

**HMCC BACKGROUND NOTES TO SUPPLEMENT THE AGENDA FOR THE PEDALS MEETING AGENDA ON MONDAY 20 JUNE 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 20 June 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 Andy Gibbons, City Council Public Transport Team Leader; on Proposed Trial - Citycard Cycle Hire and Storage Scheme (and, if time permits, how to discourage bus drivers from abusing ASLs)
3. Minutes of the previous Pedals Meeting (15 May) and matters arising / update
4. Rural Rides for All Promotion update.
5. Report on recent meetings by people who have attended on behalf of Pedals.
6. Finance and Membership (Chris Gardner and Pete Elderton to report)
7. Forthcoming events / meetings
  - Pedals meetings
  - Other meetings / events
8. Forthcoming Pedals stall invitations, arrangements and appeals for volunteers, and ways of improving coordination with Ridewise over stall invitations..
9. Cycle facility and traffic management matters
10. Miscellaneous items
11. Any other business

## **BACKGROUND NOTES**

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

Apologies for absence from Peter Osborne – Arthur Williams has kindly offered to take the minutes.

### **2. Discussion with Andy Gibbons, City Council Public Transport Team Leader; on Proposed Trial - Citycard Cycle Hire and Storage Scheme (and, if time permits, how to discourage bus drivers from abusing ASLs) (up to 30 minutes)**

**NB message of 27 May from his colleague, Ian Combellack, re contacts in bus operators for reporting incidents of ASL abuse.**

"Hi Hugh,

Andy has asked me to send the email contacts for some of the smaller bus operators, which I have attached below.

Yourbus – [stephen.bryce@rotala.co.uk](mailto:stephen.bryce@rotala.co.uk)  
Stagecoach – [dave.skepper@stagecoachbus.com](mailto:dave.skepper@stagecoachbus.com)  
Veolia – [david.wood@veolia-transport.co.uk](mailto:david.wood@veolia-transport.co.uk)  
Doyles – [mervyn.sanders@doylescoaches.co.uk](mailto:mervyn.sanders@doylescoaches.co.uk)  
Premiere – [jswift@premiere-travel.co.uk](mailto:jswift@premiere-travel.co.uk)  
NHS – Medilink – [clive.young@nuh.nhs.uk](mailto:clive.young@nuh.nhs.uk)  
City Council Social Services – [peter.hatfield@nottinghamcity.gov.uk](mailto:peter.hatfield@nottinghamcity.gov.uk)

If you need anymore info, please do not hesitate to contact me.

Thanks  
Ian Combellack  
Nottingham City Council  
Public Transport Team  
4th Floor Loxley House  
Station Street  
Nottingham. NG2 3NG.  
T: 0115 876 4673  
M: 07507 650685

## **Minutes of the Pedals Meeting held on 16 May 2011 at The Globe PH (taken by Arthur Williams)**

**Present:** Hugh McClintock, David Clark, Liz Kirk, Susan Young, Andrew Househam, David Miller, Chris Gardner, Arthur Williams, Andrew Martin, David Easley, Julian Bentley, Peter Elderton, David Earnshaw, Roland Backhouse, Hilary Backhouse.

**Apologies** were received from: Roy Wilson, Peter Osborne.

**Matters Arising** from the minutes of 18<sup>th</sup> April, 2011.

a) GNBR – request for “history case studies”: Dave Miller offered, as he has done every one of the rides since it has been from Holme Pierrepont.

b) Musters Road (West Bridgford) Cycle Lane Removal:

There was a discussion as to what the focus of a campaign should be. It seems clear that the decision was made against the advice of council officers.

Hugh is hoping to meet Co. Richard Jackson within the next few days.

Karina Wells has offered support from W Bridgford Green Streets. Nottingham Post are also interested in the story.

Advice from Roger Geffen (CTC Policy and Campaigns Manager) is that we need to complain within 3 months of the decision.

Hugh agreed to check the date of the decision and put in a formal complaint as soon as possible. Peter Elderton offered, if necessary to make a Freedom of Information request for background of the decision.

Two suggestions were put forward – 1. An online petition asking for re-instatement and/or changes to make the junction safer for cyclists; 2. A standard letter for campaigners to sign and send to their councillors. Hugh to action both of these.

### **Membership Update:**

Peter Elderton reported that 14 members addresses were still not known. 91 requests for renewal have been sent and 15 returned; current membership is 239; 4 new members have joined and 2 moved away.

### **Finance Issues:**

Chris Gardner reported that there are still a significant number of people paying into the old Lloyds TSB account, and a few people are paying into both.

Andrew Martin suggested that the option of paying by telephone or internet bank transfer should be given on the internet alongside the Paypal option, as this is free to Pedals.

Chris will discuss with Peter Briggs the arrangements for paying invoices for the Rural Rides for All project, which has a separate bank account.

### **Rural Rides for All:**

There will be a meeting with volunteer leaders on 24<sup>th</sup> May. Helen McCullen is willing to come to a future Pedals meeting to update on progress. (now confirmed for 18 July)

Peter Briggs is planning to attend a seminar in Northumberland relevant to the project.

**Reports from other Meetings:**

Andrew Martin and Susan Young reported back from a meeting to review the Ucycle Project. They noted the good take up of loan bikes, but lack of progress on long-term improvements; there are still examples of poor facilities that exist on the Nottingham University Campuses.

Notes from the Cycling Development Group have been circulated; for the next meeting on 17<sup>th</sup> June, Hugh and Arthur will attend.

Hugh has arranged a meeting with Keith Morgan to discuss the Pedals wish list – Susan Young will also attend. An example of an issue to raise is signing in Wollaton Park.

Stall at West Bridgford Summer Gathering went well. A video of the event has been made and is due to go on Youtube.

Chris Gardner helped run a Dr Bike session at a local primary school in Bunny. They checked 24 bikes in 2 hours and the event went well.

**Future Pedals Meetings:**

Hugh will write to Andy Gibbons at the City Council to invite him to come to the June meeting to discuss the proposed scheme for Cycle Park & Ride Hubs.

It was agreed that it would be good to invite some people, such as Helen McCullen, for brief updates.

Another main speaker suggestion was Co. Richard Jackson of the County Council.

**Forthcoming Events:**

Big Wheel are organizing the annual Cycle Forum (without Cyclists Breakfast) on Thursday 23<sup>rd</sup> June. Attendance will be by invitation only.

Forthcoming weekend meeting (Building Cycling Cultures Conference, 4-5 June) in Leicester with international speakers: Hugh may be able to attend on the Sunday.

Green Festival, Sunday 22<sup>nd</sup> May. Andrew Martin will be available all day; Arthur in the morning; Hugh in the afternoon.

Hemlock Happening, Sat. 11<sup>th</sup> June; Launch of the Erewash Trail: Dave Clark is willing to take the stall; Hugh has agreed to lead a ride and would appreciate additional help. (Terry Scott and Andy Wickham have now offered to help)

We have an invitation to an event at Stonebridge City Farm on 24<sup>th</sup> July. This is to be discussed at next meeting.

For stalls, it was agreed to use a receipt book for sales; to leave a float of £15 and to pass the remainder to Susan for banking.

**Cycle facility and other traffic management matters**

a) Erewash Trail: Peter Briggs has cycled this and recorded various problems, including barrier frames that are too narrow. He will pass on his list to Broxtowe Council.

b) Colwick Flood Alleviation Scheme: Environment Agency cuts have resulted in dropping the idea to complete the riverside route from Colwick Park through to Netherfield Lagoons. Arthur agreed to find out who are the local councillors for this ward – WJ Clarke, Barbara Miller, Meredith Lawrence (all Labour). Hugh to raise this issue at the next CDG meeting.

c) Attenborough Nature Reserve/Ferry Farm: Part of the riverside cycle route is now labelled as a footpath only, because of a legal dispute with the nearby landowner. Hugh will send Steve Jones's contact details at Notts CC to Andrew Martin for him to follow up asap before he retires on 24 May.

d) Beeston Square: Promised cycle parking has not materialised; signs are unclear. Peter Briggs agreed to take this up with John Delaney at Broxtowe Borough Council.

e) Bulwell/Basford: Off-road paths, such as Lean Valley are not suitable for night riding or during wet/snow/icy weather. It is therefore important that facilities on Vernon Road remain cycle friendly. Agreed to raise at CDG.

f) Station Bike Compound: Hugh has received a report of another stolen bike. The City Council are now looking at Smart Card access for part of the compound to be installed later in 2011, despite initial opposition to this idea.

**Pedals Website**: Hugh appealed for members to send in photos for the website, and also to visit the website and send comments to Larry. It was important that we all kept an eye on it to help keep it up to date, as redundant items could easily be forgotten and, if left, would then give a poor impression of Pedals and our ability to stay 'on the ball'!

The meeting closed at 10.00 pm.

### **Update on matters arising from the minutes of the 16 May meeting:**

#### **Great Notts Bike Ride (GNBR history feature, and feedback):**

The Nottingham Post should this Friday be running an article on the history of the Great Notts Bike Ride, including Pedals involvement in the early years, and I have been asked to supply some information for a timeline to go with this feature.

General feedback on how the Ride went, under the new Perfect Motion / Pennine Events management, would also be very welcome, please!

#### **changes to the layout of the Melton Road / Musters Road junction (West Bridgford) – serious road safety implications –**

**We need to review carefully just where we have got to with this campaign and our next steps with particular reference to:-**

- The online petition set up after the last meeting and which had got 114 signatures by 16 June. How much longer should we keep it up for and when should we submit it to the County Council?
- My site meeting with Cllr. Richard Jackson on 6 June, at which he appeared to listen to the detailed points which Karina Wells and I both made, and the need for some kind of review of the scheme, "once it had settled down", though whether or not anything will in fact come of this is not yet clear.
- Our Freedom of Information request to Tim Gregory, Corporate Director of Environment and Regeneration, asking a series of detailed and probing questions about how the decision was taken, and how far it is at least very unusual in clearly ignoring officers' advice. (The response arrived on 16 June and Pete Elderton will digest it carefully before Monday's meeting).
- My letter to Ken Clarke MP (so far without reply!) asking for his opinion on the issue particularly with regard to the legal implications of County Councillors' ignoring clear legal advice on the road safety issues.
- The results of my soundings on this with Roger Geffen, CTC National Policy and Campaigns Manager (see below), who thinks that we may well have a good case for Judicial Review of the decision. I am still awaiting his further advice on this, including the financial implications if we do go down this path.
- What further media coverage we want to try to get, e.g. when we hand in the petition, to follow up the recent further publicity from BBC Radio Nottingham and the Post (see below).

**Nottm Post article of 30 May:**

"<http://www.thisisnottingham.co.uk/news/Online-petition-cycle-lane-removals-growing-popularity/article-3606986-detail/article.html>

**...my message of 6 June to Roger Geffen, CTC Policy and Campaigns Manager:**

"Roger

Following our further discussion on the latest position on campaigning on this issue when we met at the Building Cycling Cultures conference in Leicester, you might be interested to see this latest exchange of emails, between Cllr. Richard Jackson (Cabinet Member for Transport and Highways at Notts CC) and Julian Bentley, who is a Ridewise instructor as well as Pedals activist.

One of the points made by Cllr. Jackson in this message is that they felt under no obligation to consult Pedals in this case and I would be glad for your further advice on just when consultation is required with regard to such highway changes. Pedals was very much consulted by the County Council when the cycle lanes and ASLs at this junction were proposed, in 2005, so logically we think that we should have also been consulted about any proposal to remove them and particularly in view of the fact that the 26 January Officers' Report on this proposal, which we obtained a few weeks ago, made quite explicit the officers' warning that strong opposition from Pedals was likely if the proposed removal of the cycle lanes went ahead.

Karina Wells, David Litchfield and I met Cllr. Jackson on site earlier this morning for about 20-25 minutes and he seemed at least willing to listen to all our detailed points about the implications of the reinstated two general traffic lanes, although he did not in the end have time to take up my challenge to borrow a bike and ride through to experience directly the impact of these changes on cyclists. I did however twice mention that I was willing to arrange this on another occasion when he had more time! We will see whether or not he does eventually take up this invitation, which I rather doubt, but at least he seemed to accept the need for some kind of review of how the latest changes were working. If that does indeed materialise we will of course press for Pedals to be much involved in the review.

During our site visit we very much emphasised the adverse implications for road safety in general, as well as the specific disadvantages for cyclists and our complete opposition to the view he had earlier expressed that there was no difference in the relative safety of the before and after layouts.

As I mentioned to you we are continuing to campaign on several different fronts, including an online petition and via the local media, as well as our Freedom of Information Act request to Tim Gregory, Corporate Director of Environment and Regeneration asking for specific answers to a series of detailed questions about the decision, including the date it was taken. We have been promised a reply by 23rd June and I will keep you informed about the outcome and our views about the adequacy of the replies.

