

Revised on 12 May 2010

Background Notes from Hugh McClintock for items on the agenda for the Pedals monthly meeting on Monday 17 May 2010 (to go with the agenda circulated by Peter Osborne on 11 May)

Minutes of the Pedals Annual General Meeting Held 19th March 2010 at The Globe.

Present:

Hugh McClintock, Peter Osborne, David Miller, Terry Scott, Peter Briggs, Andrew Househan, John Bannister, Andrew Martin, Arthur Williams, Roy Wilson, David Earnshaw and Keith Morgan.

Apologies for absence

Susan Young, Malcolm Kennerley, Richard Mallender, Dave Clark, Liz Kirk and Roger Codling.

Main discussion: Cycle Parking Compound being developed at Nottingham Station. Keith Morgan (City Council) led a discussion on the latest developments of cycle parking at the railway station. Detailed photos and plans were presented. On Station Street there is a new parking facility for about 100 bikes. Much of it is covered. It has 24 hour access and CCTV. It cannot be accessed from the platform. It will be opened in the middle of May. It was hoped that East Midlands Trains would promote this new facility in their literature. Bike Week might also present an opportunity for its promotion too. Issues arising from the discussion included:

- What is the service agreement regarding maintenance (keeping it clean, removal of abandoned bikes etc)?
- Signage
- Monitoring using an automatic counter
- Improving the station environment for cyclists including action to reduce illegal motor traffic and turning movements on streets such as Carrington Street, and improving cycle access routes to and from the Station (e.g. Castle Boulevard-canal towpath-Carrington Street and Station Street-Manvers Street-Sneinton Greenway via reopening the cut-through near the Low Level Station.

There will be cycle parking elsewhere in the station. Parking will be lost from the Port Cochere when it is redeveloped, but parking will be installed in Carrington Street near the new ticket office prior to this redevelopment. There will also be parking in the multi-storey car park. It was suggested that a cage might be preferable to lockers as it would have greater capacity. The multi-storey is scheduled to open in 2012.

River Leen Access and Biodiversity Study

Update. A CD report was handed out by Keith Morgan. Its contents will be circulated once copyright has been checked.

Keith also said that Pedals views are requested on improvements for the **City Centre – Clifton cycle corridor, for which a site inspection meeting will be held on Wed 26 May.** Feedback is also required when the **Online Cycle Journey Planner** goes live.

City Pedals City County Forest book. There are about 900 copies left (not 9000 as stated in last month's minutes).

Ratification of Changes to Pedals Constitution. A separate note will go out in the newsletter. Every member must have 28 days notice. Changes will be ratified at the June meeting.

Aligned Core Strategy Meeting. Arthur reported back on this. There was some discussion on cycling at this meeting which is largely about three proposed major housing developments in and around Nottingham.

Work Place Challenge. Progress continues. This is led principally by Sport Nottingham and the Big Wheel. There will be lots of publicity aimed at employers (and a website). The challenge will be launched during Bike Week in June.

Archive of Pedals Material. This is being scanned by Perfect Motion and will be used by Perfect Motion in its promotion of this year's Great Notts Bike Ride.

Next Month's Speaker. Hugh will email questions in advance to Jon Robinson of NEP, as he requested. Jon will answer these at the meeting. This is an alternative to a more formal type of presentation.

Miscellaneous.

Future speakers may include John Lee, Yvonne Gilligan or the new Sustrans regional manager for the East Midlands, who is due to take up his post on 1 May.,

There is some funding available for a West Bridgford Cycle Map, which Rushcliffe BC are considering with other interested partners.

Pedals is having more dialogue with the Highways Agency (and their Managing Agents Consultancy for Trunk Roads in this area, A-One Plus, relating to their Non-Motorised User Study for the A52 between the Bramcote and Dunkirk Islands.

Parish Councils can be quite influential, so where possible Pedals should try to involve them in cycling matters, as now was being attempted in the case of problems for cyclists in crossing the A52T near the RSPCA junction at Radcliffe on Trent.

No one from Pedals attended the recent Cyclenation conference in Portsmouth.

County Council funding for Cycling is dropping from £400K a year to £100K a year. This reduced sum is likely to be spent on repairing rather than new facilities.

The Sherwood Bike Day was a success. This event will run every quarter.

Pedals is being readmitted to the Green Festival. Arthur Williams reported the organisers of the Sherwood Bike Day would like to combine with Pedals in having a cycling stall at this event.

The financial future of the Framework Housing Association Bike Club recycling project is in doubt; this has implications for the ability of Ridewise to provide good condition recycled bikes.

Andrew Martin said that the World Car Free Network is having its first UK conference in York at the end of June and he may well attend.

Update

Wording of proposed revisions to Pedals Constitution

Because we were rather rushing through the last few items on last month's agenda I realised afterwards that we had probably discussed this as much as we should have. In finalising the wording of the notice about this to go out to all members with the latest newsletter I therefore relied on the comments I had received from Committee members on what I had drafted after the AGM and also Andrew's comments that he was happy with the proposed wording.

This meant, in the light of Susan's comment about allowing non-Committee members to attend Committee meetings, that I dropped the proposed change to the Constitution saying that these meetings, unlike general monthly meetings, would only be for Committee members of those specifically invited to attend.

I also included Peter's proposed additional wording that non one person should hold more than one office in Pedals.

East Midlands Cycling Forum meeting in Nottingham on Sat. 2 October:

Sat. 2 October seems to be a generally acceptable date for the meeting we have offered to host later in the year so I proposed that we now confirm this and start to arrange the venue and programme.

Susan has suggested using the Canal House as a venue so we could consider this as well as using The Globe.

The programme we suggest would be fairly light and informal, as at previous EMCF meetings, with people arriving between 10.30 and 11.00 for a prompt start at 11.00, a couple of shortish presentations (from Helen Ross of GOEM, and Matt Eaton of Sustrans East Midlands), a few comments and questions from me about the future of the EMCF and who will now convene it.

This would be followed by general discussion and networking, extended over lunch until about 2pm, before we go off on a ride, probably the same Big Track circuit to Beeston Lock and back which we did after the CTC-Cyclenation conference last November, until about 4pm. After that people go home if they wish or linger a bit longer with some more informal networking over a drink, if they have time to stay in a bit more.

I will sort out the programme but would be grateful if someone else could please offer to handle the bookings. We would probably charge about £5 to cover a basic pub lunch and ask for registrations in advance to give us (and the pub) some more idea of numbers.

