

HMCC BACKGROUND NOTES FOR PEDALS MONTHLY MEETING:

7.30 p.m. on Monday 21 March 2011

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

AGENDA

(Meeting to be chaired by Susan Young, in the absence of Andrew Martin)

- 1. Welcome, and apologies for absence, and including brief introductions**
- 2. Discussion with Chris Simon, Perfect Motion, on the new arrangements for the Great Notts Bike Ride (7.30-8pm approx)**

(break from 8-8.15 p.m. approx).

- 3. Minutes of the previous Pedals meeting and matters arising / update**
- 4. Report on recent meetings by people who have attended on behalf of Pedals.**
- 5. Finance (Chris Gardner / Susan Young to report)**
- 6. Forthcoming events / meetings**
 - Pedals meetings – this year's AGM
 - Other meetings / events
- 7. Cycle facility and traffic management matters**
- 8. Next newsletter (spring / summer issue)**
- 9. Miscellaneous items**
- 10. Review of Pedals Committee Arrangements**
- 11. Any other business**

BACKGROUND NOTES

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

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

Apologies for absence from Andrew Martin and Arthur Williams.

- 2. Discussion with Chris Simon, Perfect Motion, on the new arrangements for the Great Notts Bike Ride**

(7.30-8 p.m. approx).

3 Minutes of the Pedals Meeting Held 21st February 2011 at The Globe.

Present: Hugh McClintock, Peter Osborne, David Miller, Coral Simpson, Peter Briggs, Dave Earnshaw, Susan Young, Andrew Househan, Terry Scott, Pete Elderton, David Easley, John Bannister (arrived late) and Arthur Williams and Joanna Ward (Sustrans).

Apologies for absence: Mara Ozolins, Dave Clark, Liz Kirk, Julian Bentley, Roy Wilson and Andrew Martin.

Discussion with Joanna Ward. Joanna is Project Director of the Sustrans / Cycling England Ucycle Project in Nottingham.

Joanna gave a presentation on the Ucycle Project describing the successes and challenges of the scheme so far. The scheme has been rolled out across three sites in Nottingham: the two universities and QMC.

- **Nottingham University**
207 bikes have been hired to students. Dr Bike (cycle repair / advice) sessions have proved very popular as have other events. The sustainability and logistics of the bike hire scheme are in question. Funding runs out in July, A replacement Dr Bike is needed.
- **Nottingham Trent University.**
This has a good website but bike hire is less popular with 78 bikes hired to students, although 8 have been hired to staff. Popular events have included bike lunches and bike washes.
- **QMC**
The staff here is well engaged with Ucycle (about 400). There have been lots of events such as bike maintenance classes and Dr Bike. The challenge here is to make the project sustainable.

The Ucycle project has had a lot of success, but the challenge now is to build on that success which will be difficult as funding starts to dry up (from the end of March) and staff move on. Following the presentation, lots of questions were asked and a few suggestions for consideration were offered.

Rural Rides for All Funding Bid:

A decision is expected within 2 to 3 weeks, possibly even sooner, although probably subject to the provision of some further detailed (financial) information within a few days.

The decision is likely to be positive, we understand, so the recruitment process can soon be started. If possible, a person is needed in post by the end of March to make a start on the promotion of Rural Rides before Easter.

If the bid is successful, a job advert will be emailed to all Pedals members and other local networks (CTC, Ridewise), giving a week for responses. The interview panel will consist of Andrew Martin representing Pedals and Gary Smerdon-White representing Ridewise, with Graham Hubbard from Ridewise sitting in as an observer. Hugh McClintock and Peter Briggs will have a chance beforehand to make comments on the applications received and the possible shortlist.

It was agreed that the recruitment and interview process should go ahead, without waiting for the final confirmation of funding, once the extra information had been sent and received.

Success in this project could lead to further funding. Pedals would be accountable for this project.

Once we know if the funding bid has been successful, and have someone in place, Graham Hubbard will then arrange a meeting for him/her to meet all volunteer leaders. It is also very important that he/she has a good working relationship with all Pedals activists so we should invite the person appointed to one of our monthly meetings asap (and to the AGM, if they are in post by then).

Ridewise has been given enough money to administer the Rural Rides programme. There is now a Facebook page for Rural Rides 2011.

We also need to consider what Pedals can get out of Rural Rides for All to raise its profile, e.g. in buying a stock of Pedals tabards, as Peter Briggs has suggested, and other new publicity / promotion material.

Pedals contributions to the Rural Rides programme – Pedals themed rides

Because of our preoccupation with the funding bid we had forgotten, as in the last few years, to ensure that we had two volunteers to Pedals-themed rides on each second Wednesday between April and August.

No volunteers for 13 April but Terry Scott volunteered for 11 May, Hugh McClintock and Susan Young for 15 June and Arthur Williams for 13 July. All agreed now to send their details to Ridewise (as Hugh and Susan have in fact already done).

Sharphill A52 Underpass.

Hugh McClintock and Karina Wells had now had a chance to discuss this with Clive Wood at the County Council who was very concerned about

- a) what he regarded as a substandard structure (despite many other local subways under trunk roads being much narrower than this, including ones by Clifton Bridge and the Dunkirk flyover as well as Silverdale)
- b) the consequent potential liability for the County Council in allowing cycle access through it
- c) potential demand for cycle use of the subway (despite the 1200 new houses, the emphasis on promoting green travel in the housing development and the nearby Ruddington Business Park, etc) and c) funding implications for the County Council, as well as the prospect of funding from the Highways Agency and the developers, Bovis Homes).

However, Clive has now agreed to carry out a feasibility study, provided that funding can be found for this, with the cooperation of Paul Hillier and Jeremy Dixon of A-One Plus for the Highways Agency. This would give a clearer idea of the various financial and legal issues associated with conversion of the subway.

Meanwhile, the order to create a right of way (public footpath) through the subway had been made (12 March deadline for any objections), following which Jeremy Dixon will write to the landowner to get the removal of the mound of earth obstructing the north entrance to the subway

Hugh was keeping closely in touch with other interested parties including Sustrans who had offered to raise this at a recent meeting with the HA in Kettering to discuss various trunk road rights of way issues in the region.

He had also raised with Rod Jones and others the possibility, at least in the longer term of continuing the shared path through the new housing area to connect with the former railway 'Green Line' in West Bridgford west of Melton Road, and, ideally, with the recreation of a through route under Boundary Road, near Rushcliffe School and Leisure Centre.

Nottingham Light Night, Friday 18 Feb.

Many thanks to all those who helped. The cycling activities went very well, apart from the procession of decorated bikes which attracted no outsiders!

Dave Clark had suggested that next year we have cycling activities on both nights including the Light Night Lite on the Saturday. However, with all the financial cutbacks it was not known if the City Council would repeat this next year, and there were certainly going soon to be major financial cutbacks for The Big Wheel (GNTP) which might well preclude their taking on again the very useful role that Helen Hemstock had this year in coordinating the cycling activities.

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

Monday 14 Feb: Greater Nottingham Cycling Development Group - Brief report

There was some discussion of the cycle counts, including the reasons for the lower numbers of cyclists using the Wilford Suspension Bridge since its reopening last February. This may in part reflect the creation of a better path on the south bank between the Suspension Bridge and Wilford, AW suggested.

Full minutes from Gary Smerdon-White still awaited and will be circulated separately.

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

No particular report.

6. Forthcoming events / meetings

Pedals meetings including arrangements for AGM on Sat. 26th March

Susan confirmed her willingness to organise the ride but we might need other people to help if we got large numbers.

Andrew Martin had sent a booking form from the Friends Meeting House which needed details of our insurance cover to be added.

It was not know whether Andrew had invited other groups to attend, as he said he intended to do.

March - May monthly meetings

Possible meeting / speaker suggestions include:-

- The person appointed to the Rural Rides for All Promotion Job, (if we get the funding), and soon after they start.
- Chris Simon of Perfect Motion, to talk about the new GNBR arrangements, and how Pedals can best support them.
- Francis Ashton, City Council Road Safety Manager, is coming to speak at our May meeting.

- Other meetings / events including possible Pedals displays

Pedals displays at events and coordination with Ridewise

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

Subgroup to revise Pedals display contents

Dave Miller, Peter Osborne and Pete Elderton agreed to join a subgroup to organise this which Hugh offered to chair. It was also hoped that Dave Clark would be involved. Hugh to arrange a meeting soon.

Transition Nottingham event at the Arts Organisation on Sat 5 March:

Not known if Dave Clark had responded to this but other people from Pedals would also be welcome. I've been asked to pass on a request from Transition Nottingham. they are holding an event at the Arts Organisation

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

Dave Clark had told Hugh that he could bring the Pedals stalls along on 28 March (QMC) and 1 April (City Hospital)

Broxtowe Borough Council on 16th March

Big Wheel event taking place between 11.30am and 1.30pm. Hugh said that he believed that Dave Clark had responded to this.

Climate Week (21-27 March):

No interest.

30 March' Cyclenation 'Urban Cycling Beyond London' conference, Sheffield

Details at <http://www.cyclenation.org.uk/>

Hugh willing to go.

Nottingham Green Festival and what Pedals can offer:

Susan Young said that we must be quite clear on who would bear any extra costs involved, e.g. in fencing.

7. Cycle facility and traffic management matters

Local Sustainable Transport Fund – Nottingham bid

Now being worked on by Chris Carter.

Beeston Station cycle access and provision: request for Pedals comments from (Broxtowe Councillor and Pedals Member) Steve Barber

Hugh had sent a copy the last (2009) version of the Pedals wish list to Peter Briggs for him to use as a basis for this response. He said that he would also send him a copy of the Pedals comments in 2007 on the Beeston Town Centre Action Plan which was very much bound up with the NET extension plans.

Hugh said that he had also asked Sustrans (Matt Easter) for comments, in view of their interest with Sustrans NCN Route 6 passing close by Beeston Station.

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

Hugh handed out copies of this material and encouraged people to try the route and to give feedback to Steve Fisher at Broxtowe Borough Council on 917 3634.

8 Miscellaneous items

Importance of correct email addresses

Hugh said that Andrew Martin had asked him to stress the importance of ensuring that we have the correct email addresses in emails we send, one recent message to Peter Briggs had ended up going to someone with no connection to Pedals.