Meanwhile, we would be grateful please for more information on your suggestion that there may well be a case for pressing for a Judicial Review of the decision and your broader national CTC experience of taking such a step. What would the implications of this be, including financial, and just what would be the best way to go about it getting such a Review? It would be very helpful please to have your further advice on this, and also the issue about the legal requirement for consultation, before the next Pedals meeting on Monday 20th June, when we will be doing a careful and comprehensive stock take of our various campaigning efforts so far on this issue, and then deciding on our next steps.

best wishes

Hugh

**20 May Meeting with Keith Morgan of the City Council to discuss their response to the Pedals comprehensive wish list for Nottingham**

Susan Young and I had a useful meeting with Keith

**Improving City centre cycle signing - brief report on discussion at the last Pedals monthly meeting - my message of 4 May to Chris Carter, City Council Transport Strategy Team Leader.**

To be raised at next Cycling Development Group meeting, on 17 June

**Wilford-Clifton "cycling commuter corridor" improvements: message of 24 May from Graham Lansdell and my response:**

From: "Graham Lansdell" <[grahamlansdell@hotmail.com](mailto:grahamlansdell@hotmail.com)>

To: "Andrew Martin" <[anim\\_al67@yahoo.co.uk](mailto:anim_al67@yahoo.co.uk)>; <[hugh.mcclintock@ntlworld.com](mailto:hugh.mcclintock@ntlworld.com)>

Sent: Tuesday, May 24, 2011 1:16 PM

Subject: Clifton-Wilford cycling corridor

> Dear Andrew and Hugh

> The latest Pedals Newsletter says that "Pedals was consulted on these  
> plans which include improved cycle facilities at the junction of Main Road  
> Wilford and Wilford Lane." On my map, the 4-way junction is Main Road,  
> Wilford Lane, Ruddington Lane and Clifton Lane, working clockwise round  
> the junction, and I will use these names in the following query.

>

> I have a problem with the new layout. Please advise on how to ride from  
> Wilford Bridge to Trent University's Clifton Campus via the above named  
> junction - i.e., how to turn right from Main Road onto the north side cycle  
> path of Clifton Lane.  
>  
> Before the latest changes, cyclists could turn right just prior to the  
> traffic lights stop line, to enter the marked segregated cycle  
> path/footway on the north side of Clifton Lane. I now note that there is  
> no longer any indication that cyclists can ride on the footway at this  
> point. Only west of the Clifton Lane carriageway stop line does the cycle  
> track marking start. As far as I can see, the only legitimate manoeuvre  
> is to turn right with the motor traffic out of Main Road into the  
> carriageway of Clifton Lane, then leave the carriageway onto the Clifton  
> Lane south side footway/cycle path, before crossing both halves of the  
> Clifton Lane carriageway to reach the north side cycle/footway and then  
> proceed westwards across the front of the Harvester Restaurant/Pub.  
> This is much less commodious than the previous arrangements.  
>  
> If the plans do indeed include "improved cycle facilities", please outline  
> what they are. If it would be easiest to do this via a site visit, I  
> would be happy to meet either of you on site, or whoever within Pedals  
> dealt with the Council's consultation, so that the improvements can be  
> explained to me.  
> Yours sincerely, Graham Lansdell

**...and my response:**

""Graham  
Thanks for this and good to hear from you again.

I very much agree with you on the particular point about right turns from  
Main Road towards Clifton Bridge and have already pointed this out to Keith  
Morgan of the City Council and asked him to amend the markings to facilitate  
this.

The main improvements are in the much smoother crossings of the cycle path  
on the north side of Clifton Lane, between Main Road and Clifton Bridge, and  
the ASL and some aspects of the cycle lanes on the other side (though these  
also have some problems, as I have also mentioned to Keith). Hopefully there  
should sometime soon to be 'review ride meeting' to look at these problems  
with Keith, as we have done with their other 'commuter cycling corridor'  
improvements. There are also various signing issues to take up.

I will keep you posted about this.  
best wishes  
Hugh

**Trowell Road cycle lanes issue and link to the Safe Routes to School scheme; message of 7 June from Keith Morgan and my comments in forwarding it to David Easley and Susan Young, and Angie Gilbert:**

"David  
Susan  
Angie  
You might like to send any comments on this directly to Keith, with a copy to me as well.

If the funding came from the Sustrans Safe Routes to Schools scheme it might be useful to contact them directly to  
discuss the concerns about the impact on the cycle lanes and cyclists passing through the crossing. I am copying this  
response to Paul Osborne from their SRS team as well as Matt Easter, Sustrans Regional Manager for the East Midlands.  
best wishes, Hugh

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

**From:** [Keith Morgan](#)  
**To:** [Hugh McClintock \(Dell\)](#)  
**Cc:** [David Easley](#) ; [Susan Young](#)  
**Sent:** Tuesday, June 07, 2011 2:25 PM  
**Subject:** RE: Trowell Road cycle lanes issue

Hugh,  
I have been waiting for something in writing from the engineers, but it has not as yet. I have however spoken to everyone  
involved.

The scheme was put in as part of a 'Safer Routes to School' proposal. Apparently the school in question has a number of blind children, so one of the main concerns at this site was the width of the road and the need to reduce the length of time the children were crossing the road.

The scheme was also audited by Sustrans and they provided around 50% of the schemes funding.

However I believe that everyone involved can see that the issue created with the Trowel Road cycle lanes is extremely valid. There does not however appear to be a cheap and easy solution to changing the crossing. Whilst this is unfortunate, I believe that lessons have been learned from this scheme to ensure that it will not happen again. I have already provided comments with regards to a scheme on Hucknall Lane to ensure that the same mistakes are not made in this location.

Thanks, Keith

**From:** Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]  
**Sent:** 06 June 2011 12:44  
**To:** Keith Morgan  
**Cc:** Peter Osborne; Andrew Martin; Gary Smerdon-White; David Easley; Susan Young  
**Subject:** Trowell Road cycle lanes issue [UNSCANNED]

Keith

Have you yet been able to make any progress in discussing with your colleagues the issues about the Trowell Road cycle lanes which we, with David Easley and Susan Young, discussed on site in March?  
best wishes, Hugh

**....comments of 13 June from David Easley on Keith Morgan's message:**

"Keith,

Thank you for the update.

It's interesting to know that the school has a number of blind and partially sighted children. However, I don't understand why this is seen as a special reason to narrow the road at the crossing. In my experience blind people do not have significant mobility issues. I feel certain that any reduction in risk for the people using the crossing has been more than outweighed by the increase in risk for cyclists (due to having to move out into the flow of motor traffic, having temporarily lost the cycle lane to the build-outs). Particularly so when you bear in mind that the crossing is almost never used, while many cyclists negotiate this hazard every day.

But the main reason why this is of interest is because it casts the decision to encourage cyclists to divert onto the pavement in a whole new light. Did the people who planned the pavement diversion know about the presence of blind people waiting to use the crossing? If so, I'm astonished that they would subject these particularly vulnerable pedestrians to the risk of collision with cyclists.

Regards, David Easley

**...further messages on this from Keith Morgan (14 June):**

"David,

I will forward your email to those involved in the design and have a further discussion with them.

We are also discussing the design with Sustrans so I will let you know the findings of these discussions as well.

Regards, Keith"

**...and this:**

"Dear All,

First can I apologise it is deaf children rather than blind.

I have met and discussed the scheme with a variety of colleagues this morning. A few suggestions have been put forward. The existing scheme and the suggested improvements are to be put through a Safety Audit to assess their impact for both cyclists, crossing users and motor traffic.

As soon as I have the results of the Audit, I will be in touch.

Regards, Keith"

**...response of 15 June from David Easley to Keith Morgan:**

"Keith,

Thank you for the correction. Would I be correct to think that deaf crossing users would not normally be considered an additional reason for narrowing the road?

Regarding the decision to invite cyclists to divert onto the pavement -- I'm no less perplexed now that I know the vulnerable children are deaf rather than blind. I imagine cyclists appearing suddenly from behind them could be alarming.

Thank you for letting us know about the forthcoming safety audit. Do please keep us in touch.

Regards, David

**Wollaton Road Cycle Parking – message of 8 June from Angie Gilbert, and with comments from David Easley:**

“Hello Hugh,

I thought you and fellow Pedals members might be interested in the attached letter from Keith Morgan in reply to mine, copy attached, which is self explanatory.

Although I appreciate that the initiative is well intended, my initial reaction was that this is a complete waste of money and resources, initiated by individuals who do not commute by bicycle, have not thought it through, and did not contact Pedals for comments.

There are plenty of places where a cycle shelter would be useful and in my own territory this would include Wollaton Park, University Park Lake, Nottingham Tennis Centre, Bramcote Lane shops, Attenborough Nature Reserve and so on. Beeston Bus Station, Beeston Station - there are lots of places where commuters would benefit from covered cycle parking.

Cycling to a bus or railway station makes sense but taking Wollaton Road as an example, in a suburban scenario I cannot imagine why someone would want to cycle part way to work, leave the bike at the side of the road, and then catch a bus for the remainder of the journey. One would surely either do the whole journey on ones bicycle or by bus.

I am sure that Keith Morgan would be interested in anyone’s comments and I have sent him mine along the lines of what I have said to you, Hugh, when acknowledging his letter.

Best wishes, Angela

PS. Apparently these shelters have popped up “all over the place” along the Ecolink, No 36 and Indigo bus routes so I guess that covers quite a wide area.

“27 May Avenue  
Nottingham  
NG8 2NE

Nottingham City Council  
Loxley House  
Station Street  
Nottingham  
NG2 3NG

25<sup>th</sup> May 2011

Dear Sirs,

I notice that a cycle parking shelter has been erected on Wollaton Road near to Mr Mans restaurant and the vehicle entrance to Wollaton Park.

As a cyclist myself I would usually applaud any cycle parking facility which is put up, but I cannot work out why this particular site was chosen since there is no reason for anyone to want to leave a bicycle at that location. Visitors to the restaurant would cycle up the drive, and anyone visiting Wollaton Park would cycle into the park itself. There is a paper shop and chip shop opposite, but customers would leave their cycles outside the shops themselves, not on the opposite side of the road where crossing the road is tricky. In fact the only time I have seen the shelter being used is not by cyclists but by youths gathering for somewhere to hang out in the evening.

It occurs to me that the people who put it up had misunderstood an instruction and that it should have been erected a few yards away inside Wollaton Park itself!

**May I ask you to consider erecting cycle parking stands in Wollaton Park**, please. This is a relatively low-cost job. Many people, myself included, cycle into the park regularly and need somewhere to which a cycle can be securely padlocked.

Wollaton Park has a lot to offer visitors and local people alike and in these times of austerity, encouragement to steer away from use of a motor vehicle for short journeys, and a need for everyone to get more exercise, this means that more people are turning to cycling as a mode of local transport and a way of getting fitter.

Your consideration of my suggestion would be greatly appreciated.  
Kind regards,

....reply from Keith Morgan, 3 June:

“Dear Angela,

**Re: Wollaton Road Cycle Parking**

Thank you for your letter regarding the cycle shelter which has been erected on Wollaton Road.

The shelter was erected as part of a scheme to provide cycle parking at bus stops. The scheme is currently being trialled with new parking provided at a number of bus stops along the Ecolink, 36 and Indigo bus routes.

A variety of locations were selected and are being trialled to test whether people are willing to cycle to a bus stop, leave their bike and travel some of their journey by bus. The scheme has been part funded by NET, Trent Barton and the East Midlands Development Agency. All parking has had CCTV equipment installed which covers both the parking and the bus stop.

Some of the locations selected are performing better than others and we will continue to monitor how well the shelter is used. So thank you for your comments, I will ensure these are taken on board when we review the parking locations.

-With regards to the provision of cycle parking in Wollaton Park, I agree that just \_\_\_ inside the Park at this location would be an ideal location, if you have any other suggestions of locations, please let me know. I will see if we have any spare stands that could be erected.

**....comments from David Easley:**

Hugh,

My initial reaction was the same as Angela's. Even my non-cycling neighbours were mystified. However, on reading Keith's response he admits it's an experiment, so fair enough. Still leaves me somewhat surprised there is money to spend on such trials.

It would be interesting to follow this up after a few months to enquire as to the outcome of the trial (with details of locations where it has and has not worked well).

David

**....and my response of 7 June:**

David

Yes, I remember know that these stands must have been part of a wider project, part funded by Emda, to provide cycle parking at bus stops on the west side of Nottingham, and implemented over the last year or two.

I am not familiar with all the locations where such stands were installed and we could probably do with having this as an item on the next Pedals agenda to get wider feedback.

Hugh

**.....comments from Susan Young (7 June):**

"It does seem an odd spot to erect such a shelter as two huge employers (QMC & University) are so close and easy to continue to cycle to. I am not sure I would like to leave a cycle there as I am not totally confident in CCTV. It will be interesting to see the results and the type of place people are prepared to leave their bikes.