Pedals Corner/Cyclonda – message of 20 April from Cathy Melia, Editor, Notts CTC Cyclonda:

"Hi Folks,
The idea of having a "Pedals Corner" in Cyclonda was discussed at the recent

CTC Committee mtg. It was felt, that space permitting, we could include a few small items for Pedals. As we are at the limit (size and postage-wise), we wouldn't, unfortunately, be able to expand the size of Cyclonda to give a lot of space to Pedals. It does vary from issue to issue as to how much space we have available. As you are probably aware, (from Pedals hardcopy newsletters!) sometimes material does not come in to the editor until the last possible minute, thus making it difficult to judge what space may be free in advance.

Having said that, it was thought at the mtg that we could try having about half to one page of A5 with Pedals news (pedals Corner) - maybe pointing folk to more details (either phone no and/or website?).

Cyclonda is published 6 times a year. The next issue will be the June/July issue and the deadline for articles is May 1st (similar pattern for future issues).

Let me know what you think ... and if you think you might like to try putting something brief re Pedals in the forthcoming issue?
Cheers, Cathy
(Editor of Cyclonda)

PS Terry has put a link to your Pedals Website from the Notts CTC website.

...comments on this from David Rhead (21 April):

"Cathy> The idea of having a "Pedals Corner" in Cyclonda was discussed at the recent

Cathy> CTC Committee mtg. It was felt, that space permitting, we could include a
Cathy> few small items for Pedals.

This morning I "put my money where my mouth is" and posted a completed form from http://www.gx52ipsw.plus.com/cyclonda_form.htm with a cheque.

Larry> I've added a link to the Contacts page if you want to have a
Larry> look now. Let me know if you want to change any of the link
Larry> descriptions, etc.

Depending on the prognosis for "ink on paper" material from Pedals itself, and what Cathy envisages for Cyclonda, might it be worth putting some text at <http://www.pedals.org.uk/newsletter> or similar (to inform Pedals members, but without committing Cyclonda to always find space)?

As a starting point for discussion, how about text at <http://www.pedals.org.uk/newsletter> along the following lines?

The Nottinghamshire Section of the CTC publishes a magazine "Cyclonda" which often

contains material about Pedals' activities. You can buy Cyclonda from the bike-shops listed at <http://www.gx52ipsw.plus.com/index.htm>. Alternatively you can subscribe by using the form at http://www.gx52ipsw.plus.com/cyclonda_form.htm David”

Secure bike parking in flats: message re attempts to get secure bike parking at Turney's Quay:

A recent message we had (via the Contact Pedals email address) about advice on trying to get more secure bike parking in the Turney's Quay Flats by Trent Bridge raises the question of whether we need to be doing more to campaign for secure bike parking in flats, etc.

Problems with punctures on riverside path between Attenborough and Beeston Rylands: message of 8 May from Jim Hallam and my response:

“Jim
Thanks for your message about this which has indeed been mentioned to me before and which I have mentioned at Pedals meetings. So far noone has been able to cast any light on just who is causing these problems but we assume that it is deliberate.

I did then mention it to contacts at the County Council but nothing seems to have come of this so we perhaps need to raise the profile of this menace. I will therefore ask Peter Osborne, Pedals Secretary, to put it on the agenda for our next monthly meeting, next Monday (17 May). We also happen to have Jon Robinson from the Nottm Evening Post coming along to that meeting so could take the opportunity to mention it to him.

Meanwhile, I hope you have some success in raising it both with the police and with the Attenborough Wildlife Centre. Do let us know please what response you get.
best wishes, Hugh

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

From: James Hallam
To: Hugh.McClintock@ntlworld.com
Sent: Saturday, May 08, 2010 10:30 AM
Subject: Spreading tacks to cause punctures

Hello Hugh,
As a cycling commuter, my daily ride takes me from Long Eaton to Nottingham city via Attenborough nature reserve, the river and Beeston Canal.

I wonder if any of your members or cycling colleagues have mentioned or reported an increased incidence of punctures when cycling through the nature reserve?

I have suffered from four punctures in the last fortnight, all caused by small iron tacks which let the tyre down very quickly.

At first I thought nothing of it, but after going into the Chilwell retail park Halfords store near to the nature reserve the sales assistant in the bikes department said he had sold ten inner tubes that same day to people who had run over tacks while riding on the paths around the reserve.

I am convinced that this is a deliberate act as I can't see why anyone would need to use these tacks while carrying out work in the nature reserve.

I remember last year going through a similar period where I had many punctures and I'm pretty sure they were caused by the same kind of tacks and now the problem has resurfaced again.

Is there any way of putting the word out to see if anyone has had a similar experience?
I believe it is a malicious act, rather than vandalism, aimed at stopping people from using this picturesque route.

I intend to ask staff at the nature reserve if any work has been carried out using these tacks and if not I think it is worth reporting to the police and taking it to the Nottingham Post where, incidentally, I work.

I would be interested to hear your opinions.
Regards, Jim Hallam

PS (10 May):

“Hello Hugh, Thanks for the prompt reply. By way of an update, Steve Fisher from Broxtowe Borough Council's environment dept got in touch with me and said he will pass on the information to the Nature Centre at Attenborough and get the rangers to look into it. I'll of course let you know if I hear any more from them.

Incidentally, Jon Robinson is a colleague at the Post so I'll pass all this on to him and see if he thinks there's a story in it.
Thanks again, Jim

....comments of 10 May from Steve Barber (Broxtowe Councillor and Pedals member):

“As councillor I recall getting an email about this from an animal campaigner. She alleged that someone is putting down tacks as an anti-cyclist measure which was also having an effect on the animal population. I reported it to the police but they had no reports.

I shall pass this on and if anyone has any further evidence it would be useful.

Cllr Steve Barber
Broxtowe Borough Council
Town Hall
Foster Ave
Beeston
Nottingham
NG9 1AE

....comments from Andy Pooley, Broxtowe BC (10 May):

“Hello
I will pass this information onto Steve Fisher and Louise Buckley at the Nature Reserve for their information and are the Big Wheel aware as it affects their big track route?”