East Midlands Train cyclists' survey: good response needed please

Hugh encouraged people with an interest in EMT and cycling to complete these and encourage other people to do so so that EMT get a really good response.

Pedals representation at Broxtowe Transport Group meetings: Many thanks to Robin Phillips

Agreed that Hugh should write to thanking him for his many years of service and wishing him all the best for the future. Peter Briggs has now kindly offered to be our main rep in future at such meetings in the Broxtowe (Beeston) area.

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

The meeting was glad to hear that the County Council are considering 15-16 20mph area experiments in the County as a whole, and also the recent news that Lancashire County Council are promoting 20mph limits in all their residential areas.

bid to Geovation Funding for funding new Cyclestreets tool for campaigners

Hugh had written in support of this bid.

Appeal from Cyclenation to all local Cycle Campaign Groups - Ask for Strict Liability Now!

Agreed that we should support this campaign and that Hugh should resend the message to all Pedals activists and ask for volunteers to write to all our local MPs in support of this.

9. Any other business

Putting info on the back of Pedals business cards – suggestion from Julian Bentley

Julian Bentley (not present) had suggested that we use the reverse side of Pedals business cards either to include some info on Pedals achievements or to put some snippets of info on the reasons people should cycle.

Susan said she would look into the cost of doing this but guessed that it would probably double the present costs of printing (34 for 500) when she ran off copies and guillotined them

Open Street Map meeting at the John Borlase Warren on 8th March

Hugh mentioned this message which Andrew Martin had just passed on and said he was unable to go to the meeting on 8 March. However, David Easley volunteered to go on behalf of Pedals and to report back at our next meeting. Hugh would first send him background information on Cyclestreets.

Trowell Road new cycle lanes defects

David Easley mentioned the problems with some of the new stretches of cycle lane on Trowell Road and produced some photos. Hugh asked him to email more information which he would then take up with Keith Morgan at the City Council and suggest a possible site meeting with David.

Grantham Canal towpath repairs and reopening:

No comments on Dave Griffith's message just received. It was pointed out that disruption to the canal towpath is likely to continue until the A46 dualling scheme is completed in the middle of next year.

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

No comments. Hugh mentioned that his reply to Matt seemed to have been barred for security reasons unfortunately!

Victoria Embankment Temporary One-Way System (21 Feb-Oct 2011) - implications for cyclists

No reply yet from Chris Carter, City Council: It looked as though cyclists were just being left to use the nearby path (by the wall and river) as there were no advanced warning signs for cyclists on main approaches such as the Suspension Bridge.

Update:

Rural Rides for All funding bid SUCCESS!

On 14 March we finally received a letter from the Awards for All Scheme saying that our application had been approved!

This came about two weeks after a letter from Awards for All rejecting our bid on the grounds that they did not fund salaried posts, despite the fact that we had carefully worded our application to make clear that this was not what we were after!

Many thanks again to Peter Briggs who then promptly got on to his contacts there to point out this anomaly, adding yet more frustrating delay, but eventually his efforts were rewarded!

More news at our meeting on what now happens re appointing someone to the post asap.

PS. Out come of special meeting held on 15 March to discuss the next steps, and involving Hugh, Andrew, Peter Briggs, Gary S-W and Graham Hubbard from Ridewise – main points agree:-

- Hugh, Andrew and Peter to liaise with Susan and Chris about further financial etc. information needed by Awards for All before they can confirm their approval and transfer the money into our bank account.
- Gary has finalised the job spec and person spec, and we now aim for these to go live, via our email networks and websites, on 25 March, with applications needed by 5pm on Monday 4 April.
- 5 April – short listing: aim to produce a short list of 4
- 8 April: interviews by Andrew for Pedals, Gary for Ridewise and Graham as observer.

Other points related to Rural Rides for All:

- Various technical problems have delayed the RRFA website from going live but this should be done soon.
- The launch event is now likely to be postponed from the provisional date of 2 April
- Graham will organise a meeting of Ride leaders, once the new person is appointed and in post
- As a condition of the grant we have to use the Big Lottery Fund logo in all publicity, and this will include the Pedals newsletter and website.
- Helen Hemstock (all that is now left of The Big Wheel, from 1 April) will be based in the Ridewise office and can assist the person appointed with her marketing skills and experience.
- There is already an option on the Ridewise website for people to register their interest in the Rides and being kept informed

- I asked for 500 copies of the RRFA flyer, now at press, to be given to me for use with the next Pedals newsletter.

Nottingham Light Night on 18 Feb - Thank you to PEDALS - messages of 23 Feb from Helen Hemstock and Sharon Scaniglia:

"Hello Sharon/Hugh,

Yes, we had no take up of the cycle tours; however, we had thought that it may be a tricky activity to 'sell' at this type of event. The Pedal Rickshaw was full to capacity throughout the evening, with approximately 50 rides. The trial bike area had approx 250 participants and although it's difficult to estimate accurately, from the number of leaflets that were distributed I'd estimate that we had around 2,500 - 3,000 people come to the stall.

Helen

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

Sent: Wed 23/02/2011 18:40

To: Sharon Scaniglia

Cc: Andrew Martin; Helen Hemstock; Dave Clark; Brian Shaw; Joanna Ward; Andrew Tuppen; Pete Elderton; Peter Osborne

Subject: Re: Light Night Thank you to PEDALS

Sharon

Thanks for this message. In the end we did not get any (outside) takers for the procession of decorated bikes but the great popularity of the Cyclemagic Display bikes and The Big Wheel / Sustrans UCycle stall made it all very worthwhile, helped a lot by Helen's great coordination efforts!

best wishes

Hugh

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

From: [Sharon Scaniglia](#)

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

Sent: Wednesday, February 23, 2011 5:45 PM

Subject: Light Night Thank you to PEDALS [Scanned]

Dear Hugh

Just wanted to thank you and the Pedals team for being part of light night this year. I haven't heard how many people participated in your event but I am hoping Helen will let me know.

Thanks again, it's been a good turn out.

Kind regards

Sharon Scaniglia

Principal Arts Officer

Arts and Events

2nd Floor Loxley House

Station Street

Nottingham

NG2 3NG

Telephone 0115 8765583

Subgroup meeting of 8 March to revise Pedals display contents – appeal for more photos please!

Dave Miller, Dave Clark, Pete Elderton met on 8 March and agreed on the rough text and list of images to be used in revising our display contents.

We propose 3 sections using the present 3 panels, of which the middle one is twice the size of the side panels.

These 3 sections, each with appropriate images (especially the middle one, with more space) are:-

- What is Pedals?
- What does Pedals do?
- How you can help?

We could do with offers of suitable photos (e.g. from group rides) from other Pedals members before we finalise our selection and get the photos run off to include in the revised layout please.**

We thought it important to keep the text part of the display fairly minimal so that the images stand out more, while also thinking that the variety of cycle maps and other leaflets in the foreground on a table are in some ways the most important part of the display, to draw people in, at least on the occasions (most events) when we have a table.

We therefore thought that the text should not include details of the benefits of Pedals membership, i.e. discounts at cycle shops, newsletters and helping to feel involved in supporting all our campaign work, but that it was more important to consider featuring these on the back of Pedals business cards, as a few punchy bullet points, rather than putting general information about cycling's benefits, or Pedals achievements, as discussed at our last meeting.

PS. Before we finalise the text, photos and layouts we could ideally please do with a volunteer with really good graphic design skills please if possible!**

Victoria Embankment Temporary One-Way System (21 Feb-Oct 2011) - implications for cyclists – my exchange of messages with Chris Carter (20-23 Feb)

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

Sent: 20 February 2011 17:25

To: Chris Carter

Cc: Keith Morgan; Gary Smerdon-White; John Lee; Dave Clark; Terry Scott; Cathy Melia; Roland & Hilary Backhouse (h); Luke Wilson; Peter Osborne

Subject: Victoria Embankment Temporary One-Way System (21 Feb-Oct 2011) - implications for cyclists

Chris

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

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

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

Best wishes

Hugh

....reply of 23 Feb from Chris Carter:

From: [Chris Carter](mailto:Chris.Carter@ntlworld.com)

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

Cc: garysmerdon-white@supanet.com ; [Keith Morgan](mailto:Keith.Morgan@ntlworld.com)

Sent: Wednesday, February 23, 2011 2:13 PM

Subject: RE: Victoria Embankment Temporary One-Way System (21 Feb-Oct 2011) - implications for cyclists

Hugh

There is a temporary one way system operating on the embankment associated with the flood defence work which involves a diversion of traffic eastbound

This is not affecting the parallel cycle path therefore cyclists travelling eastbound can continue to use this.

I am struggling therefore to see what else needs to be done?

Chris

....my response of 23 Feb

"Chris

Thanks for your reply.

I assume that your reference to the 'parallel cycle path' is to the path behind the wall that follows along at the top of the slope, although it is (and never has been) signed as cycle path so some people may doubt if they can legally ride on it (or the smoother path down by the river). In the current situation it might be useful to have some such signs, to reassure people that this is the way they can legally ride eastbound.

There is also the matter of warning cyclists approaching the Embankment from different directions, e.g. from the Suspension Bridge, and the link paths from Wilford Crescent East and Bathley Street West, who surely need advance warning of the disruption to normal two-way working, just as drivers now get. At present, if you approach from the Suspension Bridge, for example, it is not clear just what the situation now is, i.e. whether there is a round the clock one-way westbound arrangement for motor vehicles or whether (as happens sometimes with (longish) road works there are temporary signals at both ends of the disruption with alternate one-way working. You need to know clearly from which direction to expect motor vehicles to approach.

There is a general advance warning sign for traffic at the Queen's Drive / Meadows Way / Robin Hood Way junction, facing you as you approach from Crossgate Drive (and Birdcage Walk) telling drivers to turn left and follow diversion routes but this needs supplementing with specific information for eastbound cyclists who do not need to turn left at this point.

In the absence of clear signing for cyclists, there is a temptation, as I have noticed already, for cyclists just to do their own thing which might sometimes result in dangerous situations, e.g. as when cyclists cross the road and ride eastbound in the coned off-area (as I have already noticed several people doing; as a quicker route than the path by the wall which is very rough in places, e.g. towards the Suspension Bridge), and then unexpectedly come across construction vehicles or equipment or materials, etc.