Susan"

**.....further comments on Wollaton cycle parking from Angie Gilbert (13 June):**

"Thanks Hugh. I stopped at Wollaton Library this morning and there is no covered cycle parking but some open upside down U shaped things (apologies for the poor description!) and some lockers which I have not investigated yet. There is definitely no CCTV there, or at the cycle parking space on Wollaton Road near Mr Mans restaurant.

However any covered parking space is better than nothing and I have again availed myself of the one by Bramcote Lane shops and stayed dry!

Cheers, Angela

**Riverside path between Attenborough and Beeston Lock' response of 17 May to my message to Cllr. Steve Barber, Broxtowe BC:**

"Steve

Cabinet approved a sum of £10K to undertake a feasibility study for this - which is being done at present. I anticipate we will be going back to cabinet for more funding to undertake a scheme in due course. Steve Fisher from our environment section is coordinating.

Steve

Steve Dance  
Head of Planning & Building Control  
Ext 3495  
Chief Executives Department

**From:** BARBER STEVE [mailto:[steve\\_barber@ntlworld.com](mailto:steve_barber@ntlworld.com)]  
**Sent:** 17 May 2011 10:20  
**To:** Delaney, John; Dance, Steve  
**Subject:** Fwd: potential for widening of riverside path between Beeston Lock and Attenborough

I recall that there was a possibility that this may happen. Do you know any more?  
Steve

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

**From:** Hugh McClintock (Dell) <[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>  
**Date:** 17 May 2011 10:16  
**Subject:** potential for widening of riverside path between Beeston Lock and Attenborough  
**To:** Steve Barber <[steve\\_barber@ntlworld.com](mailto:steve_barber@ntlworld.com)>  
**Cc:** Steve Jones <[stephen.jones@nottscc.gov.uk](mailto:stephen.jones@nottscc.gov.uk)>, Brian Goss <[brian.goss@yahoo.co.uk](mailto:brian.goss@yahoo.co.uk)>, Gary Smerdon-White <[garysmerdon-white@supanet.com](mailto:garysmerdon-white@supanet.com)>, Peter Briggs <[peter.chris.briggs@googlemail.com](mailto:peter.chris.briggs@googlemail.com)>, Susan Young <[abiandsus@googlemail.com](mailto:abiandsus@googlemail.com)>, Robin Phillips <[robin-phillips@talktalk.net](mailto:robin-phillips@talktalk.net)>, Andy Pooley <[Andrew.Pooley@broxtowe.gov.uk](mailto:Andrew.Pooley@broxtowe.gov.uk)>, John Delaney <[John.Delaney@broxtowe.gov.uk](mailto:John.Delaney@broxtowe.gov.uk)>

Steve

At the time last year of the spate of problems with tacks on the riverside path I recall that you said you would investigate the potential for widening the path between Beeston Lock and Attenborough to help ease problems of conflicts between users at peak times. Has there been any progress with this please?  
Hugh

**Riverside Cycle path problems near Ferry Farm (Attenborough): my message of 17 May to Peter Briggs and Andrew Martin:**

"The person I recommended that you contact to discuss the problems near Ferry Farm which you mentioned last night is Steve Jones from the County Council Rights of Way Team (Team Leader) but do so very soon as he is due to retire from the County Council next week! His email address is [stephen.jones@nottscc.gov.uk](mailto:stephen.jones@nottscc.gov.uk)  
Hugh

PS. I know that Andrew subsequently spoke to Steve Jones about this issue at the Pedals stall at the Nottm Green Festival and Steve explained the complexities of the current legal dispute between the County Council and the two brothers living at the nearby houses. He also said that he would brief his successor, Neil Lewis, about this before he left the County Council.

**Erewash Valley Trail feedback**

**I have been sent lots of detailed comments and photos from Andy Wickham, a Pedals member who lives in Kimberley, as well as a copy these comments from Peter Briggs to Steve Fisher of Broxtowe Borough Council, the EVT Project Officer (26 May):**

"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](http://www.pedals.org.uk))  
Best wishes  
Peter Briggs  
0115 917 4995

#### **Suggestions from Patrick Davis (recently retired from Sustrans East Midlands) for possible Leicester-Nottingham National Cycle Network route (Thames-Trent" Route 50 between Leicester and Nottingham**

"All

Several of you asked for the NCN50 idea to be worked further before we decide whether to drop it or not so I've mapped the main options as attached.

Latest comments from some of you include:

1 ~ one in favour, one against the Gotham-Clifton line.

2 ~ Ruddington-Bradmore isn't that bad.

3 ~ It'd be no more a curates egg than other bits of the NCN.

4 ~ A606 cycle tracks between Plumtree and Tollerton ~ as Chris' note below.

From partial familiarity with all 3 routes, I favour the Ruddington option for the following reasons:

5 ~ its approach to Nottingham.

6 ~ its rolling character "matches" the same (Thames-Trent) route in Northants and Bucks.

7 ~ it would sit nearest to midway between surrounding NCN routes.

8 ~ in the medium term, following re-connection of the two sections of Great Central railway, it'd lend itself to riding out-by-one-mode, back-by-the-other between Ruddington and Leicester North.

Clearly none of this yet amounts to a commitment. Before decisions are taken we'll need the blessings of Notts and Leics County Councils. I'll go out to ride it all myself in the next few weeks and would welcome any / all further crit meantime.

By all means please relay to anyone else who may have an interest, for or against.

Best regards. Patrick

**PS.** Chris Thomson, a Sustrans ranger originally from West Bridgford but now living in Birstall, is intending soon to arrange a **meeting /recce ride** of interested people to look more closely at the various options for this.

**Recent exchange of messages on the Elms Park – Mere Way (Ruddington-Rushcliffe Country Park) shared path proposal by Rushcliffe Borough Council and involving Chris Gardner, Tom Pettit (RBC) and Rose Melvin (RBC):**

"Hugh,

Just to let you know that Tom kindly replied and explained the reasoning for chicanes(read below) but also is changing some chicanes for bollards.

Cheers, Chris

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

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

Sent: Friday, May 20, 2011 6:15 PM

To: 'ext Tom Pettit'

Subject: RE: Re: Proposed cycle route to RCP

Tom,

Thanks for the reply and the good news that bollards will be used at least for some of the path. The explanation you have given regarding the northern fields makes sense and I appreciate the balancing act to keep all stakeholders happy with the development. Thanks also for considering my trial suggestion, hopefully the fact I have linked it to project cost savings may mean more folk entertain the concept.

I wonder also wonder whether you saw my other e-mail, passed via Hugh, of a semi-gated barrier. It was a fairly crude e-drawing with characters but essentially meant that your chicane barrier incorporated a 2-way swing gate which would be too much hassle for the average cyclist to open but would be welcomed by the trailer / tag-a-long riders such as my family and I ? I'm not sure whether these chicane/semi-gated barriers exist or whether I have been serendipitous. Perhaps you will consider the idea for future projects if not this one.

Cheers, Chris

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

From: ext Tom Pettit [mailto:tpettit@rushcliffe.gov.uk]

Sent: Friday, May 20, 2011 4:06 PM

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

Subject: RE: Re: Proposed cycle route to RCP

Dear Chris,

I apologise for not responding sooner. The idea behind the pathways we are currently constructing was to create a 3m wide unsegregated pedestrian / cycle path linking Mere Way with Stevenson Gardens. This aims to link the centre of Ruddington with the Business and Country Park without the need to use Kirk Lane and the A60. I have tried to keep this section as open as possible and 2 chicanes will be removed and replaced with bollards.

It hasn't been possible to create a 3m wide route along the northern 2 playing fields due to the avenue of trees and because of the need to allow runoff areas around the various sports pitches. This section of path isn't intended to be a formal shared use path due to its 2m width. The Parish (who own all the playing fields) were clear they wanted some control over access to the northern fields due to the southern section being opened up and due to the extensive new play area which is located adjacent to the path. I would have liked to keep the entire route open but feel a reasonable balance has been struck between providing a formal shared path and general access improvements which should benefit the majority of users.

I'll pass your comments onto the Parish regarding a trial period.

Regards

Tom Pettit

Design and Landscape Officer

Tel: 0115 9148 558

>>> "Gardner, Chris (NSN - GB/Huntingdon)" <[chris.gardner@nsn.com](mailto:chris.gardner@nsn.com)>  
18/05/2011 12:18 >>>

Hello Rose, Tom and Paul,

Hugh is right to say that I do like to cycle with my family to Ruddington and welcome the news of new paths (I saw the other day that the one past the new park parallel to Elms Park had already been started).

What I find a little frustrating are the barriers that are erected and indeed planned for the routes which do not permit easy passage for trailers, tag alongs and child seats (due to weight distribution when negotiating)

See this picture from the barriers near Emmanuel school, I have to remove tag-along and take smallest from the child seat to negotiate, takes the fun out of riding on a cycle path. The Elms park has not had barriers in place for years, if ever, so I can't understand why we need them now ? Happy to hear why, if it is to prevent users exiting quickly then please just make a single barrier staggered rather than the complete U shape which I saw from the plans is currently intended. If you want to educate users then why not use a novel way such as cartoon signs rather than the usual boring 'STOP' 'Give way' etc.

A better policy would be to ring fence the barrier costs on project with a 6 month review period. If within 6 months there have been no reports of a barrier necessity then the money can be freed for other uses and the cycle path is left pure without punctuation.

Thanks, Chris

From: ext Hugh McClintock (Dell) [mailto:[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)]  
Sent: Tuesday, May 17, 2011 5:33 PM  
To: Rose Melvin; Paul Phillips  
Cc: Brian Shaw; Pete Elderton; Julian Bentley; Tom Pettit; Gardner, Chris (NSN - GB/Huntingdon)  
Subject: Re: Re: Proposed cycle route to RCP

Rose

Glad to hear that this shared path at least is still going ahead.

Chris Gardner, Pedals Treasurer, who lives in Bradmore and who use the Country Park a lot with his family, is, I know, very concerned about possible problems with barriers on the news path, particularly for bike trailers and tag bikes. You (or Tom) might like to discuss this with him directly.  
best wishes, Hugh

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

From: Rose Melvin <<mailto:melvin@rushcliffe.gov.uk>>  
To: [Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com) ; Paul Phillips <<mailto:PPhillips@rushcliffe.gov.uk>>  
Sent: Tuesday, May 17, 2011 4:02 PM  
Subject: Fwd: Re: Proposed cycle route to RCP

FYI

Rose

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

>>> Tom Pettit 17/05/2011 15:59 >>>

Hi Rose,  
It's happening as we speak. However, it is likely to be the last of such projects as the funding for environmental improvements is currently under review.  
Tom

>>> Rose Melvin 17/05/2011 14:52 >>>

Hi Tom  
I have just spoken to Hugh and he has informed me that your plans to improve the path may not now be happening-can you confirm please. We are developing two cycle routes at the park and would like to include the path if it is still going ahead.

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

#### 4. Rural Rides for All Promotion update.

##### Report of 19 May RRFA Management meeting (notes from Gary S-W):

“Apologies from Andrew Martin

1. Website improvements – Gary and Graham have still not met to discuss them, **Graham to provide dates to Gary**
2. Recent Activity – Helen took us through her summary of activity to date matters arising were
  - a. Need to promote RR with local borough/district councils and County PCT sites. It was agreed that **when a RRFA template and copy from the leaflet are available we will ask contacts to help distribute it** e.g. Brett in Bassetlaw, Sue Colman in Gedling, Rose Melvin in Rushcliffe and Jill Burn in Broxtowe
  - b. Helen now has a way of contacting all Ride leaders however some were slow to respond
  - c. Helen showed a draft of the revised flyer – Hugh was assured that the full sized leaflet had logo's which conformed to Big Lottery requirements
  - d. Sustrans have agreed that we can approach Rangers to be local advocates with bike shops out of Nottingham – **Helen following up**
  - e. Data Collection – **Helen to provide note books and make the case for keeping stats at the Leaders meeting 24<sup>th</sup>. Consider incentives for leaders and participants, provide rationale behind data collection to leaders.**
  - f. PR – Beeston Express supportive and doing article on RR, will regularly publicise the up coming rides. **Jon Robinson at NP not responding – Gary to follow-up. Hugh to introduce Helen to radio guys.**
  - g. **Helen to continue to follow-up Road Clubs**
  - h. Wider Advocates – if spreading the word or distributing leaflets they will need a small script which ensures they cover distribution and refreshing leaflets, potential for paid web advertising/sponsorship by cycle shops, promoting RR on the cycle shop's website etc – **Helen to provide**
3. Work plan – Helen took us through her work plan matters arising were
  - a. Green Festival is 22<sup>nd</sup> May
  - b. Rush 4 Health is 3<sup>rd</sup> July
  - c. It would be ideal to get Perfect Motion to promote RR in the week after GNBR e.g. Enjoyed GNBR why not have another great time by going on RR? - **Helen**
  - d. Further comments back to Helen – **ALL**
4. Budget – Helen provided a budget matters arising were
  - a. High early spend reflected Helen's initial start-up efforts and the cost of additional print and web-based promotional resources (over and above RW's initial outlay)
  - b. **Helen and Graham need to finalise RR input into the Ride Leaders course. Waiting list is sufficient to plan another course - Graham**
  - c. Pedals need to make payment to RideWise as RideWise are now subsidising the RRFA project – **Hugh**
5. Leaders Event 24<sup>th</sup> May – Helen provided draft agenda which was agreed. Gary, Graham and Hugh would limit their session to a maximum of 10 minutes each and allow for questions after each session. Graham would try to

make the RR bit of the RW website available off-line on a laptop so leaders could find out how to input new rides

6. AOB – there was none
7. Next Meeting to be agreed at Ride Leaders pre-meet on 24<sup>th</sup> May

**Ride Leaders Event, Tuesday 24 May: 6.30-8pm**

This went very well, with about 20 people attending, including some very longstanding ride leaders such as Bill Sweetland and John Parks.