Not sure what the tacks are like exactly but could be from workers on site and if not they are dangerous to the public as well kids falling over so the reserve being aware would be good. This might have already been done but doubling up will not be a bad thing.
Regards, Andy

Andrew Pooley
Estates Section
Extension Number 3742

Directorate of Environment
Broxtowe Borough Council
Council Offices
Foster Avenue
Beeston
Nottingham NG9 1AB
Tel: 0115 9177777
Fax: 0115 9173377

....and his further comments on 11 May:

"Hello to you both
Steve Fisher is already aware and Louise Buckley at
Attenborough Nature Reserve so hopefully it is being
monitored on site.
Andy

Andrew Pooley
Estates Section

...and comments from Helen Hemstock, the Big Wheel
(10 May)

" Thanks Hugh - we are aware of the concern and in
the most recent Big Track edition (printed this week)
we've included a section about courtesy to other Big
Track users.
Helen

....and more comments from Steve Barber, 11 May:

"From PCSO Mike Drury:

Hi Dave,
Not sure if you are aware of this? It appears iron
tacks may be being spread and causing a lot of bike
tyre punctures. I've spent a lot of time around there
on my bike and haven't seen anything as of yet.
Mike.

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

From: Steve Barber
[mailto:steve_barber@ntlworld.com]
Sent: 10 May 2010 23:05
To: Drury, Michael, PCSO7425
Subject: FW: Spreading tacks to cause punctures on
riverside path near Attenborough Nature Reserve

I seem to remember passing you this allegation
before. Maybe there is some substance.

Cllr Steve Barber
Broxtowe Borough Council
Town Hall
Foster Ave
Beeston
Nottingham
NG9 1AE
0115 922 5806

....and from Gary Smerdon-White, 11 May:

"Hi
Sorry but I've been away for a few weeks and have
not had the time to respond but Hugh is aware of my
experience at least in part.

I travel into Nottingham about 3 days a week from
Attenborough thru the reserve onto the riverside and
then the canal. Steve B made me aware of this
potential problem after I'd had a guy warning me to
beware as he pushed his bike with a flat tyre from the
Marina towards Attenborough but I found it hard to
believe someone might be laying down tacks for
either cyclists or dogs.

However since then I've had 4 punctures in the last
few months - all from new tacks. The first time I felt
the flat just over the canal bridge at the Rylands, the

next time coming off onto Canalside, the third not
until I got into Nottingham and the fourth once I got
back to Attenborough (the last two held out with a
slow puncture for an hour or so).

My first inclination was to ignore anything other than
luck as I go thru the Marina car park and thought the
vans that use it might have cleaned out in the car
park and swept tacks into it.

I did bring this to the attention of the City Community
Police Inspector for info.

By nature I am reasonably trusting but I'm now
convinced that there is either a one off drop of tacks
which I hit unsuspectingly fairly regularly or else
someone is doing a regular small drop.

It would be useful to have a metal detector search of
the area to see if it is a one-off drop either by
accident or intent but if it's just a few dropped every
few days it is unlikely to be easy to sort it out.
Gary

Subway under the A52 at Sharp Hill, south of West Bridgford

Thanks to sustained efforts by Rushcliffe Borough
Councillor Rod Jones, which several Pedals
members have supported, the subway under the A52
Ring Road at Sharp Hill has now been established as
a legal right of way and the obstruction removed.

In due course we would like to see this form part of a
quiet cycle route between Ruddington and the east /
Edwalton side of West Bridgford.

Meanwhile, I am sure that we would like to express
our warm thanks to Rod for all his hard work on this
issue.

Safety of cyclists and pedestrians in crossing the A52 at Radcliffe on Trent near the RSPCA junction.

Michael Bedford has forwarded to me copies of a
further exchange of messages on this issue which
has been having with the Highways Agency, and also
Radcliffe Parish Council.

Message of 21 April from Hilary Silvester, Chair of the Nottingham Civic Society re Heritage Open Days, 9-12 September 2010 - proposal for possible Pedals bicycle trails – and my response

"Hilary
Thanks for this suggestion which I am sure Pedals
would be interested in considering. Unfortunately it
arrived just too late for to us to consider at our April
monthly meeting on Monday evening but I will ask
Peter Osborne, our new Secretary, to put it on the
agenda for the next such meeting, on Monday 17
May.

Meanwhile, I wonder if you and others in the
Nottingham Civic Society are aware of the Rural
Rides programme run by Nottinghamshire County
Council? This programme, featuring a wide variety of
rides, of different lengths, and mostly taking place in
the spring and summer, was started by Pedals in
1982 and then taken over and expanded by the
County Council a couple of years later. It now covers
the whole county, with a good number of rides
starting in the Newark and Mansfield areas as well as
in and around Nottingham, and Pedals members still

act as volunteers in leading rides, along with several other volunteers... Copies of the brochures can be obtained from local libraries and cycle shops or in pdf form at

<http://www.nottinghamshire.gov.uk/home/leisure/cycling/ruralrides.htm>

With the cutbacks at the County Council there is some question now over future funding for the Rural Rides programme but discussions are taking place involving other organisations such as Ridewise and GNTF about a possible more broadly based organisational support for running and publicising the rides so now is a good time for any other organisations, including the Civic Society, to express interest in being involved, even if only in terms of working with Pedals to run bicycle trails during the Heritage Open Days in September. There is certainly much scope for the future development of the programme to include a number of themed rides and indeed we did, some years ago, now run a couple of rides with the Notts Wildlife Trust to places of particular nature conservation interest.

I am copying my reply to other Pedals Committee members, as well as a few other members who have been much involved with the Rural Rides, and we will get back to you after the next monthly meeting. Best wishes, Hugh

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

From: [Hilary Silvester](#)

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

Sent: Wednesday, April 21, 2010 10:50 AM

Subject: Heritage Open Days, 9-12 September 2010

Dear Hugh

I hope that things are going well for you and that you have enjoyed many cycle (and maybe pedestrian) trips across the bridge.

I am writing to you with what may seem rather an odd suggestion/request. As you may know, the Civic Soc organises Nottingham's Heritage Open Days on behalf of the City Council and in co-operation with English Heritage, and I am currently contacting people, properties and organisations who may like to take part.

When I attended a recent HODs national seminar I picked up several ideas for events which we haven't yet tried in Nottingham: we already have a number of people leading walking trails, but a new idea I picked up (from Milton Keynes) is the bicycle trail, using bike lanes, quiet roads, etc. I am wondering if you, and Pedals colleagues would be interesting in leading such an activity for us in Nottingham (and obviously it would be good to include such sites as the bridge and Embankment which may not be known to all. The event may also, hopefully, raise interest in cycling generally.

If you are interested in being involved, perhaps you could email me or ring me on 0115 950 2444 and we can discuss it further.