Hugh

Concerns about the road narrowing on Trowell Road – message of 25 Feb from David Easley, and my response:

"David

Thanks for these detailed comments which I am hereby passing on to Keith Morgan at the City Council, along with a reminder about my request to him to arrange a site meeting to discuss them with you and me (if we can find a

convenient time for all 3 of us), as well as to other local Pedals members, Susan Young and Angie Gilbert, who may also wish to comments.

best wishes, Hugh

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

From: [David Easley](#)

To: [Hugh McClintock](#)

Sent: Friday, February 25, 2011 1:46 PM

Subject: Concerns about the road narrowing on Trowell Road

Hugh,

As requested, please find below an explanation of my concerns regarding the recently installed pelican crossing and road narrowing on Trowell Road.

Regards, David

The road narrowing associated with the recently installed pelican crossing on Trowell Rd near the junction with Bridwood Rd has created a dangerous situation for cyclists.

Some time prior to the installation of the crossing, cycle lanes were painted along either side of the road. When the pelican crossing was subsequently installed the road was narrowed by building-out the curbs. The cycle lane on each side of the road now ends on either side of the narrow zone [1]. The width of the build-outs is almost exactly the same as the cycle lanes outside of the narrow zone. Hence, motorists perceive little change in the width of the lane they are occupying. Cyclists wishing to remain on the carriageway while traversing the narrow zone, however, are forced to move out into the flow of motorised traffic. Any motorist not aware that the road is about to narrow could be surprised by a cyclist seeming to pull out into (what they may have come to consider) 'their lane'. (See [Figure 1](#) - The grey lines indicate the original curb position; the blue lines indicate the curb position since the road was narrowed. The extent of the cycle lanes is also shown.)

Presumably because of an appreciation of the risk this situation would cause to cyclists, the road markings were updated on both sides of the road to invite cyclists to leave the carriageway and divert around the narrow zone by joining the pavement. The problem is that, for whatever reason, cyclists are not availing themselves of these bypasses [2]. Because they are not being used, the hazard described above has not been mitigated by their provision.

Possible reasons why cyclists are not using the bypasses

Based on my perceptions as a commuter who cycles along Trowell Rd regularly in both directions, this is why I think cyclists are not using the bypasses:

(Note: The [photographs](#) 1 to 6 were taken heading westwards, away from the city centre. Photographs A to D were taken heading back the other way.)

- [Photo 1](#) shows the approach to the crossing from the east. (The road starts to climb a hill at this point. The crossing is part way up the hill.)
- At [2](#) it becomes clear that the cycle lane is coming to an end. At [3](#) the cyclist can see there is the option to leave the carriageway, but that doing so will entail losing the right-of-way when it comes to negotiating the side road (Bridwood Rd) - [4](#) and [5](#). Also, having begun the extra exertion of climbing the hill, the cyclist will be keen to maintain their rhythm if at all possible.
- [6](#): having crossed the Bridwood Rd junction the cyclist would have to briefly re-join the pavement and then perform a shoulder check before merging back onto the carriageway.
- Heading back towards the crossing from the west, the cyclist is on the steepest part of the hill ([A](#)) and will likely have attained a good speed - perhaps 20 mph or more.
- The cycle lane ends just before the junction with Beaumont Sq ([B](#)). Choosing to leave the carriageway at [C](#) would entail significant deceleration and a loss of momentum. On the other hand, having to remain on the carriageway and merge rightwards into the main flow of traffic involves having to perform a shoulder check at speed, something that not all cyclists are competent at doing. (Inexperienced cyclists may only manage a quick glance or may just depend on their ears.)
- If the cyclist was to take the bypass they would find that the eventual exit back onto the carriageway is impeded by a lamppost, followed by the disruption of having to cross Trowell Av. ([D](#)).
- In addition, cyclists may be reluctant to join the pavement because of potential conflict with pedestrians, particularly since (a) there are no markings to separate cyclists and pedestrians and (b) pedestrians may be walking in various directions in the vicinity of the crossing.

Of course, the cyclist's progress could also be impeded if they remain on the carriageway, due to the lights turning red. However, this particular crossing is so rarely used that this almost never happens. I have traversed the crossing approximately 10 times per week since it opened and in that time have only met a red light on one occasion.

All of the above considered, I think most cyclists simply regard it as too disruptive to use the bypasses.

Clearly, the City Council is seeking to improve the safety of cyclists and pedestrians and this is commendable. However, in this case the interplay between the pedestrian and cycling infrastructure seems to have unintentionally created a dangerous situation for cyclists.

Incidental note: Given how little the crossing is used one has to wonder whether public money was well spent in this instance. Before the pelican crossing there was a simple pedestrian refuge at the same spot. This also had the effect of narrowing the road (and as a result, presumably had a similar effect in reducing traffic speed). But in this case the narrowing was from the middle of the carriageway rather than the edges. Hence, cyclists did not have to move out and the onus was more on the motor traffic to slow down and alter course if a cyclist happened to be passing the refuge in the same direction at the same time.

[1] - It is accepted that, even if the road had not been narrowed, the cycle lanes could not have continued uninterrupted because of the regulations concerning pelican crossings.

[2] - This assertion is based on my observations over the last few months. Since the new crossing was installed I have never seen a cyclist use either of the bypasses.

David Easley

PS. 14 March Site Meeting Report.

David Easley, Susan Young and I met Keith Morgan of the City Council on site on 14 March to discuss these issues and he clearly recognised that it was very unsatisfactory, with the toucan crossing and extended pavement apparently being introduced as part of a recent Safe Routes to School scheme without any consideration as to how this would affect the previously implemented and quite satisfactory cycle lanes.

He said he would now go back to the office and discuss the issue with those responsible for this addition and then decide what could be done. However, he stressed that it was very unlikely that there would now be any money to make major changes!

I suggest that we raise this issue at the next Greater Nottm Cycling Development Group meeting, on 12 April, as the lack of finance now makes it all the more important now to ensure that what money is still being spent is effectively and usefully spent and without this old tale of one part of the City Council doing things without liaising with colleagues responsible for another, and what the implications might be for other users!

Internal signing of Nottm Station Bike Compound – my message of 28 Feb to Keith Morgan, City Council:

"Keith

I have noticed that there are several new signs on the Platforms at Nottingham Station to indicate various facilities and exits but not one makes any mention, it seems, of the Secure Bike Compound. In our discussions some months ago about promoting awareness of the Compound we did emphasise the need for good signing within as well as outside the Station.

Do you know if EMT still intend to do anything to improve internal signing? If so, they seem to have missed an obvious opportunity!

best wishes

Hugh

A52T Sharp Hill subway: potential conversion to shared use: my response of 23 Feb to letter of 21 Feb from Clive Wood, Notts. County Council re proposed feasibility study

"Clive

Thank you for your letter of 21 Feb (ref. H/PP/PD/CDW/071.IY.16) which arrived today.

We are glad to know that you and Paul Hillier are now investigating the possibility of finding funding for a feasibility study to investigate the concerns you expressed at our recent meeting with regard to the suitability of the subway and its access points for conversion to shared use, and the possible legal and liability issues.

We hope very much that it will indeed be possible to secure this funding and carry out the study, in coordination with A-One Plus and the Highways Agency, and would welcome an opportunity to discuss this further at an appropriate time.

best wishes

Hugh

for Pedals

PS. Sustrans view from Tony Russell

Since this message I have been in touch with Tony Russell, who coordinates Sustrans engineering work nationally to ask for his advice and he has sent me a pdf copy of a report from the Institution of Civil Engineers on Liability in respect of roads.

He says that litigation in respect of design faults on roads etc. is very rare and he shares our view that it is anyway very surprising that Clive should be so concerned about potential liability to the County Council from allowing shared use, rather than the Highways Agency who are responsible for the structure (on a trunk road) and the landowner.

I hope before our meeting to have some further news on the outcome of the County Council's Rights of Way Order for the creation of a public foot path through the subway.

A52T Sharp Hill subway – my exchange of messages of 14-15 March with Jane Baines, County Council Rights of Way section with regard to the Rights of Way Order to create a public footpath through the subway made on 21 Jan:

"Jane

Thanks for your response. Please continue to keep me posted when you have any further news.
best wishes, Hugh

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

From: [Jane Baines](#)

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

Sent: Tuesday, March 15, 2011 7:49 AM

Subject: Re: Following up our 7 Jan meeting re the Sharp Hill subway under the A52T - any more news please on the order made on 21 Jan?

Hugh

We have received one objection, not Mr Wells. It is an odd objection so Angus is attempting to get it withdrawn.

More news when I have it

Jane

Jane Baines

Area Rights of Way Officer

Countryside Access

Planning Sustainability

Communities

Nottinghamshire County Council

Tel 0115 977 4802

Fax 0115 977 2414

-----"Hugh McClintock \(\Dell\)" <Hugh.McClintock@ntlworld.com> wrote: -----

To: "Jane Baines" <jane.baines@nottscc.gov.uk>

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

Date: 14/03/2011 09:12PM

Subject: Following up our 7 Jan meeting re the Sharp Hill subway under the A52T - any more news please on the order made on 21 Jan?

Jane

Is there any more news on this order please, following the deadline for objections to be received?

best wishes

Hugh

Cyclenation request to lobby local MPs re 'Strict Liability' Campaign.

I duly forwarded the email from Cyclenation as requested along with a request for different local members to volunteer to write to their MPs so that we could ensure that all local MPs were contacted.

However, the only responses I have had were from Richard Cooper (Sherwood), Coral Simpson (Erewash) and David Easley (Nottingham South) who emailed me to say"

"You asked that any of us who contact our local MP about this matter should let you know, so that you can check we have all the MPs covered in our area.

" I have received a response from the office of Lilian Greenwood, MP for Nottingham South. Lilian's secretary explains that, as a Whip, Lilian is unable to sign EDMs. She continues: "However, she is very happy to make representations on your behalf regarding this important issue, and I can confirm that Lilian has already written to the relevant Minister outlining your concerns. When a reply is received from the Minister, she will write to you again."
Regards, David

Potholes and cyclists

We have had good coverage on this recently from the Nottingham Post, BBC East Midlands Today and the BBC website.

These stories attracted interest from several Student Journalists at Nottingham Trent University, among others, and this resulted in two pairs of them coming to me to record interviews!