**Brief report of RRFA Management meeting on 14 June (full minutes by Helen below)**

- Helen reported on her recent work, now averaging 1 day a week rather than 2, as projected in our bid
- Chris Gardner was now in direct touch with Joanne Booth about the transfer of project funds to Ridewise for paying Helen, etc.
- The 24 May Ride Leaders evening had gone well and more rides had been offered on the spot.
- A Ride Leaders' Course, with 7 people, had taken place yesterday and there were 5 more people to be trained. It was hoped to find a day which suited all of them for this, and we should then have 12 new ride leaders trained, the total set out in our bid for new ride leaders.
- Cherry Hinton had suggested making use of the network of Sustrans Volunteer Rangers in the area to publicise rides and offer to be ride leaders and she was now following this up,
- Our bid had said that we aimed to get 600 riders this year; so far about 250 had taken part, and we needed to help achieve the bid by getting more riders on each ride and more rides, especially from July onwards for which period so far relatively few rides had been offered. Numbers so far had varied from 2-3 to about 30.
- It would be useful if we could use future Pedals stalls to promote the Rides more proactively, including not just giving out flyers but if possible getting names and email addresses to sign up people for Ride details. Gary mentioned that a database was being built up by The Big Wheel of people who had showed interest in cycling at various events, and this could then be used for various purposes in future including attracting more Pedals members.
- It would be useful in the next few months to develop some 'golden nuggets' about the best way to get good numbers on rides, e.g. getting ride leaders to do more of their own publicity and to be clearly enthusiastic about the rides they were offering.
- It was agreed to arrange with Tessa who is organising The Big Wheel stall at the Great Notts Bike Ride, to have a list there for people to sign up and show their interest (both as riders and ride leaders), to reinforce the RRFA flyers that would be available in the GNBR goody bags.
- We could also do with knowing more about the variety of people who come and rides, and the kind of rides, short and long, etc, which they preferred.
- Helen had got quite a bid of local media coverage, in the Nottm Post and Beeston Express but needed more help in taking this further, e.g. personal introductions (via Hugh etc.) to people like John Holmes from BBC Radio Nottingham with Hugh setting up a meeting with Helen and John over a cup of coffee, etc.
- Helen is keeping a careful log of the hours she puts in and the work she does, and this information will be very important when we come to compile our project evaluation for the sponsors later this year.
- Helen had got some RRFA posters (A4 size) printed and laminated and would welcome help in distributing these to local bike shops and other appropriate outlets. I will bring some to Monday's Pedals meeting and Helen will bring some more when she comes to our meeting in July.
- Next RRFA Management Group meeting will be on Thursday 14 July at 11.30

PS. Helen McCullen and I have been invited to **talk about Rural Rides on Mark Dennison's Show on BBC Radio Nottingham next Monday (20 June) at 2.20pm.**

**Helen's full notes of the 15 June RRFA Management Committee meeting:**

1. "Apologies from Andrew Martin

Newsletters

2. Website improvements – still pending. Newsletter with pictures to go onto website – **Graham**
3. Send paper copy of newsletter to ride leaders not on e-mail - **Helen**
4. Translate RR flyer into PDF and send to local borough councils – **Helen**

#### Contacts/PR

5. Sustrans rangers – so far unresponsive. **Hugh and Gary** to “prod” gently. Peter Osborne, Andrew Martin Nicola Jones would all be useful avenues.
6. There was a discussion on the Ride Leaders event which had produced some new rides
7. There was a report on the successful Leaders Course held on Mon 14<sup>th</sup>. We need to capitalise on this and try and book enough people in for another towards end July – **Helen/Graham**.
8. PR – has been most successful where we have had personal introduction. **Hugh** to introduce Helen to radio contacts. Helen to e-mail Jon Holmes via Hugh.
9. Ian Hutchinson is doing a ride involving Johan, (Gedling Borough Council) and Mapperley road club. **Graham** to follow up to obtain reciprocal web links. Continue to work on contacts with clubs – **Helen**
10. **Helen** reported that Perfect Motion are happy to send out a post GNBR item to participants. This should include an appeal for new ride leaders.

#### Budget

11. Spend v budget was discussed. **Chris** and Jo are talking with regard to budget. Transfer of funds for money spent apart from “Sessional worker” is still ambiguous.
12. Report on hours worked v plan v remaining needs to be included on budget report - **Helen**

#### Events

13. Details of Giltbrook event to Hugh – **Helen**
14. GNBR – collection of details to be introduced. **Gary** to produce a template and liaise with Helen H with regard to collecting information in the marquee on 19<sup>th</sup> and returning it to us.
15. Carnival of Cycling – similar collection of data required. **Helen** to liaise with **Graham/Julian Bentley**

#### Other

16. A “Rural Rides Nuggets” document to be established on dropbox. **Helen** to initiate. **All** to contribute
17. Specific numbers from last year’s rides to Helen – **Graham**
18. Consider targeted marketing of specific rides – **Helen/ride leaders**

#### Next Meeting

Thursday 14<sup>th</sup> July at 11:30.  
It is noted Gary will be away.

## **5. Report on recent meetings by people who have attended on behalf of Pedals.**

### **Report on the Cyclenation AGM in Birmingham on 21 May**

....from **Simon Geller, Secretary, Cyclenation:**

“Hi All,

The Cyclenation AGM decided to embrace Web 2.0 & Social Networking in all its aspects. You might therefore wish to explore the following means to communicate with us:-

Cyclenation on Twitter: @CyclenationUK

Cyclenation on Facebook: [http://www.facebook.com/home.php?sk=group\\_212553935445357&ap=1](http://www.facebook.com/home.php?sk=group_212553935445357&ap=1)

The Official Cyclenation Blog: - <http://cyclenation.blogspot.com/>

Other important stuff from the AGM:

We are very pleased to announce that Philip Darnton has agreed to become our Honorary President. Many of you will know of Philip from the excellent work he has done with Cycling England.

Two new members were welcomed to the Board : Jayne Rodgers (Portsmouth) & Graham Hankins (Birmingham) Jayne will be working with me on Communications (e.g. the Web 2.0 stuff mentioned above) while Graham will continue as Newsletter editor.

Roger Geffen came and talked to us about the possibilities for greater co-operation between ourselves and CTC, and the AGM authorised us to explore "Partial Engagement". We noted that Cyclenation with its network of local groups is ideally placed to address the current government localism agenda in a way that the other large pro-cycling organizations are not.

We also had a debate about Road Safety and agreed that Cyclenation could afford to be more forthright about the issues than some of the other large pro-cycling organizations, as we are not in receipt of any funding from any organizations other than our member groups.

Please feel free to circulate this news amongst your member groups.

....from **Peter Briggs, who represented Pedals:**

“AGM of Cyclenation held in Birmingham 21<sup>st</sup> May 2011

## Notes for Pedals members

- 1) 'Cyclenation' is an umbrella organisation representing the views of the *utility* cyclist and local campaigning groups. Through the 70 groups affiliated to it, it claims to represent 20,000 cyclists.
- 2) Cyclenation communicates directly with Government and with senior members of organisations like *Sustrans* and *CTC*.
- 3) It has its own Web site (<http://www.cyclenation.org.uk>), engages in campaigns and produces newsletters.
- 4) When I went to the AGM last year I was unsure quite what *Pedals* got out of its affiliation but I feel more certain this year.
- 5) The key issue for the moment is to think about how *Cyclenation* and all local cycle campaign groups like *Pedals* might react to the CTCs significant policy changes, partly as a result of its new charitable status.
- 6) The CTC has 60,000 paid up members, but its active members number about 11,000 who at local level are mainly concerned with organising the type of rides traditionally associated with the CTC. However the CTC now wants to embrace a much broader church of cycling interests, including the utility cyclist. It feels it could be THE umbrella organisation to assist local cycling campaign groups by providing campaign *tool-kits* and by representing their interests at a national level.
- 7) *Cyclenation* feels that it is much more in touch with grass roots cyclists than the *CTC* which is managed by a central secretariat.
- 8) If we look at the case of Nottingham there is no **current** evidence of the CTC campaigning, for example in relation to cycling infrastructure and planning proposals that affect cyclists, and it does not interact with the wide range of local policymaking committees that *Pedals* does. However it is a large well-known organisation and there ought to be a way in which *CTC* at a local level working with us could enable us to provide more clout jointly than we ever could separately.
- 9) Yesterday's discussion was about *how* we might collaborate nationally and locally. No decisions were made but *Cyclenation* representing cycling views similar to those of *Pedals* will continue a dialogue with Roger Geffen, National Campaigns manager for the CTC and we wait to see if useful collaborative arrangements can be concluded.
- 10) We could be onto something quite exciting here..... *watch this space!*

Peter Briggs 22.5.2011

### **'Cycle infrastructure debate heats up; comments from Andre Curtis, Chair, (14 June) on the recent spate of emails on this topic to the Cyclenation Forum (let me know if anyone else would like to receive these, by the way!)**

"I feel I must respond to the flurry of traffic on the Cyclenation forum. I do not tend to write to the forum but I thought I should respond now, if only to try and set some possible misconceptions straight. The forum is just that, a forum for any members of our member groups to express an opinion. It has no standing in relation to policy of Cyclenation.

Cyclenation is a federation of independent cycle campaign groups. There are no staff, no policies that member groups have to comply with. It is made up of its member groups. Those groups comprise a wide range of opinion within the Cycling community, and the board I believe reflects that as well, with people from different backgrounds in the work of cycling. Cyclenation needs debate but it does not mean we all fall out with one another in what is a very small world. Disputes within the organisations also make life very difficult for those few of us from the board who try and carry the banner for utility cycling in various national forum. We try hard to raise the profile of Cyclenation and present a united front. We do understand that there will be differences of opinion but we try look for the consensus that indeed I do feel we have built up over the years around the issues of segregation/integration and of course speed.

Cyclenation does have just a few policies that were agreed at previous board meetings and AGMs which are 20mph, strict liability and increasing cycling levels. And we recognise that we probably need to do more work developing policy. However it is worth saying that Cyclenation plays a key role in the UK Cycling Alliance and its policy group, ensuring that it operates effectively. Without Cyclenation the individual groups would take no part in national forum. Indeed Cyclenation is the only organisation which focuses on utility cycling. All groups must remember that the organisation was set up as an information exchange organisation, and the organisation is only what the member groups put into it. Cyclenation of course does a lot more now than just information exchange with conferences, group support, best practice seminars, managing/collaborating with others on Bike Week, playing a key role with UKCA and its parliamentary worker, and communicating with all the other main cycling organisations. This is only through the efforts of individuals from those member groups.

There are real opportunities for advancing the cause of utility cycling now. Dealing with local authorities is challenging at present but the opportunities are there for the local campaign groups and the organisation as a whole. Different campaign groups will have different ideas and find different ways of working. The central organisation is there to give support and encouragement and help in sharing ideas that work.

Andre Curtis  
Chair Cyclenation  
01242 582985

**Report on my meeting with Keith Morgan (City Council) on 6 June to discuss the first draft of the new City maps and my subsequent detailed comments, to be incorporated in the next draft, to be presented at the GNTP Cycle Forum on 23<sup>rd</sup> June:-**

**“Comments from Hugh McClintock on draft Nottingham City cycle maps for Keith Morgan, 9 June 2011**

#### **General comments / Key**

At the risk of making the maps too cluttered consideration could perhaps be given to adding in some of these features, some of which also are included on the new City Cycle Maps Leicester City cycle map, also produced by CycleCityGuides:-

- Leisure Centres
- 20mph areas / traffic-calmed areas
- Cycle shops
- (kilometre) grid squares, consistent with OS maps
- Contours, or at least some indication of the steepest gradients, which many cyclists may wish to avoid if there is a reasonably convenient and practicable alternative less steep route nearby
- A clear reference at appropriate points on the map to at least the start of routes forming part of special Routes such as The Big Track, Erewash Valley Trail, etc.
- Footways; no need to show ones that are parallel to roads (pavements!) but do show useful cut-throughs which cyclists may wish to use to push their bikes on if they save a big detour
- Pedestrian streets. Might be better, as on the Leicester map, not to use brown but to use orange (keeping brown for bridleways, as in Leicester) and, also as on that map, differentiating pedestrian streets (light orange) from others with restricted vehicle access (orange). Also important to make clear when cycle access depends on time restrictions, as on Beeston High Road.
- Park and ride sites (landmarks in their own right and sometimes important points in the cycle network, e.g. by Clifton Bridge, and with significant cycle parking (e.g. cycle lockers at Phoenix Park NET Line One terminus)

#### **Other general points:**

Although the blue notation is supposed to be used only for Sustrans NCN Route 6 it in practice seems to be used much more widely and this needs to be corrected.