Looking forward to hearing from you
Best wishes, Hilary

....comments on this from Karen Fry (21 April)

" How about a ride round the cycling history of Nottingham? Where Raleigh used to be, where Triumph used to be etc etc. Maybe too depressing. OR (tongue in cheek) famous Pedals victories over

lunatic road plans?!
Karen"

....comments from Susan Young (21 April)

" Hugh

Definitely one for the agenda.

Another thought is that we could keep details of themed rides that have been done for future resurrection or details of ideas someone who may not be a rides leader could suggest.

Susan

Circulation of Pedals emails and possible further changes in the handling of Pedals business:

Andrew Martin has suggested that we make more use of weekly digests of Pedals emails to reduce the number I (in particular) still forward (both for comment/feedback or general information).

I am certainly willing to do this for ones I still send out, at least in cases where an early response is less important or where the messages concern matters on which we might be asked for comments by the local media, a task we have recently agreed to try to spread around among a wider response group.

The basic question in discussing this matter, as I think I probably pointed out at the AGM, is just how we best manage the very large number of Pedals emails that we now get (still mostly to me, I think), in addition to the regular items by post and some by phone, though these now account for much lower proportions of communications to Pedals.

The simplest solution, I suppose, might be just to ignore half of them and say that we cannot handle more than a certain number but that might then lead to a lot of people wondering why we do not respond to them and take no interest in things that surely should need some response from local cycle campaigners.

The emails include a very wide range of subjects though most are to do with requests for help, requests for information, requests for Pedals attendance at various meetings and other events, and a lot to do with seeking out our views on consultations from local authorities and other organisations, i.e. the nitty-gritty of our campaigning activities.

Most of the general Pedals emails, including the agendas, are now sent out by Peter Osborne as Secretary but I do still send out quite a few, mainly concerning Pedals internal business, to those on our new Committee, in addition to ones I send out in connection with my continuing role as coordinator of Pedals responses to consultations from local authorities etc., and related meetings I have attended.

In general the number of Pedals emails sent out has declined since I stopped being Chairman but I have, I know, increased the number I forward or copy to both Andrew and Peter, as the new key figures in Pedals, to ensure they are kept generally in the loop and, in particular, to make sure they are aware of things in which I am still involved in behalf of Pedals.

There is also the specific question of how we should handle responses to the general 'Contact Pedals' emails via our website. These now go to Andrew, Peter, Susan, Arthur, Larry and myself, and we get about 1-2 a week on average, on a wide variety of

cycling topics, but also including requests for mutual links to and from other websites and from companies or other organisations offering (no doubt for some tidy sum) to help us increase our website traffic! The latter I ignore!

Comments welcome please both on the particular matter of handling of emails and also the related ones of further improvements in the general handling of Pedals business!*

Greater Nottm Cycling Development Group: minutes of the meeting of 15 April
I gave a brief report at the last meeting on this but the full minutes were only circulated a few days later, so I thought that people might be glad of another opportunity to raise any matters arising from these.

The next CDG meeting will be on 14 June. Among the items I am thinking of raising are:

- Ensuring secure bike storage in flats
- Ensuring consistency of standards between highway provision for cyclists and standards of cyclist training,
- Any other suggestions please?*

Nottingham Station Secure Bike Compound: message of 22 April from Keith Morgan, City Council:

"Hugh,
I have passed all the comments on from the Pedals meeting. With regards to the issues under EMT control please see the comments below from them. Please pass on to Members who were at the meeting.

- Facility will be checked as part of our hourly checks.
- BTP will also conduct spot checks.
- Facility will be litter picked hourly and heavy clean whenever required..

I will forward a copy of the Leen strategy in the post. Thanks, Keith

....Station Secure Bike Compound and bike repair / servicing opportunities / links: my message of 26 April to Keith Morgan:

"Keith
I was asked recently if there would be any facilities for bike repair and servicing in the new Secure Bike Compound at the Station.

My answer was that I did not think that this was planned, at least in the first phase, but that it was important at least to make some provision for it in association with a nearby bike shops such as Bunney's Bikes. Is this something that you and EMT have in fact thought of and, if so, is any link of this kind planned (at least in terms of encouraging them to advertise their services in the new Compound)?
Hugh

Pedals comprehensive detailed wish list for Nottingham (first edition) : covering message in submitting the list to Chris Carter, City Council, on 21 April:

"Chris

Please find attached a copy of the Pedals comprehensive detailed wish list for Nottingham which, as you know, we have been developing over the last year. Covering so many suggestions, and with so many wider developments affecting the context for promoting cycling in Nottingham, and particular local situations, we realise that much of it will soon get dated. We also realise that we will continue to come up with other suggestions, both in response to specific consultations and more generally as a result of other comments from members. I therefore suggest that we regard this as a first edition of the 'wish list' which can followed up with yearly reviews, taking account both of further suggestions and of developments on the ground which have helped to address some of our concerns and proposals.

The idea of the wish list, categorised according to ward boundaries as you suggested, is:

- to complement the Pedals strategic vision, with our broader and more strategic campaigning aims, which we revised last year, and which is available on the Pedals website at

http://www.pedals.org.uk/pedals_plan As you know this includes many more important aims (in terms both of 'infrastructure' and 'softer promotion measures' including ones about the need to ensure that the impact on cyclists of wider transport, traffic management and planning decisions is always fully systematically considered, and also issues to do with making road layouts more cycle-friendly, wider use of 20mph zones, good quality design, implementation and maintenance of special facilities where they can really play a useful role, and enforcement actions to ensure that facilities for cyclists are not abused by drivers and that courteous and responsible behaviour by all road users is consistently promoted as an integral part of the wider promotion of cycling and improved road safety.

- to bring together numerous detailed suggestions over the years, both in response to City Council consultations and more generally from our members

- to help ensure that problems identified at specific locations but not yet addressed have not been overlooked and having not drifted 'into a backwater' and that opportunities to address them and introduce appropriate action are still being considered when funding and other circumstances permit, e.g. as part of some wider transport project or traffic management scheme,

- to form part of the Pedals response to the current consultation in the preparation of the new Local Transport Plan for the City.

- to complement the separate Pedals wish lists prepared last year, at the request of the County Council, for Broxtowe, Gedling and Rushcliffe Boroughs and thereby to help ensure consistent and coherent improvements for cyclists by the City and County Councils, particularly in the case of cross-boundary schemes.

Many of these suggestions I know you will already be aware of and I also know that some schemes now being implemented, or planned for implementation, should also help to address several our specific points. In the case of schemes likely to be implemented before we review this list, we can then consider how far the changes made have

satisfactorily improved the situation and whether therefore we can now remove them from the list.