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

14 Feb. Greater Nottingham Cycling Development Group

The minutes from this meeting have been delayed but I hope to have them from Gary Smerdon-White in time for us to circulate and discuss next Monday.

8 March meeting to discuss Pedals interest in Open Street mapping

David Easley to report:

"On 8 March I attended the OpenStreetMap Nottingham pub meet-up. Topics of discussion of interest to Pedals members included: the CycleStreets router (and in particular how it compares to the Transport Direct router); how OSM might get more input from cyclists."

12 March East Midlands Cycling Forum meeting, Leicester:

Andrew Martin, Susan Young and I attended this meeting, whose attendance (15) suffered from the late circulation of the programme. However, it was a useful meeting, with plenty of time for an informal general exchange of views as well as for discussion on the one presentation, from John Coster of the (Leicester) Citizens Eye (Community News Agency), on the potential for local cycling groups to use Facebook and Twitter as a campaigning tool and getting feedback.

Among the points that came out of the meeting were these:-

- The need, emphasised by Derby Cycling Group experience, of making good use of various local, i.e. neighbourhood / ward consultation forums, and involving different local members in doing this, and using these channels as a way of making links with other people in the area.
- The need for regular monitoring of all local planning applications, with a view to making comments on cycling aspects. This has been raised before at Pedals meetings but we still do it very spasmodically only.
- The need to keep a close eye on detailed spending plans of the local authority, to follow up responding to consultations on documents such as the Local Transport Plan.
- The potential benefits of local campaigners (and the EMCF) using Facebook to help communication between members and with members, as well as having better communications with the younger generations, as against the potential disadvantages in terms of the extra time and effort to monitor this and keep track of the comments it generates.
- The need to encourage donations to local campaign groups, as well as to get subscriptions paid.
- The need to widen the EMCF membership, at least in terms of email addresses, and make sure that we reach small groups and lone campaigners throughout the region. It was agreed that it was up to everyone already in the EMCF to pass on the word and encourage others to join.
- The need to ensure that a wider group of people could access the EMCF address book email list now held by Hugh McClintock, as part of the new process for revolving responsibility for arranging meetings and maintaining communications in the group.
- The need to maintain our regular (twice-yearly) meetings, with Derby Cycling Group hosting the next one, in Derby, on Sat. 8 October. The role of social enterprises (such as Ridewise or Choose Cycling) in promoting cycling was suggested as one topic to focus on at this meeting, as their role seems increasingly important on the promotion of cycling.

15 March: Rushcliffe Environmental Partnership

Meeting now postponed.

15 March: Greater Nottingham Light Rapid Transit Advisory Committee

Hugh to report on this including an item on a survey on the means of transport people use to access the NET.

- NET Customer Satisfaction Information annual survey and suggestions for including information on cycling in future surveys – my message of 15 March to Nicola Tidy (NCT and the NET) Publicity Officer:

Nicola

Just a brief note to follow up the suggestions made at this afternoon's meeting of the Greater Nottm LRT Advisory Committee by Cllr. Gerald Davie and myself for including information on cycling in future surveys of NET customers' satisfaction.

As we mentioned, it would be useful in future to gather information on use of folding bikes, both in terms of existing demand and potential increased demand, as well as to have more detailed information on means of access to the tram at different tram stops and how far the use of bikes is more common at tram stops further out, especially where cycle lockers have been installed as at the Phoenix Park tram terminus, together with any opinions on fears about security that deter more people from doing this.

I might mention that, although I knew that Cllr. Davie was a cyclist, I did not know until this meeting that he had recently bought a folding bike, or that he would ask a question about cycling before I had a chance to do so!

best wishes

Hugh

....comments on this from Dave Holladay of Transport Management Solutions, based in Glasgow, who works with CTC nationally and bikes and public transport issues (15 March):

From: tramsol@aol.com

To: Hugh.McClintock@ntlworld.com ; nicola.tidy@nctx.co.uk

Sent: Tuesday, March 15, 2011 8:23 PM

Subject: Re: NET Customer Satisfaction Information annual survey and suggestions for including information on cycling in future surveys

Hugh/Nicola

Here is a write-up in A to B magazine (p30) regarding the Brompton Dock, which I expect to see being launched in around a month's time. The essence is to deliver a complete package which can be purchased through a lease or purchase and service contract, the details of which are being finalised as the experience of 2 years of manually managed Brompton 'hire' is refined.

The alternative and possibly complementary option is to develop a UK OV-Fiets as a simpler system than a Boris bike cycle sharing scheme. Unlike a cycle sharing scheme users hire the bike for the whole day (a current viable figure is under £3) and park at their place of work. In the evenings the bikes at city centre locations (returned by commuters) can be offered for free use by those living in the city centre to take home until the following morning and maximise the utilisation of the depot spaces at tram and rail stops (a paid for facility might be appropriate at out of town locations with bikes available free or at low cost to use during the day)

There may well be an option to locally develop the foundation for a larger scheme with a small scale manually administered scheme of long term rental of folding bikes using the structure for routine servicing etc that would apply to a larger scheme. Alternatively it might be possible to piggy-back by hiring some of the SWTrains bikes for a trial. Note that the running cost of a scheme can be offset by branding the bikes - Greene King (Ruddles) have for example a promotional fleet of Bromptons in Old Speckled Hen colours.

The real deal is to develop a total travel package from a single point of purchase - you buy a bus/tram travel pass, membership of a car sharing club (e.g. Streetcar/City Car Club) and a folding bike hire or city bike hire scheme. The Belgian operator TEC has already done this - they have a 50% stake in bike hire scheme and car club, and so revenue from selling travel beyond the bus/tram stop comes in to the bus operator. The figures for the Car Club membership survey (Ch 7) using bus rail and bike in comparison with the National Travel Survey are impressive. More than twice as many making bus trips per week over 6 times as many using a train, and twice as many cycling. Perhaps a good case to provide car club bays at tram stops.
Dave Holladay
07 710 535 404

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

Deferred to the AGM!

6. Forthcoming events / meetings

- Pedals meetings – including AGM on Sat 26 March

Mon 18 April; Suggestion for discussion on coordination with Ridewise re future display / stall invitations

Whatever we now decide about new arrangements for managing requests for Pedals stalls at different events, we will no doubt wish to coordinate these very closely with Ridewise in future and therefore might like, in the first half of the April meeting, to take up Gary Smerdon-White's suggestion for him to come along and do a little presi to of what services RW can provide and is developing – to help ensure good knowledge of where we are all trying to get to.

He suggests that such an information swap should include discussion re Pedals and RRFA objectives and plans
Shall we go for this?*

- Other meetings / events

[Pedals Website Enquiries] Gedling Borough Council staff Cycle to Work day – my exchange of emails with Clare Selwood, Gedling Borough Council

“Clare

Thanks for your message. I was interested to hear about your proposed event and in principle I am sure that Pedals would be interested in taking part. However, we are now having to review very carefully just how many such invitations we can take on as the person who has managed our displays and stalls for many years, Dave Clark, is now stepping down. We will be discussing this at our next monthly meeting, on Monday 21 March, and I will get back to you after that to let you know just how much we can be involved.

As well as copying this response to other Pedals Committee members I am copying it to a few people from Ridewise and GNTP who may also be interested in taking part, in coordination with Pedals.

Hugh

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

From: <clare.selwood@gedling.gov.uk>

To: <ineylon@ntlworld.com>; <Hugh.McClintock@ntlworld.com>; <andrew@veggies.org.uk>; <chris.gardner@nns.com>; <Arthur.Williams@nottingham.ac.uk>; <Susan.Young@nottingham.ac.uk>; <peterozz@hotmail.co.uk>

Sent: Wednesday, March 02, 2011 2:39 PM
Subject: [Website Enquiries] Gedling Borough Council staff Cycle to Work day

> Clare Selwood sent a message using the contact form at
> <http://www.pedals.org.uk/contact>.
>
> Hi
> The Environmental Champions at Gedling Borough would like to hold a 'Cycle
> to work' day in April to encourage staff to dust off their bikes and use it
> to get to work. Ideally we'd like to hold a Dr Bike session, that could MOT
> staff bikes whilst they are at work. We'd also like to have an information
> stand for staff to find out cycling info.
>
> Is this something which you could help with? What would the cost be?
> Thanks a lot.
> Clare Selwood - Waste Development Officer
> 0115 901 3765
> Gedling Borough Council

PS of 3 March from Clare Selwood: change of plan!

"Hi Hugh and everyone at Pedals
Thank you for getting back to me about our proposed event.

The Environmental Champions have today discovered that the 'Be Well at Work' team are also planning to run a similar event later in the year and so it would make sense to coordinate with them, especially as they have a larger budget! I will be in touch.
Thanks again, Clare Selwood

Erewash Valley trail launch and Hemlock Happening, Bramcote Hills Park, Sat 11 June – message of 3 March from Adrian Juffs, Broxtowe Ridewise Cycling for Health Project and my response:

"Adrian
Thanks for letting us know about this event.

Pedals did once have a stall at the Hemlock Happening, about 6 years ago, but we then found that we had not got the volunteers to take up invitations to it in subsequent years, especially when June tends to be the month when we get most such invitations and events often clash.

I agree that with the launch of the EVT taking place at this event this year, a cycling presence is particularly important. Maybe this event could be one opportunity for Pedals and Ridewise to have a joint display, or alternatively ensure that a Ridewise display, such as you have already in principle agreed, has some Pedals literature, and volunteers if we can find anyone to help.

With Dave Clark now stepping down from managing our stalls (though he will still be helping with some) we urgently need to have a review of how we handle such requests in future and just how many we can now realistically take on, by ourselves or with Ridewise. We will be discussing this at the next Pedals meeting on Monday 21st March and I hope that we can reach some agreement on this then, and then get back to you with a more definite response.
best wishes
Hugh

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

From: [Adrian Juffs](#)
To: '[Hugh McClintock \(Dell\)](#)'
Cc: '[Gary Smerdon-White](#)'; '[Graham Hubbard](#)'
Sent: Thursday, March 03, 2011 12:10 PM
Subject: FW: Erewash Valley Trail

Hi Hugh
An official 'launch' of the recently improved Erewash Valley Trail (EVT) is to be marked at the Hemlock Happening, 11th June at Bramcote Hills Park. Broxtowe are likely to ask e.g. Stan Heptinstall to say a few words. Perhaps you're already aware.