Depending on the views of Sustrans (Matt Easter) consideration could also be given to showing (also in blue) at least some of Sustrans Route 15, e.g. the section between Wilford and the NWSC etc., which is now shown on several of the newer cycle route direction signs erected south of the river in 2010.

One-way streets must be clearly shown, (with an appropriate direction arrow), as on the Leicester map, and not just those in the city centre, and with some indication of whether or not they are legally available for contraflow cycling.

The theoretical distinction between routes shown in yellow and in white, i.e. the former denoting quiet roads that lead somewhere, as opposed to just 'quiet roads', may not always be clear in practice and it is noticeable that this version, based on the City Cycle Maps data, appears to show more yellow routes than the previous Nottingham maps (2009),

Need for clarification of when there are traffic-light controlled junctions, (e.g. at the junction of Queen's Drive and Crossgate Drive, west of The Meadows) and not just where there are toucan crossing or pelican crossing, as opposed to no special crossing facilities for cyclists wishing to cross main roads safely.

Need to make quite clear when routes go over or under other routes / roads and when there are and are not access points / ramps, e.g. on the Big Track route where it passes under Clifton Boulevard and Redfield Road, the QMC underpass

(south of Derby Road), and Ruddington Lane where it passes under the A52T between Ruddington and Wilford (not consistent as now shown).

In several areas on the map (e.g. on the A52T between West Bridgford and Ruddington), where there are minor roads parallel to the main roads the boundaries are not clearly shown, e.g. in this case between the A52T and Landmere Lane.

The Leicester map includes a series of circles showing the cycling time from the city centre when riding at 6mph but I am inclined to think that this will be less appropriate in Nottingham with its hillier terrain having a much more significant impact on cycling speeds!

The detailed points below are in addition to those already made by Keith Morgan, discussed at our meeting on 6 June, with which I agree.

#### **Detailed points – North sheet**

***(NB; for some of these I am relying on my memory of what exists on the ground which in this part of the area may be more outdated / shaky!)***

- Colwick Loop Road – shared path extends further east towards Burton Joyce (Nottingham Road)
- Woodborough Road; some cycle lanes shown as off-road paths, e.g. in the vicinity of The Wells Road / Porchester Road junctions.
- Nuthall Island (A610): toucan crossing east of the Island is not shown
- Woodhouse Way (A6002) – not all the shared path in the Strelley area is shown, e.g. to the north of the Strelley Road junction
- Crown Island subway (NCN Route 6) not shown nor are all the (recently designated) shared paths in the vicinity of this junction
- Private Road (Mansfield Road to Morley Avenue), much favoured by cyclists as the most gentle route to Mapperley Top. Can it legally be shown as a route for cyclists since there are gaps in the measures to exclude through motor vehicles?
- Mount Hooton Road north of The Forest Road junction is one-way but this is not shown.
- Path between Edale Road (Sneinton) and Carlton Road shown as a footpath, and not as a shared path, the status it was surely given when implemented in the 1980s.

#### **Detailed points – South sheet**

***(NB; for some of these I am relying on my memory of what exists on the ground which may also sometimes be outdated / shaky!)***

- Existence of traffic signals at junction of Crossgate Drive and Queen's Drive (west of The Meadows) not shown.
- Waterside Way (Riverside Crescent) link to Trent Lane not shown.
- Musters Road, West Bridgford: junctions with Melton Road and Rectory Road; cycle lanes still shown despite being removed by Notts County Council in April 2011!!
- Suspension Bridge needs to be named specifically as a landmark and a major hub in the cycle network.
- Shared path on north side of the A52T (Radcliffe Road) not shown east of the Gamston roundabout
- Toucan crossing on the A52T east of Gamston not shown, nor the shared path on the east side of this crossing to and from the County Council Gamston depot.
- Shared path by the Grantham Canal east of Gamston (Tollerton Lane) not shown
- The section of Landmere Lane north of the A52 and west of Melton Road (A606) by Wheatcrofts Garden Centre and Industrial Estate does not connect directly to the A52T at its western end, as apparently shown.
- Show clear boundaries between the A52T and Landmere Lane south of Sharp Hill and north of Mickleborough Hill, between West Bridgford and Ruddington and correct minor road links in the vicinity, e.g. no road around south and east sides of Mickleborough Hill, as now shown.

- Show new shared path being built in Ruddington along western edge of playing fields between Elms Park and Mere Way (near Ruddington Business Park and Rushcliffe Country Park); details available from Tom Pettit at Rushcliffe Borough Council, (email: [TPettit@rushcliffe.gov.uk](mailto:TPettit@rushcliffe.gov.uk))
- Subways under the A52T (Clifton Boulevard) and the bottom (i.e. west) end of Queen's Drive on the north side of Clifton Bridge are not shown, nor is the path under the north side of Clifton Bridge from Lenton Lane to the Park and Ride site.
- Subway under A52T just south of the Dunkirk flyover roundabout (and near the former Dunkirk Fire Station site) not shown.
- Make clear that Redfield Road goes over the canal side path (Big Track) and that there is no access point here.
- Non-existent (yellow) road shown going east from Clifton Boulevard (A52T) just south of the QMC
- Attenborough Nature Centre not shown as a destination; important to show this as well as the Attenborough Nature Reserve
- Riverside path west of Attenborough to Trent Lock (across the county boundary with Derbyshire) not shown and need to be included, as well as a reference to its being part of the Erewash Valley Trail
- Sustrans NCN Route 6 west of Toton, across county boundary into Derbyshire, not shown and needs to be included.

#### Central Area map (inset)

Not available for comments!

#### ....and comments of 10 June from John Cutler (CTC Northants, and Northants cycle map-maker) on these comments of mine:

"Although I haven't seen the draft, I would like to make a few points based on Hugh's comments and on the Leicester cycle map which I have used.

It is important to show all the one-way streets accurately on a cycle map. The Leicester map seems to show only a minority and not, for example, those around the Phoenix Centre and the bus station (where I wanted to go.)

It is important to show where cyclists are allowed to ride and where they are not. The Leicester map is at fault in not making it clear that cycling is allowed in all the pedestrian streets in the centre, one of the most important features of Leicester cycling.

Hugh's comment on the white and yellow roads seems to slightly miss the point. On Cycle City Guides maps the white roads are not quiet roads, they include all the A roads and other major busy streets. They are the roads where no cycling information is shown except for the street name. The yellow roads are not quiet roads either, they are recommended routes. Often they will be quiet roads but where no quiet road is available the recommended route may be quite busy, you cannot tell from this type of map.

Regarding map clutter:

Time circles from the centre serve very little purpose. On the Leicester map they often obscure important detail such as street names with pointless messages like "15 min cycling will take you this far at 6 mph." As Hugh says this is even less appropriate in Nottingham because of the hills.

It is questionable whether showing all the cycle parking is useful. In my view only important cycle parks such as at the rail station need to be shown. For the odd few stands outside shops it is fair to assume that the City Council will have provided cycle parking in the same way as it provides streetlighting.

I doubt that it is useful to show all the pedestrian crossings. Again one can assume that these days provision is made for pedestrians to cross the road at appropriate places.

However I do think schools, especially large secondaries, should be named on the map. On the Northampton map I made a point of showing all the primary and secondary schools accurately and naming them. That was partly because I envisaged the map to be used in conjunction with cycle training in schools.

I agree with Hugh that important destinations should be shown including leisure centres and cycle shops and I would say several others.

Putting kilometre squares on the map faintly does not clutter it, is easy to do, and relates it to ordnance survey and GPS.

In a hilly city there definitely needs to be some indication of gradients; regular cyclists want to know, and for novices the information is vital. There are several ways of doing that and I think contours are not the best. (That method is used on the

North Somerset map and does not work well.) Kettering and Northampton (fairly flat) use a gradient arrow similar to OS but indicating quite gentle gradients. Edinburgh map which is more hilly has an arrow where the roads cross contours. That gives a sense of different degrees of steepness by how close together those arrows are.  
John Cutler"

**Sustainable Transport Roadshows for Experian staff in Nottingham, on 13 and 14 June (11.00-14.00).**

to promote green living and sustainable transport options and including two events to provide information to their staff and promote the options available across the region.

**Monday 13th June** at Lambert House, Talbot Street, Nottingham NG80 1LH

**Tuesday 14th June** Landmark House, Experian Way, NG2 Business Park, Nottingham NG80 1ZZ

Thanks to Dave Clark, Pete Elderton and Chris Gardner for support in having a Pedals presence at these events. The one on Tuesday was much better attended than the one on Monday.

**....feedback on the 14 June Experian event from Chris Gardner to Melissa Goncalves-Ferreira at Experian**

"Hello Melissa,

Firstly, it was good to meet you yesterday and thanks for inviting myself and others from 'Pedals' to the Experian offices at NG2. I thought you might appreciate some written feedback on the event and some possible ideas that you may wish to pursue.

I managed to speak to around 10 or so people during my time on the Pedals stand and am pleased to say that less than half of those people currently use a car to travel to work, one or two already cycled, one walked, another car shared and others caught the bus so that is certainly encouraging.

The staff already cycling were keen to learn of the work that Pedals perform and gleaned some useful information such as the [www.fillthathole.org.uk/](http://www.fillthathole.org.uk/) website for reporting road/pavement defects that often affect cyclists. They also were interested in new routes and helped themselves to the various maps. They were happy to stand and chat about various cycling matters and were clearly pretty keen, these staff members no doubt have some good experience to share with other staff members and you could utilise their knowledge and experience thru' a Bicycle User Group (BUG). Tiffany or Helen will perhaps be able explain more about BUG's and the benefits they can bring to Experian. Hugh McClintock from Pedals also has knowledge of BUG's.

I heard the usual 'excuses' for not cycling from a number of people and roughly they were:

I have to be in a suit for work. - [Bring suit etc to work on the Monday, hang it up each night at work then cycle the remaining 4 days.](#)

I don't like the thought of travelling on busy roads. - [There is very little need to travel on busy roads as Nottingham is fortunate to have so many cycle friendly/only routes to your offices - maps help here.](#)

I will be hot and sweaty when I arrive. - [Travelling on a bike before 08:30 in the morning will not make you hot and sweaty, especially if you wear the right clothes and do not treat the commute as a race.](#)

I don't know the way on a bike. - [The maps help here, I pointed out a number of routes to potential cyclists. A BUG group would help other cyclists too.](#)

I haven't ridden a bike for a long time. - [There are people like \[www.ridewise.org.uk\]\(http://www.ridewise.org.uk\) who will teach you to ride again, gain confidence and be able to commute by bike in a relatively short time.](#)

I would be worried on my own. - [You could perhaps encourage those that already cycle to 'bike buddy' where they accompany others for a few times until they are confident. Use the BUG again here.](#)

I don't own a bike. I can't afford a bike. - [Experian have the 'cycle to work' scheme and although some had heard of it they were not sure of how it worked, I was happy to share my experience of such schemes having successfully pushed for it's implementation at two other large corporate businesses and personally enjoyed the benefits that such a scheme can provide.](#)

The Pedals team answered all of the above and perhaps Helen and Tiffany can provide more in-depth answers from their various literature in addition to my responses in blue above.

Other benefits that staff were keen to hear (a light bulb moment for one chap) were the physical and the financial. One of your staff had bought a bike 18 months ago with the intention of riding to work but was put off by the thought of sharing road space on the A52. I pointed out that he could travel nearly all the way by the side of the river and canal which both have excellent purpose made surfaces. Not only that but he was spending around £25 a week on diesel and attending a gym for £40 a month.

Quick maths soon shows that he could be ~£1500 a year better off and more healthy just from travelling by bike to work. He left the stand with the comment that he would be digging his bike from the garage that evening and I hope he does.

I think Experian should exploit their excellent locations in Landmark House and at Electric Avenue due to the close proximity to the River which has purpose paths for cycling and walking. If you have staff that live in Gamston, West Bridgford, Wilford, Clifton, Beeston, Chilwell and Attenborough then the river routes are a great alternative to sitting in cars on the busy roads.