We would be very happy at your convenience to discuss further any of the detailed suggestions included and also the priorities both in terms of ward-specific suggestions or ones covering a larger area of the city such as the extension of the riverside path from Trent Bridge and Meadow Lane Lock towards Colwick Park (and Stoke Bardolph etc.) and improved access routes for cyclists to and from the new Secure Bike Compound in the former Milk Dock area at Nottingham Station, to whose completion next month we much look forward.
Hugh

PS. I have now started a supplementary list of further suggestions for the wish list, for us to consider when we come to review this wish list in about a year's time. I have begun it with a recent message from Roland Backhouse on the subject of road priorities for cyclists and other road users.

Coordination with Ucycle Project over improvements for cyclists in the city centre

At Joanna Ward's suggestion I have arranged a meeting with her on 25th May to discuss how Pedals and the Ucycle Project can best coordinate in trying to achieve improvements for cyclists in the city centre.

Lenton Lane central refuge and kerbed cycle bypass; - further comments from Adrian Juffs, Joanna Ward, Arthur Williams and Roland Backhouse, etc. (21 April)

"Hi all

Good to know there are lots of folk (me included) agreed that the parking issue (both sides of the road) also needs addressing. Rather than keeping it on the 'Lenton Lane Travel Plan' agenda though, better it comes off the agenda having been given proportionate 'time and consideration' and having been resolved appropriately and in a timely manner!

As to the separate **Cycle kerb** issue, I still believe this can and should be dealt with separately and in isolation:

- Experienced cyclists don't use the facility – it is not safe to do so
- Inexperienced cyclists would be advised by cycling instructors not to use it for the same reason
- Imagining the cycle kerb is now removed, and that parking remains 'as is' (unlikely, I agree), inexperienced cyclists would be in no worse a position than if the cycle kerb were not there – they would still cycle on the left of the road and have to negotiate there way back into the traffic, or wait for a gap, or walk on the pavement ... all the same as now
- Imagining instead that the cycle kerb is now removed and that parking takes its place, inexperienced cyclists are then forced into a safer cycling position i.e nearer to the 'lane centre' position the experienced cyclists use ... effectively taking charge of the lane (there not being enough room left for a car/lorry alongside) ... there may still be some 'bullying' but that is again no different to the situation now
- I'm sure that risk assessing this would direct action to remove the cycle kerb.

So, remove the cycle kerb now (creating a safer cycling environment) and let the other improvements (e.g. enforced parking restrictions on both sides) follow.
Adrian

From: Joanna Ward
[mailto:joanna.ward@sustrans.org.uk]
Sent: 20 April 2010 09:22
To: Hugh McClintock (Dell); Hilary.Backhouse
Cc: Sarah Fraser; Keith Morgan; Adrian Juffs; Arthur Williams; Gary Smerdon-White
Subject: RE: Fw: Lenton Lane Cycle kerb

Hi All,

I am aware from previous work that this issue often comes up at the Lenton Lane Travel Plan meetings (which the University attend) there is an issue over enforcement or lack of parking restrictions on this stretch of road which of course increases the problems for cyclists - we have been invited to the next meeting, please be assured we will ensure that it stays on the agenda.

Best Wishes,
Joanna

Joanna Ward
Sustrans Project Manager Ucycle Nottingham
Direct Dial - 0115 8232396
Mobile - 07825 182615
www.sustrans.org.uk

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: Mon 19/04/2010 16:19
To: Hilary.Backhouse
Cc: Sarah Fraser; Joanna Ward; Keith Morgan; Adrian Juffs; Arthur Williams; Gary Smerdon-White
Subject: Re: Fw: Lenton Lane Cycle kerb

Roland
Thanks for your comments.
Best wishes, Hugh

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

From: "Hilary.Backhouse"
<hilary.backhouse@ntlbusiness.com>
To: "Hugh McClintock (Dell)"
<Hugh.McClintock@ntlworld.com>
Sent: Sunday, April 18, 2010 8:50 PM
Subject: Re: Fw: Lenton Lane Cycle kerb

> Hi Hugh,
> Yes, I do have views on this. Thanks for asking.
>
> Like Adrian, I ignore the cycle facility because it is the least dangerous
> option. I don't ignore it if cars are parked sufficiently far away but
> most often these days cars are parked right up to it.
Unfortunately I
> expect that less experienced cyclists may use the facility and then either
> be bullied to give way to cars and vans as they emerge or, even worse, run
> the risk of being knocked down.
>
> I have complained about it through the council's website but got an
> "overflow email box" message or something like that. I decided it was not
> worth trying again.
>
> I've also once spoken to a motorist who was about to park close to the
> kerb. I explained the problem and she agreed to move

her car. (That only
 > helps if you happen to pass when someone is in the act of parking.)
 >
 > The situation has got much, much worse in the past year. I think there
 > should be double yellow lines, strictly enforced (in fact, along the whole
 > length of the road). There is just as much a problem going in the opposite
 > direction. On one occasion a car overtook me by driving on the wrong side
 > of the island! (Sadly, that is typical. I live on a quiet street opposite
 > a roundabout. Very frequently rat-runners go round the roundabout the
 > wrong way round.)
 >
 > Removing the kerb will not help - cars will just take up the space that is
 > made free. I agree with Adrian about the best way to negotiate the
 > facility but not about its removal -- because of my experiences in the
 > opposite direction. Also we all know what happens when car parking comes
 > under review -- just endless delays without any action. At least the kerb
 > is a physical barrier to any more parking. The short-term solution until a
 > review has taken place is to paint double yellow lines up as far as the
 > signpost just beyond the kerb. Surely that can be done without any delay.
 > It's a serious issue because of the number of lorries (sometimes
 > articulated) that use the road.
 > Cheers, Roland
 >
 > Hugh McClintock (Dell) wrote:
 >> Roland
 >> Perhaps you also may have views on this?
 >> best wishes
 >> Hugh
 >> ----- Original Message -----
 >> *From:* Adrian Juffs
 >> <<mailto:adrian.juffs@googlemail.com>>
 >> *To:* 'Arthur Williams'
 >> <<mailto:Arthur.Williams@nottingham.ac.uk>> ; 'Gary
 >> Smerdon-White' <<mailto:garysmerdon-white@supanet.com>> ;
 >> Hugh.McClintock@ntlworld.com
 >> <<mailto:Hugh.McClintock@ntlworld.com>> ;
 >> 'Keith' <<mailto:keith.morgan@nottinghamcity.gov.uk>>
 >> *Sent:* Friday, April 16, 2010 11:49 AM
 >> *Subject:* RE: Lenton Lane Cycle kerb
 >>
 >> Hi all
 >> Thanks for taking a look Arthur; you beat me to it.
 >>
 >> I agree that simply removing kerb will very likely lead to parking
 >> extending into that area, and also that the parking arrangements along
 >> this stretch of road should be reviewed – It's a very dubious place to
 >> allow parking in any case. Have attached a couple of screenshots to
 >> illustrate.
 >>
 >> That said, I still believe the kerb can be removed before any change is
 >> made to the parking arrangements, and that it will be better not to delay
 >> doing so waiting for a review of parking. My view is