To help mark the launch Ridewise is aiming to organise a couple of rides incorporating the trail:

- a Community Ride (me: under the Broxtowe Cycling for Health rides banner – gentle pace from Beeston and to be at Bramcote Hills Park for around 2pm ish and then back to Beeston)
- a Rural Ride (Graham Hubbard: likely to meet there for 2pm ish with the ride to start there later)

Footfall over the whole of the Hemlock Happening event day has been circa 12,000 people so it will be good to have a presence there too. Steve Fisher at Broxtowe is organising a tent there big enough to promote the EVT, and for Ridewise to have a presence throughout the event too (Graham is to organise what and who in due course), along with local Sustrans if they can join us, and room for Pedals also.

Please let me know if Pedals would like to join us there in and around the tent!
Adrian
Adrian Juffs

Ridewise
Broxtowe Cycling for Health
07905 068420

From: Fisher, Steve [mailto:Steve.Fisher@broxtowe.gov.uk]
Sent: 03 March 2011 09:10
To: Adrian Juffs
Subject: FW: Erewash Valley Trail

Hi Adrian
Thanks for meeting the other day, I think we have the makings of a good event.
Note below for interest with Clyde Hinton's contact.
Hope Clare gets us a decent sized tent!
Best wishes
Steve

From: Fisher, Steve
Sent: 03 March 2011 09:07
To: 'clydehinton@talktalk.net'
Cc: 'Bexton, Wayne (Environmental Services)'; 'Holmes, John (Environmental Services)'; 'Stephen Tipping'
Subject: RE: Erewash Valley Trail

Brilliant Thanks Clyde.
I will ask Wayne and John to check out signs hopefully just a few teething problems.

The issue at Trowell is complicated in that rather than one wide multiuser route there are separate paths with the narrow one intended for walkers. This is historic stuff we are stuck with and the footpath has been resurfaced as it was considered a priority.

You are right that the other bridleway is in need of work and is first reserve on our list. With other stuff likely to be held up for legal reasons it stands a fair chance of being improved soon.
I hope this helps.
Steve

From: clydehinton@talktalk.net [mailto:clydehinton@talktalk.net]
Sent: 03 March 2011 00:28
To: Fisher, Steve
Subject: Re: Erewash Valley Trail

Yes, absolutely, Steve. Pass my details on. I'd like to be there but first I will need to check with Mrs H.

Funnily enough, I was going to contact you as I rode the entire EVT for the first time today, along with some other cyclists. I have been up and down the two canals for years, but for me the missing bit consisted of the roads and traffic-free paths of Bramcote to Chilwell. It's **very** good - well done! Everyone on our ride loved the trail. Please find time to read <http://erewashvalleyrangers.blogspot.com> and <http://rangersderby.blogspot.com/>

About the signage problem I told you about before at LE: these signs have been removed now. I'm pleased! I presume they will be replaced in due course by 'short-cut' signs, which I am now seeing more of. But unfortunately there are more of these 'to the trail' signs, often where there are no ordinary EVT signs at all. These are where the Erewash Canal towpath crosses the A609 at Gallows Inn and at Potters Lock (both places have links to the other leg). Imagine, you are coming out of the Larklands estate in Ilkeston, looking for the trail. You cross the canal bridge onto the towpath and you see a sign which says 'to the trail' pointing to the footbridge taking you over the mainline and off to Cossall. Nothing tells you that, as you are on the towpath, you are already on the trail! Same at Gallows Inn: no EVT signs, only a 'to the trail' sign outside the pub and a explanation board across the road.

More surfacing going on, on the eastern leg. Great! But something I've noticed on the section between Cossall and Trowell. The guy who was rolling the crushed limestone when I passed by on 1 Feb (there is a pic on our blog of this) told me that this surface was for walkers and cyclists, and the original muddy path is the bridleway. This seems reasonable to me, although one of our group today believes we should be on the bridleway. What I have to tell you is that after only a month this new surface has become very bumpy, due almost certainly to horses going on it. I guess signs will be put up, showing who goes where. The sooner the better!

I'm going to a Sustrans Liaison Rangers meeting at Liverpool this weekend. We are all expected to give a very short presentation. I will be saying something about the EVT and I will leave some of the leaflets out. The rangers will be coming from all over the country so it doesn't hurt to let them know about our trail!

Regards, Clyde

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

From: Fisher, Steve <Steve.Fisher@broxtowe.gov.uk>
To: clydehinton@talktalk.net
Sent: Wed, 2 Mar 2011 8:49
Subject: Erewash Valley Trail

Hi Clyde

Hoping to have a stand at the Hemlock Happening (at Bramcote Park on the 11th June) where the trail and cycling can be promoted. Not sure if this is something you might be interested in. I am working with Adrian Juffs who runs

Broxtowe Cycling for Health and is looking to bring together local cycling groups at this event. Is it ok if I give him your email so you can discuss any possibilities?

Regards

Steve

Steve Fisher - Environmental Projects Officer

Broxtowe Borough Council

Directorate of Environment

Council Offices

Foster Avenue

Beeston

Nottingham

NG9 1AB

Tel 0115 917 3634

Notts Ride and Stride (Historic Churches Ride), Sat. 10 September:

more information from Mike Elliott on (0115) 937 6506 or elliottnews@btconnect.com

Or visit www.nottshistorichurchtrust.org.uk

Events to which Dave Clark is taking the Pedals stall (up until the AGM on 26 March):

- **Broxtowe Borough Council Staff travel event**, Beeston Town Hall, Wed 16 March: 11.30-1.30pm
- **Ucycle Nottingham project roadshows, 28 March (at QMC) and 1 April (at City Hospital)**, from 11am-3pm.

Summary of events this spring and summer to which Pedals has been invited to bring stalls, or is likely to be invited: volunteers need to coordinate Pedals appearance (events taking place after Dave Clark steps down as Stalls coordinator at the AGM)

- **Sat 14 May: West Bridgford Summer Gathering, Bridgford Park**
(Hugh willing to coordinate stall)
- **Late May Bank Holiday (?): Nottingham Green Festival:**
as mentioned at our February meeting, Andrew Martin has already had discussions with one of the organisers, Jeremy Jago, about a possible expanded Pedals presence, including stall, bike park and Doctor Bike Clinic, if we can get enough volunteers and be clear about apportionment of any extra costs, e.g. for fencing.
- **Sat 11 June: Hemlock Happening and Erewash Valley Trail launch, Bramcote Hills Park,**
(Ridewise already invited, and Pedals encouraged to attend by Adrian Juffs, Ridewise)
- **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.
- **Sun 10 July:**
Cycling event on the IKEA car park, Giltbrook, being organised by Anna ? from Broxtowe Borough Council. She mentioned this to me at The Big Wheel event at Beeston Town Hall on 16 March and said she would soon contact us with further information.
- ? sometime this summer (postponed from April): **Gedling Borough Council staff Cycle to Work day**
(invitation from Claire Selwood, Gedling BC)

Note re management of stalls and the specific tasks this involves:

Ideally, we would find a replacement for Dave in charge of overall management of stalls but, if we cannot, we then need to ensure that each person agreeing to take responsibility of taking our stall to specific events is aware of the need to ensure that each of these tasks are addressed, i.e:-

- Liaison with the event organiser to confirm that they will be bringing the Pedals stalls and to check any arrangements with regarding to siting, pitch size, hours of setting up and taking away, etc.
- Liaising with Ridewise to check if they are also attending the same event and, how best to ensure coordination, e.g. having a stock of Ridewise leaflets and other publicity material if they are not.
- Ensuring (in liaison with whoever last took the stall and fetched it away) that we have adequate stock of City County Forest books, leaflets and cycle maps, etc., as well as Pedals business cards, note pad to record new memberships and donations and tin for donations and other income such as CCF book sales.
- Appealing (at Pedals meetings and via emails) for other Pedals members to help man the stall and, if possible, ensuring a rota to cover different periods, especially for longer and busier events.

- Keeping a note at the event of any new members who joined, and whether they paid cash or made donations, and that what happened to these is clearly recorded, with a copy to the Membership Secretary and Treasurer
- Keeping a note of any questions / issues raised that could not be dealt with on the spot and which need taking up with other Pedals activists, or raising at future meetings, etc.
- Liaising with the next person running a stall, to ensure a handover of the stall and stocks of leaflets etc, along with a note of where fresh supplies will be needed.

....comments from Susan Young re stalls (3 March):

“The stalls issue needs to be high on the next agenda. I think we need to begin to monitor stalls, amount given in donations, how busy the event, how much interest in cycling.... This should make it easier in the long term to prioritise which events to attend.
Susan”

7. Cycle facility and traffic management matters

Premiere Buses - encouraging bus drivers to respect Advance Stop Line for Cyclists – my message of 1 March to Debra Kavanagh, Traffic Commissioners

“Dear Ms. Kavanagh

Andy Gibbons of Nottingham City Council suggested that I approach you to raise the issue of improving action by bus operators to get their drivers to respect advance stop lines for cyclists at junctions and not to intrude into them and cycle lanes.

In recent years Pedals (Nottingham Cycling Campaign) has been trying to get all local bus operators to take this seriously and we have encouraged our members to send operators reports giving details of particular incidents of abuse. As a result, some operators such as Nottingham City Transport and Trent Barton have taken this issue much more seriously but we find that this has not been the case with Premiere Buses. I personally have made several reports to Jamie Swift of Premiere but most of these, especially in recent months, have not even been acknowledged, let alone any promises made to have a word with the driver concerned and ensure that this abuse does not recur.

We would therefore please much appreciate any action by the Traffic Commissioners to get bus operators such as Premiere to respond properly and take this issue seriously, and to ensure that all drivers are fully aware of the need not to intrude into these special facilities for cyclists, as well as to follow up any detailed reports of abuse;

Yours sincerely,
Hugh McClintock
for Pedals (Nottingham Cycling Campaign)
162 Musters Road
West Bridgford
Nottingham
NG2 7AA

.Trent Barton complaint by Julian Bentley (exchange of messages on 10 March):

“Dear Mr Hathaway

Thank you for getting back to me. I am prepared to accept that the driver did not willfully act in a careless manner - but I was put at some risk on this occasion, having to brake rather suddenly.