I haven't seen the information you may hold on your intranet regards cycling to work but I think that all the above would certainly compliment your cycle to work scheme literature and I'm sure that Helen or Tiffany would again be able to advise/provide useful information and links.

So once again thanks for having Pedals along to your event and if there is any further information you require or if you would like us to attend another event then please make contact. You can visit our website here [www.pedals.org.uk](http://www.pedals.org.uk) .  
Kind Regards,  
Chris, Pedals Treasurer”

#### **next Greater Nottingham Cycling Development Meeting (17 June)**

will give a brief verbal report at our meeting of the 17 June CDG meeting, pending the full minutes from Gary Smerdon-White to be circulated later.

#### **....My suggested CDG agenda items (8 and 12 June)**

“Gary

I forgot when I sent this message to include one item which was raised (again) at the last Pedals meeting, i.e. the need for clearer signing of cross city centre routes and, in particular, for the 'Where are the cycle routes?' maps on the 'Tombstone' (Parksmart) panels to include information on all streets in the central core open to cyclists and not just the recommend cross city centre routes.

People also mentioned that they still want clearer information on other aspects such as whether or not it is legal to cycle in front of The Council House, on which we have had conflicting advice over the years from different people in the City Council.

Hugh

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

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

**To:** [steve.brewer@nottinghamcity.gov.uk](mailto:steve.brewer@nottinghamcity.gov.uk) ; [Roger Codling 12 Arbrook Drive, of Western Boulevard, Nottingham NG8 3PD](#) ; [Paul hillier](#) ; [Nicola Jones](#) ; [matt Easter](#) ; [Leona Scurr](#) ; [Kevin Sharman](#) ; [Keith](#) ; [John Cutler](#) ; [Jez Lyons](#) ; [for Roger Codling](#) ; [Chris Carter](#) ; [Arthur Pedals](#) ; [Andrew Martin](#) ; [Andrew Hall](#) ; [Adrian Juffs](#) ; [Gary Smerdon-White](#)

**Cc:** [Peter Briggs](#)

**Sent:** Wednesday, June 08, 2011 5:18 PM

**Subject:** Re: Next CDG Meeting 17th June

Gary

Thanks for this message. I was anyway planning in the next few days to send you some suggestions for the CDG meeting agenda. Some of these may not be coming up at the GNTP Cycle Forum. They are:-

- Greater Big Track developments including potential for improvements as part of the Nottm Left Bank Flood Alleviation Schemes (particularly Colwick Park- Netherfield) in view of the Environment Agency's financial cutbacks affecting this which seem to threaten implementation of the proposed riverside path on this stretch.
- Lessons from the experience of (the former) Cycling England, as summed up by Philip Darnton at the 'Promoting Urban Cycling Beyond London' conference in Sheffield in March which Keith Morgan and I both attended, and which I think I suggested to you soon afterwards as something for us to consider at a future CDG meeting.
- Update on UCycle Project related infrastructure developments, particularly on campus access routes (University Park and QMC).
- Plans for site visit to review improvements implemented as part of the Clifton and Wilford etc. commuter cycling corridor scheme.
- Chasing the Highways Agency (and A-One Plus) re their long proposed Vulnerable Road User Study for the A52T (Bramcote Island - QMC Island).
- Vernon Road Improvements (an item which Andrew Martin recently mentioned to me that he wishes to raise). I know, by the way, that Andrew will in fact not be able to make this meeting, incidentally, (nor Arthur Williams) but Peter Briggs has said that he may well be able to attend as the second Pedals rep.

#### **...17 June CDG, as circulated by Gary on 16 June:**

“Dear All

I'm sorry to say I have to be in Brighton tomorrow so cannot attend.

Although Hugh and some of the Sustrans team have seen some of the early developments of the new City Bike Map, Chris is keen to cover it with other CDG members so wants to go ahead with the meeting with just maps on the agenda – I can pick up on it later.

Some of the items coming forward for the agenda will be covered at the Cycle Forum on 23<sup>rd</sup> June and some of the others require an information update or simple action - I have suggest to Chris that we might provide an e-mail update later next week on for example:-

- a pdf version of the current 'Where are the cycle routes?' map to put on the Pedals website
- LSTF Update
- Infrastructure Update
  - Clifton Corridor - (incl update on MMW and interim Collin St crossing improvements) - KM
  - Highways Agency / AM Scott A52T capacity improvement proposals (Bramcote island - QMC island) - Chris C
  - Shared use of the A52 Subway at Sharphill - Hugh Mc
  - Sustrans routes around Bennerley Viaduct - ME
  - Hub/Station Redevelopment Project including Bike Compound Citycard access control and signage - KM
  - Potential LEP schemes - Matt E
  - River Leen path upgrading works (funded via Growth Point) - KM
- UCycle Monitoring - Matt E (provisional)
- Rides Programmes Update
  - GNRB
  - Rural Rides
  - CfH Community Rides
- Trowell Road cycle lanes
- Mapping : Edinburgh Spokes - a feasibility study covering charging, comparisons relating to journey times by car, PT and walking and that maps be available in booklet form.
- Obstruction Safety and enforcement
  - Lenton Lane car parking
  - Cycle Lane and ASL enforcement - fixed penalties suggested
- Riding on Pavements - Spots where this is prevalent where improvements could increase the cyclists' safety off pavement (Keith).
  - Sherwood Shops (a Mansfield Street alternative was mentioned)
  - Exchange Walk
  - Junction of Woodborough Road and Huntingdon St.
  - London Road outside emda
- Police representation
- Greater Big Track developments including potential for improvements as part of the Nottm Left Bank Flood Alleviation Schemes (particularly Colwick Park- Netherfield)
- Update on UCycle Project related infrastructure developments, particularly on campus access routes (University Park and QMC).
- Plans for site visit to review improvements implemented as part of the Clifton and Wilford etc. commuter cycling corridor scheme.
- Chasing the Highways Agency (and A-One Plus) re their long proposed Vulnerable Road User Study for the A52T (Bramcote Island - QMC Island).
- Vernon Road improvements

I would suggest we leave the topics which require more discussion to the next meeting on 2nd August 10am e.g.

- Navigator 'Tombstone' signs to include information on all the areas in the city centre where cycling is legal, including if possible places where cyclists are exempt from right and left turns and where there are 'except cycles' supplementary plates under 'No Through Road' signs.
- clear on street signing of city centre through routes
- Sustainable Safety - <http://hembrow.blogspot.com/2010/01/sustainable-safety.html>
- from Cycling England's programmes: Which initiatives have been most effective in boosting urban cycling? - Lessons for future investment'
- 'Drive Safe, Cycle Safe' CTC-AA-RAC- IAM' advice brochure - Gary SW including need for more action on
  - faded markings
  - encouraging bus driver respect with particular attention to Premiere buses
  - Encouraging driver respect for Advanced Stop Lines and cycle lanes

Hope that is Ok - Gary

## 6. Finance and Membership (Chris Gardner and Pete Elderton to report)

It might perhaps be useful to have a brief report from Pete Elderton on membership renewals (and numbers of new members), given that this should be the peak season for both!

I gather from Pete that so far this year only about 30% of members who should now renew have in fact done so, so we need perhaps to have some general discussion on how we can together up this rate, e.g. by personal approaches to members we know personally who have not yet renewed and who are not people who pay by standing order.

## 7. Forthcoming meetings and events

### Pedals meetings

#### Speakers / special discussion slots at forthcoming Pedals meetings

**No further speakers yet fixed, apart from a half-hour update on Rural Rides for All from Helen McCullen at our next meeting, on Monday 18 July.** Any suggestions please, bearing in mind that attendance is likely to be lower in the next few months with the peak holiday season and that the September meeting is traditionally a general catching-up meeting, with no speaker, unless there is an urgent case to have someone at short notice?

One issue that we should, I suggest, soon discuss with Ridewise, at a Pedals monthly meeting or separately, is the potential role of Pedals in relation to the **recently announced £50,000 'Transition' grant for Ridewise.**

This fund, administered by the Peoples' Lottery, is intended to help social enterprises like Ridewise reduce their dependence on public sector funding sources and develop close links with the private sector as well as to develop greater 'volunteer networking', along the lines intended in the Government's Big Society initiative. Gary mentioned this to Peter Briggs and myself at the end of the recent (14 June) RRFA Management Group meeting.

### Other meetings

#### **GNTF Cycle Forum, 23 June (9-11.30am), The Council House; message of 13 May from Helen Hemstock, The Big Wheel (GNTF)**

"We have booked Thursday 23rd June for the Cycle Forum - but please be aware that for this forum we may have to restrict numbers from each organisation to accommodate everyone and to ensure the right mix.

A formal invitation won't go out until early next week and so if there are specific Pedals members that would like to come then it may be worth them emailing me so that I can make sure they're on the distribution list for the invitation.

Helen

PS. Peter Briggs has already let me know that he wants go. Who else is interested?

#### **Sat 25 June, 11.00: KENTAG proposed walk of their suggestion further NET route extension (Phoenix Park to Kimberley via Nuthall)**

Andy Cooper of KENTAG has invited someone from Pedals to take part on their walk of their proposed tram extension route, which includes using the former railway under the M1 between Hempsill Vale and Nuthall, which we eventually got developed as a multi-user path by the County Council about 4 years ago, only about 26 years after we (and John Grimshaw, then CEO of Sustrans) had first proposed it!

I cannot easily make this date. Can anyone else go please?\*\*\*

#### **East Midlands Road Users and Environmental Committee - next meeting on 1 July in Leicester at Leicestershire County Council's County Hall on Friday 1st July between 10:30 and 13:00 .**

This is a useful meeting to discuss issues for vulnerable road users on trunk roads in the region.

I aim to go and to raise again whatever happened to the Highways Agency's long promised Vulnerable Road User Study for the A52 between the Bramcote and QMC islands.

#### **Draft Notts Campaign for Better Transport letter to Philip Hammond MP (Transport Minister) re the A453 dualling scheme – request for Pedals support.**

At fairly short notice I was asked by Dave Thornhill (Chairman, Campaign for Better Transport, Notts Branch, and Betting Lange, of Notts CPRE and Chair of EMTAR (East Midlands Transport Activists Roundtable) if Pedals would be willing to sign a letter they had drafted to Philip Hammond MP, objecting to Notts County Council's decision to offer a payment of £20 million to the DfT to help the prospects of implementing the A535 (Clifton to M1) dualling scheme, which is still very

uncertain. Other organisations who have been asked to support the letter include Railfuture, Friends of the Earth and CTC.

I forwarded the draft letter to Andrew Martin, Peter Osborne, Chris Gardner, and Pete Elderton for comments, as well as to John Cutler from CTC Northants who has had much experience in trying to get improved cycling provision in trunk road schemes elsewhere in the East Midlands. Essentially we agreed that, after many years of efforts to get improved provision in this scheme, going back more than 20 years, and having by 2006 at least achieved quite a measure of success we would now feel foolish in objecting to the scheme as a whole, whatever its wider potential environmental disadvantages.

We therefore agreed that we would not be willing to sign the letter as drafted.

.....**John Cutler made these comments on the draft EMTAR letter:**

"Without having seen the draft letter I can guess that CTC would also be  
>> hesitant to support it. Usually we see the interests of cyclists to be  
>> in trying to influence the design of new schemes in order to improve  
>> conditions. Recently with trunk road schemes, and to a lesser extent  
>> with major local authority roads, there has been some success with this  
>> approach.  
>> The alternative of opposing the principle of schemes on the grounds that  
>> money would be better spent on trains and buses is very unlikely to  
>> bring any benefits to cyclists even if such representations were  
>> listened to.  
>> There is also a worry at the moment that the pressure to reduce costs  
>> could result in provision for non motorised users being reduced or cut  
>> out from schemes."

PS. At the EMTAR meeting on 14 June it was decided that Dave Thornhill should produce a **revised draft**, taking account of several comments he had received. He agreed to do this very soon and then to allow a week for further comments. I hope to have this in time for us to discuss at our meeting next Monday.

#### **Broxtowe Transport Group meeting, 12 July:**

The next Transport Sub Group will take place on the 12th July, 10.00 am in Conference Room 3/4, Council Offices, Foster Avenue, Beeston.

Peter Briggs will again be representing Pedals and has sent these suggestions to Andy Pooley from Broxtowe Borough Council who is organising the meeting:

"Andrew, I have not seen any minutes from the last meeting, but for me there remain four unresolved issues that I raised from that meeting for which I would welcome an update.

- 1) Additional cycle racks outside Wilkinson
- 2) Possible additional covered parking for cycles at Beeston Station (It was mentioned that a covered shelter might become available at the last meeting)
- 3) Advanced Stop Lines (ASL) at Tesco Junction. Government guidelines as you know are that these should be provided at traffic light controlled junctions unless there is a good reason as to why not. You were going to re-visit the situation at the Tesco junction.
- 4) Further thoughts on the slower decline of cycle injuries related to the decline of accidents of other road users. It would be worth exploring this. How do Broxtowe's figures compare with other areas? Are our figures coming down at a similar rate? What other design changes in local roads would further help?