that it will be
 >> safer to cycle past any cars parked there (because cyclists can then
 >> maintain their road position and priority in the traffic and continue
 >> riding – in effect I ride it this way now ie ignoring the very short
 >> cycle facility as it takes me out of the road position I would choose to
 >> ride if it weren't there) rather than to use the existing kerbed off
 >> cycle facility (which, whether or not there is parking at its exit,
 >> forces cyclists to have to negotiate re-entry and position in the traffic
 >> flow, and possibly have to stop before doing so).
 >>
 >> I recommend the cycle facility can be removed whether or not any changes
 >> are made to the parking arrangements, and I also support the
 >> recommendation that the parking arrangements are reviewed with the aim
 >> being that no parking is allowed on this stretch.
 >> Adrian
 >>
 >> *From:* Arthur Williams
 >> [<mailto:Arthur.Williams@nottingham.ac.uk>]
 >> *Sent:* 16 April 2010 10:40
 >> *To:* Gary Smerdon-White;
 >> Hugh.McClintock@ntlworld.com; Adrian Juffs;
 >> Keith
 >> *Subject:* RE: Lenton Lane Cycle kerb
 >>
 >> Hello Adrian, Gary, Hugh, Keith,
 >> Following the CDG discussion on the Lenton Lane facility by the canal
 >> bridge, I took a look at it in detail yesterday. Unfortunately, I am
 >> concerned that if you simply remove the kerb that denotes the cycle lane,
 >> that UNLESS double yellow lines are put with VERY strict enforcement, the
 >> indiscriminate parking that occurs along this stretch of Lenton Lane will
 >> simply be extended closer to the point of the refuge, making the
 >> situation worse for all road users, including cyclists.
 >>
 >> I think there is a need to review the parking arrangements along this
 >> stretch of road. The parking appears to be from people working in the
 >> area – I'm not sure why there isn't enough off-road parking, perhaps
 >> people park here and walk to work at QMC?
 >> Regards, Arthur
 >> Arthur Williams

....further comments from Adrian Juffs on 28 April:
 "Hi
 Yes, the parking issue needs resolving Roland.

The cycle kerb presents the same issues for cyclists whatever day of the week. Its presence suggests using it is safer or easier than not doing so. In practise though it further complicates the traffic situation, cyclists that keep within it lose their priority in the traffic stream, and cyclists using it can more easily escape the notice of drivers from both behind and ahead. Given that it leads cyclists into using a road position that is less safe, I

still believe the cycle kerb should be removed whether or not the parking issue is resolved.
Regards, Adrian”

Sneinton Square redesign public consultation on 24 April: message from Arthur Williams of 28 April:

“Hugh,
Thanks for this. I did go along on Saturday and filled in a feedback form as an individual – raising concerns that there needs to be a two-way thoroughfare for cyclists without obstructions. The leaflet is slightly confusing, because at first view it looks as if the Gedling Street route has steps in it – there is apparently a clear route going just around the bottom of the terraced area, with no steps.

I had a good chat to Roger on Monday evening and he raised some additional points of concern – (i) the stone ornaments, with apparently sharp edges that seem to jut into the cycle/pedestrian route (ii) the possible reduction in width of Bath Street.

Now that I've got all the relevant contacts, I will send an email to Liz Hiskens asking for clarification of these issues.
Regards, Arthur”

Problems for cyclists (and in particular bike trailers) from barriers on off-road cycle paths and shared paths, with particular reference to Compton Acres, West Bridgford – further comments from Kathy Shaw (copy of comments to Jim Silver of Compton Acres Local Area Group), David Litchfield and others (6-7 May):

From Kathy Shaw to Brian Silver (29 April)
“Email: kathy.shaw@ntlworld.com
19, Cranberry Close, Tel Home: 0115 878 1647
West Bridgford,
or Mobile: 07504 928 795
Notts.

NG2 7TQ

26/4/10
Dear CALAG,

I am writing to once again make you aware of some cycling issues in our area.

During the Easter holidays, my children and I went on a tour of what we thought would be considered cycle paths in and around Compton Acres. I was on a bike with a single child in a trailer, with my older child on a child's bike.

I was pleasantly surprised at how many such paths there were, but was shocked at how many were blocked by barriers which, I assume, are intended to stop motorbike access and to slow down pedestrians and cyclists before they cross roads.

The barriers may have solved those particular problems, but have now created another one, by at least hampering and at worst completely denying access for responsible, law-abiding cyclists.

It is unfair that all cyclists, but especially those with trailers, should have to suffer because of a 'sled hammer approach' to these issues, particularly that of motorbikes. There are many problems caused by pedestrians on foot, e.g. litter, graffiti, dog fouling, broken glass, loitering with intent, possible drug dealing and burglary issues, but pavements have not been blocked to solve these. Cars can

also be problematic, e.g. parking for parents taking pupils to the Becket and Emmanuel schools, but again, roads have not been blocked to solve the problem.

The people in the nearby houses do deserve protection and have obviously had their concerns addressed. It would have been relatively easy for them to gather names on a petition, but for cyclists to do so would be much more difficult and time consuming.

The barriers may benefit the few who live near them, but are either off-putting or physically impossible to negotiate for the potentially many cyclists who could use the paths. However, there are now more people who are aware of this problem, namely Hugh McClintock (PEDALS, local cycling group), Karina Wells (the organiser of the Greening West Bridgford campaign), Sue and Richard Mallender (Green Party councillors) and Clive Wood (Notts. County Council Environment Officer) and I am hoping that something will now be done to resolve the issue without a media campaign.

I am not asking for the barriers to be removed, only altered to make it easier for bikes with trailers. This will also open up access to others who may have difficulty with the current barriers, e.g. parents with double buggies (which are wider or longer than normal) and people who use larger motorised wheelchairs / mobility scooters.

