestwood – article in Nottm Post of 14 July:

Any comments on this article please? I know no more!

"NEW bike routes, signs and crossings worth £50,000 have been installed to increase the safety of children travelling to and from school.

The cycle paths link up with all primary and secondary schools in Bestwood, including Robin Hood Primary, Henry Whipple Primary and Southglade Junior and Infant schools.

A bike park has also been built at Big Wood School as part of the project.

Councillor Brian Grocock said the cycle routes would make daily school journeys less dangerous.

"There's never been a designated cycle route in Bestwood but now schoolchildren in the area can leave the main road and use the cycle footpaths at main junctions which is obviously much safer for them," he said.

"It's been designed to complement the initiative of cycling and walking to school and it's about making sure we can get the kids to do that while being as safe as possible.

"Now, if children want to use their bikes to get to school they can do so and their parents can have that extra reassurance that they are using specially dedicated routes."

Work to the new cycle routes was funded through Nottingham City Council's Safer Routes To Schools programme.

The cycle paths have been added as an extension of the Hucknall Road cycle route, which is part of the National Cycle Network's Route 6.

The network, being developed by cycling charity Sustrans, will connect London to Keswick, in Cumbria, when fully completed.

As well as marking out the new footpaths, signs have been put up directing cyclists to the various schools in the area.

Matthew Easter, regional director for Sustrans, said the charity supported the city council project.

"This route is a great local link for kids in Bestwood so they can get to and from school on foot or by bike safely, despite the busy roads at key times of the day," he said.

revised access arrangements for Nottm Station Bike Compound: my message of 6 July to Darren Southam, East Midlands Trains:

"Dear Mr. Southam

We have noticed in the last few weeks that the main gates to the Secure Bike Compound at Nottingham Station are now generally closed and that cyclists therefore have to use the much smaller entrance near the bottom of the steps to the Station overbridge and tram stop.

Has this change been made for security reasons or for some other reasons and is it temporary or permanent? In any case it would be useful please to know.

I have noticed already that this makes the compound a bit more awkward to use, especially since you now have to use not only a much narrower access point but also one which is shared by many other station users, on foot, and is also that much close to where taxis are waiting making access and egress that much more difficult.

Another point about these revised arrangements is that there is no signing to indicate that this is now the main access point to the compound, whereas previously at the wider entrance there are at least a couple of sign, if relatively small and easily missed. If this is a permanent change it surely needs to be made much more obvious, as part of general measures within the station and in its vicinity, to help publicise and promote more widely the existence of the compound and just how to get to it, easily and safely.

best wishes
Hugh McClintock
for Pedals

.....and his reply (6 July):

"Dear Mr McClintock,

Thank you for your email expressing your concerns with regards to main cycle hub gate located on Station St.

The reason for this closure is due to an increase in cycle thefts in this area and it was felt at the time to assist in reducing the amount of thefts the closure of the main gates was the best option for a trial period, however during this period it has been noticed that at certain parts of the day mainly the peak commuter times this indeed causes, at times, a build of traffic within the entrance/exit to Station Street.

Therefore, due to the above reason I have decided again as a trail period to open the main gates during peak times only, this will be between 0630 and 0900 hours and 1600 and 1830 hours.

I also take on board your comments with regards to displaying posters for entrance/exit, and I will shortly be placing a notice on the main gate advising users of this area to enter/exit through the side gate in the event of the main gate being closed.

Additionally, I am meeting with British Transport Police next week to discuss the rising number of thefts within the station area and will be looking for joint initiatives to combats these thefts.

I hope you understand the reasoning behind the closure of the gates and support us in our efforts to combat these thefts.

Kind Regards,
Darren Southam
Customer Service Manager
East Midlands Trains
Nottingham
Tel: 0782 7085076
Fax: 0115 9576118

possible arrangements for carrying bikes on the NET extension lines – my message of 24 June to Cllr. Jane Urquhart, Transport Portfolio Holder, Nottm City Council:

"Jane

At yesterday's GNTP Cycle Forum I was again asked (in this case by Ian Cohen, a Ridewise Director) what if any consideration was being given in the NET extension plans for allowing the carriage of bikes, at least in the off-peak period and subject to some restrictions on numbers, etc.