As an experienced Cycle Instructor and driver, who also uses the roads and mini-roundabouts in that location on a daily basis, I assert that any road users *should* give way to traffic approaching from the right (clockwise direction, from Trent Bridge) on such a mini roundabout - and indeed this is almost always the case at that particular roundabout.

I do find that in such locations, buses seem to be accustomed to car drivers (mistakenly) giving way to them - perhaps this was a factor in this incident.

I am satisfied that the driver will be reminded of the duty of extra care required where more vulnerable road users such as Cyclists are concerned.

I thank you for your diligence, and I will forward copies of this email to the Ridewise Co-ordinator and Pedals members.

Yours Sincerely
Julian Bentley
Ridewise Cycle Instructor
Pedals Member

From: shathaway@trentbarton.co.uk
To: dr_jools@hotmail.com
Subject: Trent Barton Complaint
Date: Thu, 10 Mar 2011 11:42:34 +0000

Dear Mr Bentley

Further to your complaint about one of our buses pulling in front of you on your journey of 28th February, I have now received a response from the Operations Manager in Nottingham.

She has viewed the CCTV footage from the bus, and reports that you can be seen as the bus approaches the roundabout and you are at the stop as the bus enters the roundabout. From her perspective she does not believe that the bus pulled in front of you or did anything that warrants a disciplinary. She will be speaking to the driver about the incident, and reminding him about being vigilant for cyclists.

I apologise if you felt that the driver pulled in front of you, but it is the Operations Manager's belief that the driver did not behave in a dangerous manner.

Yours Sincerely
Steve Hathaway
Customer Services Manager
Mansfield Road
Heanor
Derbyshire
DE75 7BG
DDI: (01773) 712265
Fax: (01773) 713024

Re: [Pedals Website Enquiries] Potholes, cycle paths and flashing lights – my exchange of messages with Andrew Bunyan, 28 Feb:

"Andrew

Thanks for your comments which I will bring to the attention of the next Pedals meeting.

The main reason that many cyclists, especially more confident ones, are often reluctant to use cycle paths is often that they vary greatly in quality, in terms of their design and construction, and their maintenance. Furthermore some are substantially longer than using the roads and take more time, especially if you are expected to give way a lot. This may not matter much for less confident cyclists but can be a real deterrent to more experienced cyclists and any cyclist in more of a hurry, e.g. when commuting. Pedals campaigns a lot for improved quality of cycling provision, including taking much more account of cyclists in general road design, as well as things like lower speed limits and better enforcement of existing limits, all of which are also very important for all cyclists.

Hugh McClintock
for Pedals

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

From: <andy@eleccomp.co.uk>

To: <ineylon@ntlworld.com>; <Hugh.McClintock@ntlworld.com>; <andrew@veggies.org.uk>; <chris.gardner@hnsn.com>; <Arthur.Williams@nottingham.ac.uk>; <Susan.Young@nottingham.ac.uk>; <peterozz@hotmail.co.uk>

Sent: Monday, February 28, 2011 12:24 PM

Subject: [Website Enquiries] Potholes, cycle paths and flashing lights

> Andrew Bunyan sent a message using the contact form at

> <http://www.pedals.org.uk/contact>.

>

> Hi, I've just read a piece on the BBC website about potholes and as a
> cyclist, car owner and motorbike rider I completely agree something needs
> to be done to our roads to make them safer for everyone. But there are a
> few things that I think need to be addressed as well as potholes.
> Nottinghamshire Councils have spent a lot of money in the passed providing
> cycle paths, that I use where possible as I think they are safer to use as
> a cyclist, but there are a hell of a lot cyclists that seem to ignore them
> and still use the roads, they wouldn't be in danger so much if we could
> politely encourage people onto them. Also I have noticed recently that
> there's seems to be a lot more cyclists using bright LED flashing lights
> that are more and more in line with drivers eye lines and mirrors and not
> pointing them to the ground, they are also being used without static light.
> If you could encourage your members to pass on the word to other cyclists
> when out on the road to use the cycle paths provided and be aware that the
> flashing lights are very off putting to motorists this would be a great
> help to keep the roads safe. I have also written to the local councils,
> newspapers and the AA with all of these concerns so all road users can be
> safe when out.
> Many thanks for your time
> Andrew

Erewash Valley Trail – request for feedback please

It would be useful to get more feedback please on the new Erewash Valley Trail, a circular route for walkers and cyclists, including many upgraded path.

Peter Briggs tells me that he thinks quite a lot more work still needs doing before the official opening on Sat 11 June, as the surface is often still poor, and some old 'no cycling' signs have not yet been improved etc.

If we get some collated comments on these we can send them to Steve Fisher of Broxtowe Borough Council who is leading on the project for the various authorities involved (including Broxtowe, BC, Erewash BC, Notts and Derbs. County Councils, the Nottinghamshire and Derbyshire Wildlife Trust, the Environment Agency, British Waterways and EMDA, etc.)

new barriers on Grantham canal path at Gamston near Lindale Close – my message of 13 March to John Nuttall, British Waterways:

"John

I am not sure whether or not you are the right person at British Waterways with whom to raise this matter but if not please pass it on to someone more appropriate.

We notice that new 'K-frame' style barriers have recently been erected on the Grantham Canal towpath on the west side of Gamston (near Lindale Close) and it is clear that these are already making it quite difficult for some users to squeeze through, including not just pedal cyclists but also people with pushchairs and people in wheelchairs.

Why, we are wondering, was it thought necessary to install barriers at all as this point? As far as we know, there has not been any problem of complaints about abuse by motor cyclists which, we know, sometimes leads to pressure from local residents for physical measures to discourage this, regardless of their impact on other users. Was there any consultation with the County Council or Borough Council about the need for these?

If barriers really are needed then, at the very least, we think it essential that these barriers (being of a design whose spacing can be adjusted) are made easier to negotiate, in consultation with different types of users. This is essential if use of the towpath by different groups is not to be discouraged.

Hugh McClintock
for Pedals (Nottingham Cycling Campaign)

Pedals comments on Rushcliffe Borough Council planning application on proposed new Housing etc. development at former RAF Newton site, near Bingham.

Hugh to report on these plans including their plans for a peripheral cycle path, and potential links to the new cycling provision being included in the current A46 (Widmerpool to Newark) dualling scheme, due for completion in Summer 2012. Comments sent to Rushcliffe Borough Council on 13 March:

"f.a.o. Ms. Michelle Dunne, Development Control, Rushcliffe BC

Dear Ms. Dunne

Thank you for your letter of 28 February asking for Pedals comments on planning application 10/02105/OUT for the redevelopment of the former RAF Newton site.

Pedals welcomes the significant cycling provision within this development and nearby, including general 20mph limits on residential roads and shared footways/cycleways, but would like to emphasise the following points:-

- the need for cycling provision within the new development, and the links across the new A46, to be complemented by measures within Bingham to encourage cycling, and including wider use of 20mph limits and clear, consistent, coherent and well-maintained signing to encourage the use of bikes for trips between the new development and different parts of the Bingham area, many of which would be an ideal distance for commuter and other utility cycling. This aim would be helped by introducing a 20mph limit on Chapel Lane, as being part of the main route between Bingham and the new development area.

- the proposed peripheral cycleway/footway should be linked to other routes in the area, including ones of leisure interest, to encourage permeability and wider use of bikes, for leisure as well as utility trips.

- information to new residents, and employees, should include up to date information on cycling options in the area, including routes (including those connecting to West Bridgford and Nottingham, as well as Sustrans National Cycle Network route 15, and the availability of Ridewise training.

We would be happy to discuss these comments in more detailed with any interested parties, should this be helpful.

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

8. Next newsletter (spring / summer issue)

I aim (subject to agreement with Portshel Press to get this to press about one week after our meeting. It will be shorter to help reduce our costs.

Please let me have any contributions asap and not later than Monday's meeting.

Offers to help with collation and dispatch (at the end of this month or early in May) would be welcome please. **

We also need to include subs renewal reminders for the c120 members (half of our membership) not paying by standing order.

9. Miscellaneous items

Cycle to Work scheme – request for feedback from Helen Ross, GOEM (to Pedals activists and EMCF network)

....response of 7 March from Arthur Williams

“Hi Helen,

Just a quick comment as someone who owns a Boardman bike (only available from Halfords):

My impression is that the bikes are OK, but I found some aspects of dealing with the shop disappointing (and this is the specialist Bike Hut in Netherfield, not just any old Halfords). I decided to build the bike myself rather than wait several days and make a return journey to the shop. Organizing to get the servicing done was also tedious. They seemed to have a limited number of assistants who knew about bikes and bike maintenance. When I needed a spare part (rear mech hanger) it took ages to get the right one and I made several trips to the shop only to find that they had the wrong one – having said that, I had a very similar experience from Evans, where we bought my daughter's bike last year – except that at least at Evans all the staff know what they are talking about.

I suspect that the delivery time on many of the non-Halfords bikes might be long. Maybe others can comment on this aspect.

Bit of a moan, I know, but the leaflet promises all sorts of things that might not be quite as simple as they seem. Best Regards, Arthur”

....response of 7 March from Ian Jordan (Derby Cycling Group):

“The Halfords scheme is very comprehensive and previous accounts of others who have used this scheme have been positive. I have also heard that they can source almost any brand of bike or component to be purchased through the scheme, although I haven't seen that in writing anywhere.

Regards, Ian”

....response of 7 March from Gary Smerdon-Whi9te:

“Bit of a no brainer for an NHS organisation

- No procurement process to go thru
- Some added value from Halfords
- Same as every other scheme otherwise

Only Q's are

- can you get the bike you want from Halfords?
- Is it really a pukka NHS scheme? I'm not sure I'd go with a promo email and leaflet from Halfords without checking NHS is really giving 100% clearance on the procurement process.

I think Helen has asked this Q in the past???

Gary

....response from Graham Hubbard, 7 March:

“The Office of Tax Simplification was created by the Coalition Government in July 2010 to produce independent advice on simplifying the UK tax system. George Osborne tasked it with reviewing all tax relief systems in time for the 2011 Budget.

Behavioural Impact Analysis, a [report](#) authored by the [Cycle to Work Alliance](#), found that 76 per cent of C2W users said they would not have bought a bike if they hadn't been offered one through C2W. 87 per cent of those who cycle to work said they have noticed a direct health benefit from their more active commute.