We have our monthly meeting of Pedals people shortly and I will be in touch again if other matters arise.

Thanks for your help. I felt there was a real sense of helpfulness around the first meeting I attended  
Peter Briggs  
Nottingham

#### **Critical Mass Nottingham**

I don't seem to have heard anything about these for some time. Does anyone know if they are still going please?

A couple of years ago, bearing in mind that opinions in Pedals differ among the value of CM rides, we agreed to mention them on the Events section of our website but to make clear that their organisation is wholly separate from Pedals,

## **8. Summary of forthcoming events to which Pedals has been invited to bring stalls and list of potential Pedals volunteer coordinators for each**

- **Sunday 22 May: Nottingham Green Festival, The Arboretum: some reflections on our stall arrangements**  
Thanks to those who helped. We could however have done with more helpers later on, especially as we had a lot of visitors to our stall!

It struck Andrew Martin and myself that the fabric on the outside of our marquee had now shrunk and was now too big for the frame so we might need to consider replacing it.

It would also help with future stalls to have a more definite rota of who will be manning the stall when and also some definite system for keeping track of our stock of leaflets etc, and to make sure that more are ordered when needed, appropriate to the local areas where we are holding stalls in the next few weeks.  
To help revive the longstanding idea of getting a coordinate bike park and Doctor Bike clinic alongside the

Pedals stall at this event, Andrew Martin organised a petition on our stall, to be submitted to the organisers to back up our request on booking which was ignored this year!

- **Sat 11 June 1pm-10.30pm): Hemlock Happening and Erewash Valley Trail launch, Bramcote Hills Park,**  
Thanks to all who helped with the stall and the rides.
- **Sat 18 June, Sustrans 'Carnival of Cycling' on Saturday 18 June at Nottingham Trent University, Byron Building from 10am-4pm.**  
Andy Parkinson of the Sustrans Ucycle Project Team has told me that one hall will be dedicated to a bike jumble sale and the other hall will be dedicated to activities (bike displays, bike try outs, films, games) and information. There will be food/refreshment stalls and activities taking place around the building too.
- **Sat. 25 June: Long Eaton Carnival,**  
Dave Clark tells me that he has recently had an invitation to this event. Since it is really more in the area of the Derby Cycling Group than Pedals, I have told him that I suggest that it is a low priority for us to attend, unless of course he and others are keen to do so.
- **Sunday 3 July (12.00-5pm): Rushcliffe 4 Health event, Rushcliffe Country Park, Ruddington (including proposed launch of 'Move and Mingle' cycling packs),** organised by Nicola Pearson, Rushcliffe Borough Council. Hugh, Julian Bentley and Chris Gardner (for an hour or so) may be able to help with this, subject to confirmation nearer the time  
Gary for Ridewise has proposed something more than a stall at the Rush4Health event 2-4 on 3<sup>rd</sup> July to Rose Melvin – Bike MOT, Dr Bike plus Cycle Magic (fun bikes), instructors to give advice
- **Sunday 10 July (6.00-9.30pm), Broxtowe Cycle Challenge on the IKEA car park, Giltbrook Retail Park,** being organised by Anna Smith-Clare from Broxtowe Borough Council. I have only just had further information (promised since March!), via Helen McCullen, and yet it appears that we are definitely expected!  
PS. Dave Clark says that he will not be able to bring the Pedals stall to this event which is at the time that Liz will be in hospital for a hysterectomy op. Is anyone else please interested in taking along our stall, and helping?
- **Sunday 24 July: Stonebridge City Farm Fair**
- Dave Clark has details.
- ?
- ? sometime this summer (postponed from April): **Gedling Borough Council staff Cycle to Work day** (invitation from Claire Selwood, Gedling BC)

#### **Pedals stall audit; message of 23 May from Andrew Martin:**

"Hello All

Thanks to everybody who helped on the stall yesterday; I feel we were successful in promoting Pedals and passing on information to current and potential cyclists.

However, I do feel the Pedals Stall currently does not sell our group as well as it might. I have compiled a list of nine items which I feel need addressing with regard to the Stall and wonder how best to proceed?

- 1 The **marquee cover** is too tight which results in the side frame bending inwards  
Arthur, perhaps you could contact Skills Exchange and request the cover be modified? If you ring me I have some ideas.
- 2 Some **leaflet displays** are broken and need replacing (*Dave Miller, who got the last ones, can advise on this*)
- 3 A **revised index of leaflets and maps** would be useful
- 4 Where is the blue vinyl Pedals banner?
- 5 There is a lack of a clear, large Pedals name for stall visitors (both at West Bridgford Summer Gathering and at the Nottm Green Festival at The Arboretum)
- 6 **Stall rota** before events
- 7 Stall set-up and take-down (Note to arrive at The Arboretum in future before 9am!)
- 8 Why take full boxes of info (e.g. CCF and Big Wheel) to events??!! (*NB Dave usually takes only limited numbers of each leaflet, I gather, Hugh*)
- 9 The two plastic boxes need emptying of leaflets to clean and sort. *I did this soon after the Green Festival, before I took the stall display to Dave, Hugh).*

I imagine points 4-9 can be achieved before The Hemlock event in June?

Hugh currently has the stall leaflets so perhaps he could coordinate/delegate a team (in West Bridgford?) to take on these tasks.

I would hope that people feel motivated enough to each take on one task and report to the next meeting?

Andrew"

PS. I know that Andrew is also keen for us to **discuss how we can best improve coordination with Ridewise over the invitations that both Ridewise and Pedals get to many different events** and how far we need to have separate stalls, if we can get enough volunteers (often very hard) or whether we can often rely on having just one, with that organisation proactively promoting the other one.

## 9. Cycle facility and other traffic management measures

**update on Nottm Left Bank Flood Alleviation scheme (Colwick Park-Netherfield) and proposed shared path on top of the new embankment: response of 6 May to my message of 19 April to Stephen Tipping, Notts County Council:**

To be raised at the CDG meeting on 17 June.

**Signing schemes at Toll Bridge / Riverside Way / Robin Hood Way – message of 13 May from John Lee**

Hi Hugh, hope you are well We are working on scheme to improve the cycle route signing in the area of the Toll Bridge, island and junction of Riverside Way and Robin Hood Way including directions to

1. UoN (Beeston and Lenton Lane campuses via bird cage walk)
2. NTU (Clifton)
3. Clifton
4. Wilford
5. W Bridgford
6. Big Track
7. Victoria Embankment

At the moment cyclists seem to be directed in different directions to reach the same destination which is rather confusing especially if you aren't familiar with the area. We are looking at removing the majority of the signs/posts and having traditional single finger posts with 3D signage which are all consistent and point you in the right direction

This should all link in nicely to the scheme we were working on last financial year (although it hasn't been erected as yet) to sign the Big Track from the northern end of Queens Walk along with signs to Trent Lane Lock via the Embankment and from London Road (Ironmonger Road) Canal

Before I finalise anything I would appreciate some of your time to meet at the Toll Bridge and discuss/agree the best/safest routes to the above destinations

Can you let me have a few dates from Tuesday 31<sup>st</sup> onwards and we'll fit around you

Additionally, we will also be signing the BT from the Queens Drive P&R site and then looking at signing the route along Elm Avenue – Corporation Oaks and Robin Hood Chase including useful feeder links / destinations – again this will also be 3D which I think will make an excellent north – south and east - west route

All the best

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

Hugh, thanks for the speedy response Can we pencil in 7<sup>th</sup> June at 3.00 pm

We'll meet you and Dave Clark at the Embankment end of the Toll Bridge

Regards, John Lee

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

**Sent:** 13 May 2011 15:49

**To:** John Lee

**Cc:** Tina Furlong

**Subject:** Re: Signing schemes at Toll Bridge / Riverside Way / Robin Hood Way [Scanned]

John

Thanks for this message which I am circulating to other Pedals activists in case any of them might wish to comment at or before our next monthly meeting on Monday, or indeed before I meet you.

PS. I have still heard no more from John Hindle of the Environment Agency about my message to him a few weeks ago about the need to improve cycle signing on the approaches to their Flood Alleviation works in the Victoria Embankment area. He said that he would get someone to look into this but has not yet responded further, despite a recent reminder.

PPS. I had a useful **meeting with John Lee on 10 June, concentrating mainly on rationalising the plethora of cycle route direction signs in the vicinity of the roundabout at the north end of Wilford Toll Bridge.** John says that they have £8500 to improve these, probably later this year. Following our meeting he will send me a detailed plan and schedule of proposed sign changes, for further comments.

**Meadows etc. ; missing 'except cyclists' supplementary plates under No Through Road signs.**

I have noticed recently several places where 'except cyclists' supplementary plates under No Through Road signs are missing, e.g. Ayton Close in The Meadows.

If people can please let me know of others we will send in a complete list of these locations to the City Council.

**Experimental Order for Broad Street, Hockley TME 6905: message of 7 June from Vanda Simmons, City Council:**

I have asked Arthur Williams if he has any particular comments on these proposals.

**ASL's and Cycle Lanes (Strelley Road - Bilborough Rd junctions) -CDG agenda item? – message of 9 June from Andrew Martin and my reply:**

"Andrew

Thanks for your comments. Could I suggest that you arrange with Keith (or Chris) to ride with them through these junctions and explain the problems on site, to help make sure that they have a full appreciation of the problems at different times and under different conditions, for cyclists going through the junction in different directions?

Good idea also to put this on the next CDG agenda, if Gary thinks that there will be time to discuss it.

Hugh

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

From: "Andrew at Veggies" <[andrew@veggies.org.uk](mailto:andrew@veggies.org.uk)>

To: "Susan Young Hugh McClintock" <[hugh.mcclintock@ntlworld.com](mailto:hugh.mcclintock@ntlworld.com)>

Cc: "David Easley" <[easleydp@gmail.com](mailto:easleydp@gmail.com)>; "Andrew Martin" <[andrew@veggies.org.uk](mailto:andrew@veggies.org.uk)>; "Peter Osborne" <[peterozz@hotmail.co.uk](mailto:peterozz@hotmail.co.uk)>; <[keith.morgan@nottinghamcity.gov.uk](mailto:keith.morgan@nottinghamcity.gov.uk)>

Sent: Thursday, June 09, 2011 3:46 PM

Subject: ASL's and Cycle Lanes-CDG agenda item?

> Hello All

> I rode to Trowell this morning and have today twice used the Strelley  
> Road/Bilborough Road junction.

>

> The Strelley Road cycle lane (West-bound near the Co-op) is often  
> inaccessible due to cars parked, probably for residents of the nearby  
> houses. So why does the city council put in such a lane?

>

> I am becoming increasingly annoyed that Nottingham City Council spends  
> public money on trying to improve situations for cyclists, and in many  
> cases actually makes it impossible to use ASL's, for example. Imagine a  
> cyclist arrives at a junction behind a queue of waiting traffic. No one  
> would safely suggest riding between two lines of waiting vehicles as there  
> is little indication of when the traffic will move. Haydn Road junction  
> with Hucknall Road is a good example, so too is the Strelley  
> Road/Bilborough Road junction.

>

> Hugh, perhaps you could invite/challenge Chris and Keith to try riding a  
> bike at all or any of these locations and use the cycle lane / ASL's and  
> give their feedback to Pedals?

> Andrew

.....further comments from Andrew Martin (13 June)

"Thanks Hugh

Anybody who rides a bike will understand and appreciate the situation as described, and I wonder how Keith would gain much more with me present than he would experience from visiting alone and using the lanes and ASL's? They are, in my opinion, really poor value for money based on real life experience as noted below.

Keith, I wish I could help beyond saying that ASL's without a reasonable means of accessing them (feeder lane of decent length and width) are in many cases next to useless. The ASL at the Perry Road junction with Hucknall Road is useful and perhaps a beacon of hope! If one of your main priorities is junction capacity (for motor vehicles), as Chris has commented on numerous occasions, then is it not true that motor vehicles will fill the space devoted to them? Similarly, if you as City Council staff provide good facilities for cyclists, there is a chance that more cycles will use the road space. I welcome your response once you have visited the sites.

Andrew

Facilitator, Pedals"

## 10. Miscellaneous items

### Promoting cycling in Gedling – new Borough Councillor interest

Among the many visitors to the Pedals stall at the Nottm Green Festival were a bunch of new (Labour) Councillors who have recently taken control of Gedling Borough Council. This is an area where we have always struggled to get active members and have got relatively little done for local cyclists.

The new councillors who came along are:

- Mark Glover, tel. 07850 768337, email: [mark.glover@dial.pipex.com](mailto:mark.glover@dial.pipex.com)
- Jim Creamer (also a County Councillor): [clr.jim.creamer@nottscc.gov.uk](mailto:clr.jim.creamer@nottscc.gov.uk)

Ridewise Transition funding success - implications for Ridewise-Pedals collaboration – copy of my message of 15 June to Gary Smerdon-White (copied to Pedals Committee members) and his reply:

"Gary

Many congratulations on your success in getting £50,000 Transition funding for Ridewise from the Peoples' Lottery, as you mentioned to me and Peter Briggs at the end of our RRFA Management Group meeting yesterday.