I recall that I had raised this with you once before, some months ago, not long after the final go ahead for the NET extension lines but do not recall having had a reply. Is this indeed being investigated please and, if so, with what result?
best wishes, Hugh"

proposed cycle path alongside the NET extension between Wilford Lane and Ruddington Lane: my message of 3 July to Paul Hillier, Notts County Council:

"Paul

While of course very much aware of the County Council's completely revised stance vis a vis the NET extension lines in the last few years we also know that the County Council as Local Highway Authority is still very much involved in final decisions on the new route alignments and, in view of this, were wondering whether there has recently been any consideration of the idea put forward by Pedals about ten years ago when detailed planning started on the extension lines, for extending the cycle path alongside the Clifton extension line (between Coronation Avenue, Wilford and Wilford

Lane) to Ruddington Lane (to connect with the existing shared path to Ruddington)? This was discussed and agreed in principle as well worth pursuing at a meeting which I had with Steve Calvert and Chris Charnley in March 2003, I recall. best wishes
Hugh

....comments of 6 July from Chris Deas, NET Phase 2 Project Director and my response to him:

From: [Chris Deas](#)

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

Sent: Wednesday, July 06, 2011 1:18 PM

Subject: RE: proposed cycle path alongside the NET extension between Wilford Lane and Ruddington Lane [Scanned]

Hugh

We haven't designed a cycle path along this section. We have some sections that are footways where we connect tram stops into adjacent housing/footpaths and there will be an unsurfaced path for 'local amenity' along the remainder. We have however designed the tram alignment to ensure there is space to upgrade the existing facility if a cycle track is sought through the LTP or other plans.

Regards, Chris

"Chris

Thanks for your response. It will be very useful if, via LTP or other funding, there was scope to include this cycle path along the NET route as an integral part of the development of this extension route.

It would fill in the gap between the existing Coronation Avenue (Wilford) to Wilford Lane shared path (completed 2-3 years ago, alongside the former railway alignment on which this section of the NET will now run), and the one alongside Ruddington Lane, from just where the NET route to Clifton crosses under this road by the South Nottingham Industrial Estate, through to Ruddington, as well as complementing the many other existing cycle paths or shared paths in the Compton Acres, Gresham Park and Wilford areas.

I would be happy to discuss this further, at a suitable opportunity, with you and other interested parties, if that would help. best wishes, Hugh

....comments on this from Gary Smerdon-White (7 July):

"Hi

I'd suggest that at the very least this should be considered for inclusion on Keith's Strategic Cycle Network map which should go with the next Cycling Action Plan. If the Cycling Development Group then feels it is an important cycling 'connector' it would then be a visible 'future scheme' and considered within any LTP and transport scheme or when developer opportunities (106 etc) arise

Gary

...comments of 7 July on this from Mitch Stevens to Steve Hunt, Notts. County Council:

To: steve.hunt@nottinghamcity.gov.uk

From: Mitchel Stevens/en/nottscc

Date: 08/07/2011 10:36AM

cc: keith.morgan@nottinghamcity.gov.uk, chris.carter@nottinghamcity.gov.uk,

garysmerdon-white@supanet.com, Hugh.McClintock@ntlworld.com,

paul.hillier@nottscc.gov.uk, Chris Charnley/en/nottscc@nottscc

Subject: Fw: RE: proposed cycle path alongside the NET extension between Wilford Lane and Ruddington Lane

Hi Steve

Regarding the cycle paths along the Clifton route. I can add that, in advance of the tram works, we are proposing to sign the section between Coronation Avenue and Wilford Lane as a cycle route; funded through the NCoC LTP programme.

As part of the tram project, a pedestrian footpath is proposed along the section south of Wilford Lane through to Farnborough Road. Reading Chris Deas' comments, and that no comments regarding this were received during the informal review of the GA drawings, I'm assuming that this is something that's been discussed in the past.

Regards, Mitch Stevens

Principal Project Manager

Highway Management

Environment and Resources

Nottinghamshire County Council

Tel 0115 977 2239

Mob 07590 281714

....my response of 11 July to Mitch Stevens:

"Mitch

Glad to know that the cycle path alongside the Clifton tram route, between Coronation Avenue (Wilford) and Wilford Lane will at last be signed, in advance of the tram works (and several years after the path was completed!).

I see that you refer also to "a pedestrian footpath" alongside the section south of Wilford Lane through to Farnborough Road but not to a 'cycle path' or 'shared path' despite this proposal from Pedals being agreed in principle at the meeting I had back in March 2003 with Chris Charnley and Steve Calvert. As agreed then, a shared path on this stretch would complement the existing shared paths north of Wilford Lane and from the south of the Nottingham South Industrial Estate and Landmere Lane (in the vicinity of the future Ruddington Lane tram stop) through to Ruddington, as well as complementing other important local routes in the Wilford and Compton Acres / Gresham Park areas.