Graham Hubbard

Ridewise Ltd & Rural Rides Coordinator

Bikeability in Nottingham

07854 853 339

....comments from Richard Cooper, 7 March:

“Hugh,

I've not used this, but it strikes me that it means you have to use Halfords whereas the scheme at Notts CC was any participating cycle store – there were about 6 across the City I think.

Richard”

[Pedals Website Enquiries] Children's Cycling Opportunities – message of 15 March from Paul Cooper, East Leake and my response:

“Paul

Thanks for your interesting message and request for help which I will mention at our next Pedals monthly meeting, next Monday, and also to the

Ridewise Coordinator, Graham Hubbard.

One person from Pedals who may be particularly interested in your plans is Chris Gardner, our Treasurer, who lives not so very far away from East Leake, in Bradmore.
best wishes
Hugh

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

From: <paul@east-leake.com>
To: <ineylon@ntlworld.com>; <Hugh.McClintock@ntlworld.com>;
<andrew@veggies.org.uk>; <chris.gardner@nsn.com>;
<Arthur.Williams@nottingham.ac.uk>; <Susan.Young@nottingham.ac.uk>;
<peterozz@hotmail.co.uk>
Sent: Tuesday, March 15, 2011 10:37 AM
Subject: [Website Enquiries] Children's Cycling Opportunities

> Paul Cooper sent a message using the contact form at
> <http://www.pedals.org.uk/contact>.
>
> Hello,
> I'm starting a weekend kids club called the East Leake Fun Club,
> originally in response to the lack of places in our local Beavers and Cubs
> groups. It is for children between the ages of 6 and 10 and is primarily
> aimed at providing lots of fun opportunities whilst learning useful things
> such as road safety, cycling proficiency, water safety and first aid - to
> name just a few. However, after asking local children (and parents) what
> they want it has grown in ambition.
>
> It is clear that many parents have the perception that 'outdoors' is too
> dangerous and that children should be kept near to home for their own
> safety - over protectiveness is often a problem for children.
>
> Children, on the other hand, would love to be able to go to the local park
> on their bikes or on foot, if only they could be trusted to cross the road
> safely and cycle in a competent manner.
> Unless parents have the time and opportunity to teach their children these
> things, we will continue to see anti-social X-Box and Wii addiction
> amongst children who never have the opportunity to experience and learn how to
> cope with the real world.
>
> Personally I believe that children are seriously underestimated and have
> the capacity to 'bank' knowledge and experiences they don't completely
> understand for later. Exposure is often sufficient to prepare them for the
> future and is never wasted.
>
> I have a very capable 8 year old helper who provides ideas and inspiration
> (she even helped to design the website). She together with her brother and
> her friends are the driving force so I'm not just guessing what they
> want - they are very clear about their ideas of fun and the need to learn how to
> have fun in safety.
>
> Anyway that's what The Fun Club is all about and at the moment I am
> preparing our new website, (www.eastleakefunclub.info) which is incomplete
> at the moment; liaising with Nottinghamshire Youth Service (they can do my
> CRB check for me), arranging a local meeting place and doing all kinds of
> research to get things off to a proper start.
>
> If you could offer any suggestions, help or advice with regard to
> providing local children with opportunities to learn safe cycling or even
> weekend / holiday events they would be able to attend, I should be most
> interested and grateful.
> Regards, Paul

...response to this from Chris Gardner (15 March):

"Hello Paul,
Firstly I wish you all the best with your project, sounds like you and your helpers are keen to make it happen. I too reckon children are very capable and just need to build up experiences.

As Hugh has mentioned we will discuss your request at the next meet but aside from this you may want to know how I am tackling the cycle experience for children.

I ride to school with my two boys under the age of 8 about 2-3 times a

week. The route is either down the path of the A60 or across the
bridle path on dry days and they do enjoy the experience. I encouraged my
elder boy to look over his shoulder and become traffic aware. He took
this learning process a stage further by mounting a small video camera to
his handlebars and then editing on PC at home which was then shown in
school assembly. Maybe you can adapt this idea for your children, I used
an old camera strapped simply strapped, crude but effective.

I also sit on the school travel forum so promote cycling to school over
car travel, touching on the healthy aspect and the feeling of being
alive in the morning to start school. We recently, back in Nov, had a
light fitting exercise where all children bought bikes to school and we
fitted lights for the winter months.

In May we have a basic Dr Bike session arranged followed by a picnic
when we are going to fix punctures, pump up tyres, set seat at correct
height etc so the children can enjoy their bikes for summer. We will
also be promoting the Great Notts Bike ride and cycle/walk to school
week.

Hope this helps in some way.
Cheers, Chris
Pedals Treasurer"

....and response to Chris from Paul Cooper (15 March):
"I responded to Paul and fwd his response below.
Chris

-----Original Message-----
From: ext East Leake Paul [mailto:paul@east-leake.com]
Sent: Tuesday, March 15, 2011 12:23 PM
To: Gardner, Chris (NSN - GB/Huntingdon)
Subject: RE: [Website Enquiries] Children's Cycling Opportunities

Thank you so much Chris,

That is exactly what I have in mind and it's great to know that my ideas not peculiar to me. Children are very capable
and as you say, experience is all they lack. Perhaps my own vivid memories of childhood allow me to be more
confident in children than many adults...

Yes we are determined to make it happen and since I am now retired, I can devote time to doing something about it.
Even better news since I sent that email, a local company are keen to promote a local family bike ride event in the
village so the idea is finding favour.

All I need to do is persuade out parish council to support it too and who knows, we might even include a bike ride in
the Village Carnival in June.

Yes to the bike maintenance thing too! When I was 9 years old I could repair a puncture and modern tyres are much
easier to manage than the ones I had to cope with. Having just taught my neighbour's 8 year old girl and 6 year old
boy to do it, there's no excuse for bikes being laid up waiting for 'dad' to do it - which in this case is unlikely!

Apart from that it is good that a child can carry out repairs when out and about. It gives them confidence in riding past
the end of the street and encourages them to take on other adventures. We're also planning lots of other things
besides bikes and for the days when the weather isn't kind, I've already put some games on the website for
our members to enjoy.

In the meanwhile, thanks for your encouragement and the neat ideas. We're even more determined now!
Regards,
Paul
East Leake Online
Free Business Listings
Tel: 01509 808213
<http://www.east-leake.com>

Online Cycle Journey Planners – Cyclestreets: message of 17 March from Richard Naish (Pedals member):
"hi all my fellow Pedals cyclists

I wanted to get in touch with members encourage you to use a brilliant cycle
route planning website (for national and local routes) called
www.cyclestreets.net which I have been finding very easy to use and helpful.
They also have an iPhone app which is great for quickly planning a route
that takes account of as many cycle paths as possible.

I don't have any commercial links with cycle streets, I should mention!

Now the issue is that Nottingham City Council and Nottinghamshire County Council both have weblinks to the Government-funded cycle planner which is truly dreadful. You can see it at <http://www.transportdirect.info/Web2/JourneyPlanning/FindCycleInput.aspx>

Just try planning a route that you know and you will find the government one is very hard to put the origin/destination addresses in and then the offered route doesn't use the cycle paths that we have in the city and just sends you by a heavily trafficked road.

My appeal:

I would like to encourage you to email the cycling officers at the councils of Nottingham, Rushcliffe and Nottinghamshire County to at least get them to add the link to www.cyclestreets.net as an alternative. I realise that councils have to 'sign up' to big national initiatives, so also need a link to the national planning page. But if a free and better alternative is available they should let their local taxpayers know about it.

The cycling officers are:

Nottingham: steve.brewer@nottinghamcity.gov.uk

Nottinghamshire: countrysideaccess@nottscc.gov.uk and

urban_cycling@nottscc.gov.uk

Rushcliffe: any ideas anyone?

all the best

Richard Naish

Pedals member

Northern Ireland potential Helmet Law – appeal from Cyclenation (John Mallows), 7 March:

“VERY URGENT - PLEASE READ

Northern Ireland is on the verge of enacting a mandatory Cycle Helmet Bill.

But be under no illusion - the aim of the misguided pro helmet lobby is compulsory helmets across the board, across the UK.

Even if you are, by CHOICE, a regular helmet wearer the links below will explain how COMPULSION is not good and how, in fact, helmet use and promotion can make things worse in various ways.

The Bill has passed a second reading and now goes to committee stage - submissions to the committee must be by 14th March so it's URGENT. Here's their call for submissions

"Northern Ireland Assembly COMMITTEE FOR THE ENVIRONMENT
CYCLISTS (PROTECTIVE HEADGEAR) BILL CALL FOR EVIDENCE
The Northern Ireland Assembly Committee for the Environment is to begin the Committee Stage of the Cyclists (Protective Headgear) Bill.
Information regarding the Bill can be obtained from the Assembly website:
<http://nia1.me/6i>
You can submit written evidence on the Bill to the Committee by email to doecommittee@niassembly.gov.uk "

Cyclenation board will be making a submission; but please do so as an individual if at all possible.

However there's also the option of 'signing' a petition, as well as suggestions for letter writing, on

<http://wrongheaded.org.uk/>

This CTC/ Sustrans website expresses the arguments very well - (don't miss the 'bad science' section) but if you want more detail try:

www.cyclehelmets.org

The key issue is that there is no evidence, over the decades and across the world, that helmet wearing has improved cycling casualty rates. It's up to the pro helmet lobby to show otherwise. They cannot, but rely instead on flawed statistical analyses, falsities and knee jerk emotive reactions.

Meanwhile:

attention is diverted from real pro-cycling measures;
the dangers, which are no worse than for many other normal activities including walking, are grossly exaggerated;
people are put off cycling;

the 'safety in numbers' effect is lost;
health benefits, which outweigh risks 20 fold, are lost, etc.

DON'T DELAY - ACT TODAY, and forward this to others as appropriate (but drop
the forum's address and mine). Thank you.
John M on behalf of cyclenation board

.. comments from Chris Gardner, 7 March

"Hugh,
This is such a subjective matter and as I believe it makes
perfect sense to wear a helmet whilst cycling will not be taking action
so although I don't think it should be law to wear one I am not going to
prevent it becoming so.
Chris

.. comments from Gary Smerdon-White, 7 March

"Hi
Sorry but what I object to on this sort of rant is that

1. it majors on 'no/wrong evidence that helmets improve cycling casualty rates' but ignores the fact that there is also 'no/poor evidence that no helmets improve cycling casualty rates'
2. and completely ignores the strong evidence that helmets reduce the severity of head injuries

So although I agree we must not overstate the dangers of cycling and we do need to get the numbers up I could not possibly agree with John Mallows. CTC's rant against the BMA is hardly persuasive either.