I wondered afterwards if you would find it useful sometime fairly soon to have a special meeting to discuss the potential for Ridewise-Pedals cooperation in helping you to make the best use of this great new opportunity, in time to ensure the project is delivered in full before the deadline of next March, and with reference to the general aims you mentioned of helping Ridewise to reduce its dependence on public sector funding sources, develop close corporate funding links, and help develop wider volunteer networking in line with current Government Big Society aims, etc.

If you think that some such special meeting would indeed be useful let me know. It may be difficult to find a convenient time for it in the next month or two at a regular Pedals monthly meeting, especially as I know that Andrew is keen to reduce the length of those meetings, but we could arrange a separate meeting at some other time, if that would help.

best wishes  
Hugh

...and his reply:

"Hugh

Your summary of the general aims is very good. It could be that the attached press release is useful to you in case you have not seen any media articles. I've asked Graham to ensure instructors get updated.

It is important to point out that this money is for 'morphing' into an organisation to meet the government Big Society, Localism and Commercialisation agendas and sadly not to provide the services we have lost funding for – i.e. led rides and instruction. People have commented that it seems to be a lifeline for consultants rather than a way of keeping services going in 2011/12.

I'd be happy to meet with a selection of Pedals members to discuss the bid and how Pedals could help. However there are a number of ways of delivering the proposals in our successful bid and I have not yet cleared the overall approach with the RW Board so it would not be appropriate for a few weeks or more. Happy to take a rain check in early July  
Gary

**.. Ridewise Press Release of 6 June:**

**"For immediate release:** 6<sup>th</sup> June 2011

**Embargoed until:** None

**Headline:** RideWise the Cycling Instruction and support organisation have successfully bid for £50,000 of Big Lottery Transition Funding

**Content:**

RideWise, Nottingham's number one cycle training company set up in response to local health and travel needs, has been awarded £50,000 from the Big Lottery Transition Fund. The fund will help organisations such as Ridewise to deliver a high quality adaptation plan to meet the demands of new public services arrangements. This will mean they will be able to develop different funding streams and services to overcome the risk from reductions in taxpayer funded income.

RideWise will be meeting Transition Fund objectives by working with existing and new partners to

- establish commercial viability on cycling schemes and the services they provide to businesses and the public
- develop a strong volunteer network
- improve their customer service and monitoring systems

Paul Southby, a RideWise Director said 'We are delighted to receive this funding, public funding cuts have been of great concern to not-for-profit companies and groups like RideWise that provide valuable services to our local communities.

Although not replacing this year's service funding the Big Lottery Transition funding will help us meet the challenges and opportunities ahead and put us in a position to provide, to all parts of our community, cycling services which benefit their health and well being, their access to employment, learning and services and help improve the environment whilst travelling around the Greater Nottingham area. This funding is crucial to RideWise's continuing success in moving forward with new ways of working and new relationships with businesses and the public whilst continuing to improve its present services to city schools and the public health sector.'

**Notes for Editors:**

RideWise is a Nottingham-based not-for-profit community enterprise that has been running for over 5 years. It provides practical solutions that make cycling an enjoyable and safe form of everyday transport. This includes providing training to give people the skills so they can cycle when they want to – giving them a real transport choice. RideWise has a team of professionally trained instructors who are regular and experienced cyclists who are, fully insured and understand that every budding cyclist is unique, with their own limitations and strengths.

RideWise's instructors train to accredited national standards and deliver national standards awards such as BikeAbility, all of its training adheres to recognised standards set by the Departments for Health and Transport, the Scottish Executive and the National Assembly for Wales offering a recognised certificate.

Over the last 3 years RideWise have provided cycle training and experiences to over two thousand school children and adults in the Nottingham urban area through funding from the City and County Councils, local borough councils, Nottingham City PCT and City schools.

RideWise provide cycling services to a number of organisations who are encouraging staff to travel more actively to reduce congestion, improve staff well-being and reduce carbon emissions.

Earlier this year, RideWise teamed up with Pedals to raise the profile of the Rural Rides programme - a series of fun rides for all ages and ability from the local area.

For more information contact Chair of RideWise Gary Smerdon-White on 07860 311412

**Crime reduction messages and hi-viz tabard jackets - suggestion from Don Read (11 June) for discussion at next Pedals meeting**

"Any comments please on this suggestion, which I will suggest for the agenda for the next Pedals meeting on Monday week?"

Hugh

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

**From:** Don Read

**To:** [hugh.mcclintock@ntlworld.com](mailto:hugh.mcclintock@ntlworld.com)

**Sent:** Saturday, June 11, 2011 4:20 PM

**Subject:** Crime reduction messages

Hello I am a long standing member of Neighbourhood Watch in West Bridgford and over the years I have come up with several projects for reducing crime. Recently I experimented with hi-viz jackets and stumbled across a means of displaying crime reduction messages to the public very cheaply.

Take a tabard-hi-viz jacket and affix a transparent "pocket" with zip to the back using Velcro pads. Insert computer generated A4 or A3 messages as per attached photo. If I could persuade half a dozen colleagues to patrol along Central

Avenue on a busy Saturday morning wearing the jackets (I have been given 40 by a supporting company) I would be overjoyed and I think so would the media.

So how about half a dozen cyclists ? The police approve the concept. The advantage over T shirts with messages is that a T shirt slogan is permanently printed. My idea is for several interchangeable messages placed in the pocket.

Any chance of occasionally persuading you and your colleagues to participate in this idea. ? With the police subject to severe cuts in finance and manpower other ways of delivering crime cutting initiatives need to be found. It took me thirteen months of campaigning to get messages on four (out of 28) Rushcliffe refuse vehicles. The police could have done this but didn't.

Regards

Do we want to take up this invitation?\*

....**comments on this suggestion:-**

....**From Karina Wells (12 June):**

"Dear Hugh,  
I am happy to wear them on a busy Saturday.  
Regards, Karina"

....**From Susan Young (12 June)**

"An idea we can use too.  
Susan"

....**From Pete Elderton (12 June):**

"Hugh  
It rather depends on the message. Should we be using the idea for promotion of cycling issues?  
Pete"

PS. "Hugh

Now I have seen the picture I'm even less keen. The writing is too small for anyone to read other than the crime prevention banner. People would think we were some new form of civilian crime fighter. Let the neighbourhood watchers get on bikes. It would do them good. We should focus on our own issues.  
Pete"

**Driver using off-road cycle lane (Riverside Way / Robin Hood Way near Wilford Toll bridge) – copy of message of 8 June from Julian Bentley to Keith Morgan, City Council:**

"Hi Keith

Today I was shocked and alarmed to see a driver mounting the kerb/Cycle crossing from Riverside Way, driving over the both the central reservation and the off-road cycle lane and then onto Robin Hood way (near the toll bridge at Wilford) - all the more shocked as I was in the middle of a Cycle Training session with a client. I presume the belligerent individual was taking some kind of perceived 'short cut' . The incident happened quite near to the CCTV camera on the roundabout (perhaps captured?).

The details were: 8/6/2011, !0:47 am, Dark Blue SUV, reg no. RE10 NXL.

Perhaps it is worth considering putting a bollard at this location to prevent such criminally dangerous and negligent behaviour, which could result in serious injury for Cyclists.

Julian Bentley  
Ridewise Cycle Instructor

...**reply of 9 June from Keith Morgan:**

"Hi Julian,  
I would hope that it was an isolated incident. I would expect that the sort of individual who would drive in such a bad way would probably ignore such a board. I will however have a look at the area next time I am down that way.

Would you like me to pass on the details in your email to the Police?  
Thanks, Keith"

**Another case of a motorist driving without due care and attention. – messages of 1 June from Paul Hill:**

"Good evening Hugh  
Hope all is well.

This afternoon I had correctly positioned myself in the middle of the ASL on Redbourne Drive waiting to cross over Beechdale Road to come into Radford Bridge Road at Aspley, when a motorist, who had followed behind me, tried to force his way round my right while at the same time a learner driver had just turned left off Beechdale onto Redbourne.

This motorist, by now was right on my rear bumper, that I had to turn around and scream so loudly at him with a few choice words - he must have heard me because when I had crossed over I looked back to see as he was turning left into

Beechdale towards the ring road, I saw him make some very strange gestures towards me. How on earth he failed to see me wearing a yellow top over an orange coat is beyond me.  
Regards, Paul

**..and this one too from Paul Hill:**

Hi Hugh  
Below is an email from PC Corbett regarding the incident at the Hollington Road/Wigman Road island. I am having a cardioversion at the city hospital tomorrow so not sure if I will be able to respond on my return tomorrow afternoon - might have to have 24 hour cover after and so might be away staying with family. On return will respond in full.  
Paul

----- Forwarded Message -----

**From:** "Corbett, Darren, PC1180" <darren.corbett@nottinghamshire.pnn.police.uk>  
**To:** club501raleigh@btinternet.com  
**Sent:** Wednesday, 25 May 2011, 18:44  
**Subject:** bicycle collision

Hi Mr Hill,

i have just read the email that you sent on the 23rd April 2011 in relation to this incident that happened between you and the car driver. As there is no CCTV on the street that covers that part of the road it would be very difficult to identify any offenders especially after now it has been so long.

Can i please ask whether you reported the manner of driving to the police? If so then there would be an incident created and a number that i can refer to. This incident will then be used to educate other drivers and young cyclists who regularly use that round about without proper lighting or brakes.

I can assure you that since the LAG or Local Area Group brought up the subject of speeding vehicles along Wigman Road, my self and Pc Naylor have conducted random speed checks along that stretch of road and regularly stop, prosecute and advise drivers who speed, use mobile phones and do not wear seat belts. However, we also do the same with Motorcyclists and pedal cyclists who use the road and foot path without the proper consideration.

I am unsure if you regularly use that stretch of road, but could i please ask that if you do see that vehicle again to contact me, my email and mobile number are shown below.  
I have checked the factories CCTV on the island and it does not show any of the island just their premises.

As a keen cyclist my self i am always concerned that car, lorry and van drivers do not show the right level of consideration to pedestrians and cyclists as they should but i can assure you that i do regularly patrol that stretch of road on my police pedal cycle and if i see any motorists acting in a manner that causes a danger or inconsideration then i do act accordingly. I am sorry that it has taken so long for you to get a reply and probably not the one you were hoping for as your email has gone all around the houses to get to me.

If you see or experience anything like this again please do not hesitate to contact me.

many thanks  
daz

PC 1180 DARREN CORBETT  
DENEWOOD BEAT MANAGER  
Nottinghamshire Police  
Broxtowe Police Station  
Broxtowe  
Nottingham  
NG8 6LL  
07792437305  
0300 300 99 99 EXT 0855 4561

**Blaze (laser which projects bike image on to road) – message of 7 June from Roland Backhouse:**

“FYI

<http://www.bikeradar.com/news/article/introducing-blaze-a-laser-that-projects-bike-image-onto-road-30459>

**Reference: Urban Kapital Ltd (The Online Urban Community); message of 13 June:**

“To Whomsoever it may concern,

The purpose of this letter is to introduce Urban Kapital, Nottingham’s fastest growing urban tabloid newspaper and has now launched it’s exciting new interactive website.

We are the first publication in the city to identify to promote the contributions of urban news catering to a large number of audiences all across the region; country and our clients include some of the top corporate companies.

We feature important news debates, social stories, Politics business, entrepreneurs, immigration, property, music, fashion and lifestyle.

You name it we have it in Urban Kapital news.

Our aim is to reflect the society we live in and represent the voice of the inner city.

We are friendly to our environment and City News is published using recycled newsprint.

We just wished to inform you about our publication with the opportunity to promote community activities, training, and recruitment or advertise your organisation at competitive rates to diverse communities including online to your target audiences.

We thank you for reading this email and giving us your precious time.

If you require any further information, please feel free to contact us via email and contact details below.

Yours Sincerely

Urban Kapital

**Email:**

**Advertising:** [sales@urbankapital.co.uk](mailto:sales@urbankapital.co.uk)

**Events / press release:** [editorial@urbankapital.co.uk](mailto:editorial@urbankapital.co.uk)

**Local / International Community news:** [News@urbankapital.co.uk](mailto:News@urbankapital.co.uk)

**General enquiries:** [info@urbankapital.co.uk](mailto:info@urbankapital.co.uk)

**Website:** [www.urbankapital.co.uk](http://www.urbankapital.co.uk)

**My absence on holiday from 19 -31 July:**

Please note that I will be away on holiday (including a week's cycling Lower Silesia in SW Poland) from 19 July (the day after the July Pedals meeting) until late on 31<sup>st</sup> July.