There is already an informal path used both by cyclists and walkers on the former railway south of Wilford Lane through to the north (i.e. bottom) end of the Industrial Estate and this is very well used, particularly to the south of the east-west cycle path between Ruddington Lane and Compton Acres (Local Centre). This informal usage, despite the present substandard nature of the path, clearly indicates the potential demand for a good route on this alignment, which would no doubt be even more popular if developed to a better standard surface, with adequate width for cyclists and pedestrians to share safely. No doubt cyclists would still use it even if it was officially only a pedestrian route because it is clearly on an obvious desire line!

Continuing the shared path alongside the tram under the A52T from Landmere Lane (Ruddington Lane junction) to Farnborough Road (Clifton), would also be very useful, especially since the other links under the A52T in the Compton Acres - Silverdale area though useful are somewhat substandard, comprising rather narrow subways with awkward accesses where cyclists are required to dismount.

The advent of the tram therefore provides a very useful opportunity to improve the cycle network in this area, as an integral part of this major project, as well as facilitating safe and convenient cycle access to and from tram stops.
best wishes, Hugh

Elms Park shared path (Ruddington) - some first impressions: my message of 4 July to Tom Pettit, Rushcliffe Borough Council:

"Tom

I rode on the new Elms Park shared path for the first time yesterday when returning from the Rushcliffe4Health event at Rushcliffe Country Park and in general was impressed with this very welcome new facility. I do however have a couple of comments:-

1. I recall that the drawings you sent me some months ago showed that shared path signs would be included but see that these have not yet appeared. Are they soon due to be installed please? In any case they are very important for making clear both to pedestrians and cyclists the shared status of the path. It would also be helpful to provide signs to the new route from Kirk Lane.
 2. I notice that the barriers are all painted black which could make them quite hard to see after dark, and especially for any path users with a visual impairment. Are there any plans to apply yellow or white reflective stickers to make them more conspicuous please?
- best wishes, Hugh,
for Pedals

9. Pedals website

The domain pedals.org.uk (pedals) is about to exceed its bandwidth limit (8225.80/10240.00 Megs): message of 3 July from Larry Neylon, Pedals Webmaster

From: "Larry Neylon" <lneylon@ntlworld.com>

To: "ext Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>; <andrew@veggies.org.uk>; <abiandsus@googlemail.com>; <arthur.williams@nottingham.ac.uk>; <lneylon@ntlworld.com>; <peter.chris.briggs@gmail.com>; <peter.elderton@live.co.uk>; <peterozz@hotmail.co.uk>

Sent: Sunday, July 03, 2011 10:13 PM

Subject: FW: The domain pedals.org.uk (pedals) is about to exceed its bandwidth limit (8225.80/10240.00 Megs)

- > Hi all,
- > We're having issues in that the Pedals website has hit 90% capacity on the
- > amount of storage we can use and over 80% of the allowed bandwidth.
- >
- > This is a consequence of having so many documents and images hosted on our
- > site and now having quite large numbers of visitors using the site.
- >
- > Our choices are to either buy a larger hosting package and continue as we
- > are, or perform some cleanup of old document and images (old minutes, etc)

> and to have a think and look at what we are publishing on the site, i.e. are
> we duplicating content published elsewhere that we can link to?
>
> I can keep a handle on this for a while longer, but it's something we'll
> need to address at some point.
> Regards, Larry.

"Larry

This will need some careful thought so I suggest that we leave a decision please until we have had a chance to discuss it at the next Pedals meeting on Monday 18th.

Thanks, Hugh

Pedals website revisions: need for a more systematic approach

Whatever we decide on the above matter we do need a more systematic approach to keeping the website up to date and removing redundant items, I suggest.

For example, early last year we decided to have a 'Current Campaigns' page and to put on it good and less good examples of cycle parking at shops and health centres, to help promote better practice. Since then I know there have been improvements at some of the sites shown (e.g. by the front entrance to the QMC) but we have not ensured that the images are then updated accordingly.

Some sections get much more updating than others, e.g. I am aware that there has been very little updating of the 'Cycling to Schools' pages since we first set them up about 4-5 years ago!

How we can do this more systematically?