So my own personal view is that

1. helmets make no difference to whether I become a casualty or not; and I'm not going to stop cycling
2. If I'm going to be a casualty (which I have never been although I've come off my bikes on 3 occasions – 2 really hurt and one would have been a head injury!) I'm going to wear a helmet.

If a government decided that that wanted to go compulsory because of the number of cabbage like ex-cyclists and the cost of keeping them – I'd go with them so long as they promoted and supported cycling more strongly e.g.

- Rights of cyclists in accidents given priority
- 20 mph limits etc
- Publication of the safety and overall health stats
- Better infrastructure.

I could never support someone like the John Mallows ranting and spinning an argument and I don't think he stands a chance in hell of changing governmental minds with this sort of approach. Interestingly I wonder if localism stops this spreading across the UK as Mallows intimates?

Gary

Changes – message of 10 Feb from Mr. Fraser Pithie, Director of Operations, Severn Trent Water (our main contact during the 2008-10 Wilford Suspension Bridge reopening campaign)

"Dear Mr McClintock,
I hope you are keeping well. I am writing to you today is not least because of the relationship that we struck up as a result of you being a customer and representative for many customers who are cyclists in and around Nottingham.

I wanted to let you know that after 33 years service I am leaving Severn Trent, my last day will be 8 April 2011. It's time for me to do something different and the opportunity arose with our relocation from Sheldon, Birmingham to Coventry for me to make such a move.

At 50 I am conscious I am a mere youngster so I will be continuing to do something but probably in other fields.

I want to take this opportunity to say thank you for all the support and help you gave me over the time we worked together to resolve the issues that arose regarding the repairs and associated closure of Wilford Suspension Bridge . I respected your approach and feel it was central to both of us resolving the things we did and the way in which we did it.

As for the future if you do need to contact Severn Trent then I would advise you use the standard contact number of 0800 783 4444 in the first instance. The person managing the Operations Centre is Steve Witter so if you do get any problems that need escalating then he would be the person to contact, steve.witter@severntrent.co.uk is his email address.

May I take this opportunity to wish you and the Pedals organisation in Nottingham all the very best for the future.

Yours sincerely, Fraser Pithie
Senior Operations Manager
Severn Trent Water Ltd

Cyclenation news pages - stories needed! – message of 11 March from Jayne Rogers, Jayne Rodgers Portsmouth Cycle Forum, and Editor:

"Hello everyone,
I just wanted to introduce myself and let you all know that I have recently been adding stories and news items to the Cyclenation website. We would really like to make the website a more useful resource for the members and I would like to invite you to send me stories and news to go up on the news feed.

It is also possible to set up a link on your own website like the Sheffield Campaign group - www.cyclesheffield.org.uk, or a newsfeed like the Portsmouth Group - www.pompeybug.co.uk. Ideally the web news can act as a way of sharing information on events, conferences, good news, success stories and best practice or anything you feel you want to share with other member groups. If you need any help or advice on setting up a link to your own website then contact John Franklin via the Cyclenation web site.

There is also a google group that you can sign up to and pick up all kinds of information on what is happening and leave comments or post something of your own.

<http://groups.google.com/group/cyclenation-forum/topics>

I hope to hear from you soon with some interesting stories to go on the news page.

Either contact me directly or via the Cyclenation web site.

Regards

Jayne

Jayne Rodgers

Portsmouth Cycle Forum

10. Review of Pedals Committee Arrangements

(this has already been circulated to Pedals Committee members, on 7 March, and is mainly intended for discussion at the AGM on 29 March but is included here to give more notice, together with comments from some Committee members)

"With the Pedals AGM fast approaching, I thought it might be useful to set out a few ideas on how the Pedals Committee system, which we introduced last year, is getting on.

Our decision to introduce a committee system was taken in the context of our constant need to review just how on earth we can best manage to handle the very large and diverse amount of business that we have to deal with each month, while avoiding both having too many meetings, and long meetings, and also trying to avoid swamping people's inboxes, yet at the same time making sure that everyone who wishes has a chance to contribute to discussions and feedback.

Another aim was to help spread out the load from being carried on just a few shoulders by getting a wider variety of people to help with different tasks, including contributing to consultations, representing Pedals at meetings and helping to organise and man Pedals stalls at the numerous events we are invited to, particularly in the spring and summer.

Until about 3 years ago people seemed generally happy for business to be handled just by our monthly meetings which at that time often attracted only 8-10 people. However, about that time numbers attending our meetings started to increase steadily to at least 12-15 (and sometimes up to 18-20) once we started having a more regular programme of visiting speakers or special topic discussions at meetings throughout the year and not just in the autumn and winter, with the dropping of our previous 'mini-rides' before late spring and summer meetings. These rarely seemed to help bring in new people, as was originally intended and increasingly we found that very few of the people who regularly came to Pedals meetings were going on the rides first.

As a result of this increased turnout there was a feeling that monthly meetings were getting too unwieldy to deal with a lot of business, if all those present were still to be given a chance to express their views, while getting through all the agenda, and that we need to review again how we handled business, particularly matters to do with Pedals own internal administration rather than responding to the numerous external consultations we are invited to make or finding people to represent Pedals at meetings and other events.

At the special meeting early last year to discuss Pedals restructuring, in advance of the AGM and my stepping down as Chairman, it was agreed to introduce a Committee, composed of all the officeholders (at least initially!) and with a maximum size of 8 so that discussions did not get too unwieldy. It was also agreed however that the Committee could co-opt particular people from outside its membership to help with particular tasks, rather in the way that we have in recent months given a key role to Peter Briggs in the work of the Pedals funding bid for Awards for All Funding to help Ridewise in the promotion of the new Rural Rides For All programme.

At the time of our decision to set up the Committee, the assumption seemed to be that, although no regular pattern of meetings was agreed, the Committee would meet from time to time. However we have in fact never had any such meetings but have instead relied on exchanges of email. These have, I feel, had some value, in promoting an exchange of views (mainly on various Pedals internal matters) in advance of meetings and have therefore been of some value (though it may not be that evident, I appreciate!) in reducing the time we then need to spend discussing them at our main meetings.

It might now be useful to see how people (both on the Committee and other activists) feel about how the Committee system is working and whether we now need to make any changes. Among the questions we might wish to consider are these:-

- Is there any need for regular or even occasional meetings of the Committee, as opposed to just relying on exchanges of emails? (I am inclined to think that there is probably not)
- In so far as we are able, through emails and other discussions between Committee members between meetings, to reach some consensus on issue ahead of meetings, are there ways in which we could do more to ensure that we can then spend less time discussing these items at monthly meetings?
- If however, we do succeed in doing this, is there some risk that other activists who attend monthly meetings, might come to feel that decisions are just being taken behind their backs, with the main meetings expected to 'rubber stamp' them, without having enough time and opportunity for them to express their own views?
- How generally is the Committee system seen by other activists? Is it seen as helping to speed up discussions at monthly meetings or making them feel hassled, rushed and more left out?
- For ad hoc reasons we started the Committee by just agreeing that it should consist of all officeholders. Is that satisfactory and democratic or might we want, at some time (not necessarily in the near future) to move to having elections for all Committee posts, rather than just to individual offices, and then those elected to these forming the Committee?

I do feel that some general discussion of these issues could be very helpful, in advance of or at the AGM, and would be interested to have the comments of other Committee members before putting forward a revised version of this for wider discussion.

Hugh"

...comments from Chris Gardner, 7 March:

" Hugh,

My personal thoughts are that we do not appear to be operating in any different way to when you were chairman, at least not from my somewhat remote position. It was fair enough to put officeholders in place initially and still holds true today in so much that the people who tend to be passionate AND are willing to take actions for Pedals are in fact the few that volunteer for office positions. The officeholders also have good working knowledge of Pedals and how the ideas and thoughts of other members may affect the way we work or indeed how best to use the positions we have to campaign constructively. For me, committee members should either serve or have previously served in office or be willing to take actions and run with them on behalf of Pedals as Peter Briggs did with the example you gave as well as attending conferences etc to the benefit of the group or campaign target.

We have over 200+ members who are all welcome to voice their opinions and of course should be encouraged to do so but it is the core of Pedals that need to take those ideas/opinions and decide how best to action, a proven core that will make things happen.

If you take my position as Treasurer then I do not really need to sit on the committee but of course should have a say when it comes to any financial impacting matters such as funding for your pending conference trip. In fact my position is made more tenuous by my lack of meeting attendance and could be argued that committee members should be attending at least 10 out of the 12 meetings per year to function productively. I do however think that the e-mail correspondence is good and delivers prompt interaction.

As long as we make it easy for all members to have their say which I believe you do with your 'file' mails then whether the likes of myself are on the committee or not we can still add comment and ideally value.
Cheers, Chris

...comments from Peter Osborne, 7 March:

"I think the committee works as well as can be expected. The fundamental problem Pedals faces is the year on year increase in the business it has to deal with. Probably the only way to cope with this is either by reducing the scope of our activities or getting more members to help out. I would suggest that those who are already volunteering are overstretched as it is.

Peter

....comments from Susan Young, 7 March

"Hi

A very useful function of having a committee is that named people are mandated to be able to act (quickly) as is often the case. It should also help should we need someone to temporarily take over or support a postholder should such be needed. I certainly find it useful to have a position in view of still helping with financial matter, including signing cheques and handling money.

It is likely to take time changing how the group operates and will depend on current issues.

We still seem to have a huge amount of business to get through which takes time but maybe we could look into other ways of dealing with this.

It may be worth the committee having an informal meeting after the AGM to look into this again and to brainstorm

some possible priorities.
Susan”

Comments from Arthur Williams, 10 March:

“As far as the committee is concerned, I think that it is a good start, though I recognize that often you are still taking a lot of responsibility for information/organization. I think that it has the possibility of allowing new and active people to take a stronger role, which is what is needed.”

11. Any other business

Hugh, 17.3.11