It also seems clear that there are double standards in the area too. Some pathways have only a bollard to stop motorbikes (e.g. the one connecting Greythorn Drive field and Hyde Park Close) despite them being directly adjacent to houses. Others, such as the metal and wooden ones surrounding the pond near to Rushcliffe Arena, don't actually prevent motorbike access.

They can use the other bridge and path from Lydney Park. I believe that Karina Wells is suggesting that a bollard becomes the norm for all barriers. The recently re-opened Wilford Suspension Bridge now has slightly wider bollards, to accommodate trailers etc. Surely it's time to consider using them in Compton Acres.

I wonder how many people are put off cycling, or walking with large buggies, when they know they will come across these difficult or impossible to negotiate barriers. With increasing obesity rates and the problems caused by it, we should be making it easier to exercise, not more difficult. It's surely worth noting that by using child trailers, families are not only travelling by environmentally-friendly transport, but the children also get to see a parent cycling and will hopefully be encouraged to do the same when they are old enough.

There are many such trailers in the area now, thanks to Karina's efforts, but they may not be being used to their full potential due to these physical barriers.

It will be some time yet before my youngest can ride a bike to school (Greythorn Primary) and in the meantime, my own health is beginning to suffer from having to struggle through these barriers, wrangling a heavy bike and trailer.

Even after she can ride her own bike, I will continue to use the trailer to do shopping and recycling, as well as carrying school bags, various sports' kits etc. At the moment, we also have to take an extended detour and use the cycle path alongside the recycling centre, exiting it at the entrance of this facility.

This is obviously not as safe as using Finsbury Park Close and the soon to be new crossing, but we cannot do so, because of a barrier (it's the same barrier and gate I alerted

you to last year). I also believe this alternate route is responsible for a noticeable rise in punctures we've suffered, as it has several overgrown, thorny hedges beside the recycling centre.

I now give you a list of the barriers that I came across on my ride at Easter. It may not list all the barriers, but it is a guide as to how much cyclists in the area are affected by them.

By the bridge at Lydney Park

At the other end of this path, near Rushcliffe Arena

From Finsbury Park Close to the path by the pond

From Syon Park Close to the path by the pond

On both sides of Rugby Road, on the path from the pond near Broadstone Close to Compton Acres shopping centre, From Collington Way to Northwold Avenue (*just* passable with a single seat trailer, not so with a double seater)

From Belton Drive onto Killerton Park Drive

From Compton Acres (near the roundabout) leading towards the children's park (smaller barriers that block just one side of the path!)

At both ends of the new path that runs parallel to the railway / proposed tramline; from Becket Way to Coronation Avenue

On both sides of Gresham Park Road; on the left hand path that leads to and connects with the path from Becket Way to Coronation Avenue, and on the right hand path connecting Gresham Park Road and the Embankment cycle path, between Wilford Suspension Bridge and the Toll Bridge. This path also has lockable gates at either end? Why?

And the gate at the end of the cycle path from Rugby Road to Wilford Lane, near the cycle crossing by Bede-Ling.

There were, however, some really good improvements that I also noted...

The new tarmac path from Worwood Drive to the cycle path that connects Walcote Drive and Compton Acres shopping centre,

The new crossing point on Compton Acres (road), with dropped kerbs, raised-dot paving and railings, near The Old Colonial public house.

And the soon to be crossing on Rugby Road, at the top of Finsbury Park Drive.

So I hope that the issue of barriers in and around Compton Acres will now be looked at again and take into account the needs of cyclists with trailers, users of larger mobility scooters and longer/wider pushchairs.

Yours sincerely,

Kathy Shaw

....comments from David Litchfield (7 May)

" Hugh, all,

Whilst I do sympathise with Kathy's predicament, I think there are other sides to this problem.

You will recall, Hugh, that in April 2007 I was mugged on the path that runs alongside the railway embankment from the entrance to the old Emmanuel School on Coronation Avenue to what is now the main entrance to the new school. I was chased by two youths on a motorbike who had been able to get through the barriers by the old school entrance on Coronation Avenue.

When they caught me they snatched the pannier from the rear rack of my bicycle and made off towards what is now the main entrance to the new school. They were unable to get their motorbike through the barriers that had been erected there and I caught up with them, but they got past

me and raced back to Coronation Avenue, through the wider barriers and escaped.

It transpired that the barriers that had been erected by the new school entrance did not meet the requirements of the Disability Discrimination Act and shortly after this incident were WIDENED to a specification that would have allowed my assailants to get through and get away.

Had the barriers at the Coronation Avenue end of the path been installed to the same original dimensions as the ones at the other end, my assailants would not have been able to access the path and rob me.

Since that time the new path leading up to the new Becket School has been completed, and it's magnificent. However it has already come to the attention of the local Evel Knievels, for whom it is a drag strip from heaven. They are able to access the path and tear up and down with no regard for cyclists or pedestrians who happen to be using the path at the same time. I have encountered them twice, but the tyre marks on the path indicate that it sees considerable use at other times by these vandals.

It's a question of priorities, I suppose. How many cyclists are there with trailers? How often are cyclists the victim of robbers on motorbikes? How much police resource is there to control these pests? I don't have any problems with the barriers in the Compton Acres/Gresham Park areas. Whilst my experience was probably an isolated one, it was nevertheless deeply upsetting and I wish the barriers could be narrowed even more to keep motorbikes out.

However, I recognise that if they were, that would make Kathy's problems even more acute and may adversely affect wheelchair users and those with buggies. In the middle of all this are those responsible for installing the barriers.

What's the answer? I've no idea, but I am sure there is no solution that will please everyone.
David

....comments of 11 May from Lorraine Pulford (Disabled User rep on the West Bridgford Local Traffic and Transport Group):

" Hugh

This is very interesting as although I do not use these area's I have seen similar problems in central WB.

I find that I can get around some barriers with a wheelchair but not with a mobility scooter Paths via Stratford Road are tight but the Bridgfield / Park are quite wide.

I am quite happy with this in my area as a mobility scooter is more capable and can travel at 8-10mph so I take the longer route in such cases.

Attenborough Nature Reserve have a barrier from the main track to the visitor centre which is quite interesting. It is shaped in a hook which is tighter at the top than the bottom which prevents motorbikes but allows wheelchairs and pushchairs. Perhaps this could be another alternative?
Regards, Lorraine

Notts. County Council Draft Mobility Strategy

The County Council have produced a draft Mobility Strategy which is mainly about the needs of bus users with disabilities and contains nothing about encouraging cycling by people with disabilities. See http://www.nottinghamshire.gov.uk/home/traffic_and_travel/buses/mobilitystrategy.htm

Should we comment on this and make some points about the importance of encouraging the use of special bikes and trikes and other adaptations to ordinary bikes etc.?