FAQs section on Pedals website – more questions needed please! –“

At the Pedals AGM in March it was agreed that it would be a good idea to have an FAQs section on the Pedals website to help us deal with some of the more common questions which come in via the Contact Pedals email address.

This page was then set up by our Webmaster, Larry Neylon, at <http://www.pedals.org.uk/fag> and I put in 3 FAQs to get it going, along with a request in the recent newsletter for more suggestions. However, no more suggestions have in fact been made. I am therefore renewing this appeal please!

Message of 7 July from Brian Goss suggesting possible links to Pedals website for new Freight Transport Association Cycling Code.

"Hi Hugh / Peter,

of possible interest to pedals folk:

<http://www.constructionenquirer.com/2011/07/06/crossrail-drivers-sent-to-school-to-save-cyclists/>

the Freight Transport Association code of conduct looks useful, especially the annexes, maybe the annexes could be reproduced with permission on the pedals website?

http://www.fta.co.uk/export/sites/fta/galleries/downloads/cycling/fta_cycling_code.pdf

cheers, Brian

10. Miscellaneous items

Unibus - new contracts with Premiere Travel and cycle carriage – message of 14 July from Dave Holladay, CTC:

"Through my CPT contact, who back in the past was part of the team delivering the Devon Bike Bus, I've learned that Unibus vehicles all have a bike rack fitted. No indications on the websites, no protocol for use and not really any indication on several issues we identified in the projects that began in 1996.

Anyone in this august list have any experience of using this system?

As a lead-up for **European Mobility Week** in September I'd also like to get a UK or region wide bus/tram policy on bikes which are folded **OR DISMANTLED** to be carried on to the bus/tram as luggage. My thoughts are to have this delivered as a facility at all times with the only exception being when large items of luggage may also be refused due to the vehicle being operated with passenger numbers such that the standing capacity is required.

This aligns with the conditions for use of National Express and other long distance coach services, and I gather this also works for Trent Barton's coaches on the Derby and Chesterfield Express routes.

The other condition which may be required is that the folded or dismantled bike should be transported in a way which prevents any soiling, or damage to the bus or any passenger or items on board – in most cases a light slip on cover, or a design of bike like the Brompton which encloses the dirty parts within the package.

Pictures and reports on Unibus welcomed and it may offer a small news piece for CTC/Road CC/Bike Biz

A small pilot for taking bikes inside some of the late night and other lightly used services out from Nottingham might also be considered. Perhaps by inviting a small group of likely users to register and test the option – cyclists would have a card which can be displayed as the bus approaches to show they have registered and been briefed on the conditions. Drivers should be able to see this as the bus approaches and know that the cyclist will be aware of the required protocol. A 'cycle ticket' entry on the ticket machine can record use. Optare Solos are ideal for this (NCT has a large number) and are used successfully and officially to carry cycles in other parts of the UK

Dave Holladay
Transportation Management Solutions
working with
CTC the UK's National Cyclists' Organisation
Parklands
Guildford
GU2 9JX

Direct phone contacts 07 710 535 404 (diverts to 0141 332 4733 if no answer)
CTC Switchboard 0844 736 8450
Website www.ctc.org.uk
Alternative e-mail tramsol@aol.com

Bike week tales for website, Twitter and Facebook; message of 22 June from Jayne Rogers to Cyclenation local groups:

"Dear All

Just to let you know we now have a [facebook](#) group you can sign up and contribute to as well as twitter - [@cyclenationUK](#) for short sharp stories and updates and don't forget the [forum](#)

What we really want are your bike week stories and successes, tell us about what you've done in your local area and how many bikes you fixed, what rides did you go on? any bike breakfasts?

Look forward to hearing from you so we can let the other groups know what you've all being doing for promoting cycling in bike week.

Thanks, Jayne

PS. Circulation of Cyclenation and Cyclenation Forum emails:

I still get these Cyclenation emails and usually do not send them on to other Pedals people unless there is a particular reason. If however, there is anyone who would like to receive them regularly please let me know and I will then forward them.

American 'Oscar' for city duo's dazzling cycle helmet design - story in 7 July Nottingham Post featuring James Elderton son of Pete Elderton!

"It was only one day later that I realised that one of the 'two young Nottingham-based businessmen' featured in this story about a dazzling new cycling helmet is in fact the son of Pedals Membership Secretary, Pete Elderton!

See <http://www.thisisnottingham.co.uk/American-Oscar-city-duo-s-dazzling-cycle-helmet/story-12883696-detail/story.html> and many congratulations to both of them!

11. Any other business