Proposed new edition of West Bridgford cycle map: copy of my message to Paul Hillier and Clive Wood (Notts CC) following discussion of this item at the Rushcliffe Environmental Partnership meeting on 27 April:

"Paul / Clive

The idea of producing a new edition of the (2003/04) Rushcliffe Cycle Map, especially the side with a detailed map of West Bridgford, was discussed at this morning's meeting of the Rushcliffe Environmental Partnership and agreed as a worthwhile Green Travel project for the REP to support, with particular regard to the new interest in cycling locally as a result of the activities of the WB Greening Campaign, the WB Green Streets Initiative, Transition WB, and the proposed Rushcliffe Cycling for Health Project.

It was agreed that, although relatively little of the WB detailed map from the 2003 and 2004 editions is out of date, that it will be necessary to prepare the map work afresh, since it is not clear who holds the copyright. It was also agreed that it will be very important both to get good input from local cyclists (via Pedals) for ensuring that the map is comprehensive and up to date, and, in coordination with the County Council, to check that there are no legal issues relating to allegations of misleading advice, as I understand was the case previously.

I stressed that the WB cycle map was of particular value because it was at just the right scale for a local cycle map and also because it included all the local street names as well as the cycle facilities of various kinds. I also emphasised that it was useful to have this map as a complement to the 4 cycle maps produced by Paul Rea of Realistic Solutions for the County Council since 2006, including the South Nottinghamshire map covering all of Rushcliffe and a much wider area.

One thing that will need careful consideration in producing a revised WB cycle map is what to put on the reverse of the local map since the general map of Rushcliffe on the last edition is, I think, now superceded by the South Notts map. This could reproduce the Rushcliffe parts of that map or, alternatively, included information and general advice for cyclists, or information on Ridewise.

I was asked whether I had discussed the idea at all with you, particularly with regard to possible County Council support and I said that I had not, although I had mentioned this possibility to you in passing, both through copies of emails, and, also I recall, at the last meeting of the Greater Nottm Cycling Development Group. Anyway, Paul Phillips will be approaching you directly about this, and he is also likely to be approaching The Big Wheel about their possible involvement.

If, when Paul Phillips has approached you, you would find it useful to have a special meeting to discuss this further, do let me know. Pedals of course is very pleased that the idea of such a new edition now looks like being taken up and is very keen to work with all concerned to make it very useful, popular and successful, in close cooperation with other partners,

along with the proposed Rushcliffe Cycling for Health Project, which the REP has also now agreed to support.
Hugh

Workplace (Cycle) Challenge press launch, 3 June

As I am away that week I have asked Karina Wells to represent Pedals (as well as the West Bridgford Green Streets Initiative) which she has agreed to do.

I will report on Monday on the outcome of the next meeting of the Steering Group on 12 May.

Other matters:

questions for our discussion with Jon Robinson of the Evening Post at the Pedals meeting on Monday 17 May

"Jon

As you requested, here are a few questions which we would like to discuss with you when you come along to the Pedals meeting in the top room of the Globe PH (corner of Rye Hill Road and London Road, The Meadows, just north of Trent Bridge) at 7.30 pm. on Monday 17 May. We can keep it quite informal, just using these as pegs on which to get a discussion going. We will have up to an hour in total and Andrew Martin will be chairing the meeting.

- What exactly is your job at the NEP?
- What sort of stories do you work on and like to work on?
- What are the best and the worst stories you have worked on?
- What sort of stories are most likely to interest your editor?
- What tips would you give for producing a good press release?
- What examples would you give of good and bad press releases?
- How are local papers such as the NEP likely to develop in view of various pressures such as increased use of the internet?
- How interested are you personally in 'green issues'?
- How interested do you think your readers are in green issues?
- How interested are you in general (local) transport issues including issues such as speeding, road safety and the best use of road space?
- How often do you cycle?
- What first stimulated you to cycle?
- What are your own personal views about the kind of improvements for cyclists that you would like to see?
- What tips would you give us in Pedals for trying to get a higher media profile?
- anything else you would like to mention!

This should give us plenty of material for a good discussion. We much look forward to seeing you then!

Do give me a ring on 981 6206 if you would like to discuss this further
best wishes
Hugh

**Walk It website new Nottingham section;
message of 21 April from Jonathan Shewell-
Cooper:**

"Hugh,
<http://walkit.com/cities/nottingham/>
I thought other pedal members would like to know that walkit.com now also covers Nottingham.
Jonathan"

Extract from the Carlton, Netherfield and Gedling Village Transport Study: feedback from the County Council's report on consultations:

People may be interested to see the summary report on the County Council's Carlton, Netherfield and Gedling Village Transport Study on which they consulted Pedals last year. The report, at http://www.nottinghamshire.gov.uk/home/traffic_and_travel/strategy-policy/transportstudies/carltonstudy.htm has relatively little to say on cycling and the most popular demand was to enforce the ban on cycling on footways!

"Each category of comment can be summarised as follows:
Cycling
Cycling comments comprised 6.4% of the total number received. The chart below indicates that the majority of the cycling comments were requests for further enforcement of the cycle ban on footways and more or safer cycle routes.

6
Cycle comments
Enforce cycle ban on footway 44%
More secure cycle parking 13%
More or safer cycle routes 33%
Better signed cycle routes 4%
Other 6%

Within the Other comments section, a number of specific route improvements were mentioned. The majority of these specific routes were in the Gedling area.

The conversion of the former colliery railway line in Netherfield into a cycle route was the most popular location-specific request.

Sharp Hill subway under the A52T south of West Bridgford: connecting paths and potential development of Edwalton-Ruddington cycle route: exchange of messages involving Cllr. Rod Jones (Rushcliffe BC), Peter Osborne and myself:
"Peter

Yes, it is very good news. Pedals has often argued the case for connecting paths on both sides, including in particular one along the present grassy verge towards the Wheatcroft Business Park. Perhaps now would indeed be a good opportunity to

press for this again so I will take this up with Rod as well.
Hugh

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

From: [peter osborne](mailto:peter.osborne@ntlworld.com)
To: [Hugh McClintock](mailto:Hugh.McClintock@ntlworld.com) ; rm.j@ntlworld.com ; [Chris Gardener](mailto:Chris.Gardener@ntlworld.com) ; c.murden@ntlworld.com
Cc: dnicholsoncole@googlemail.com ; [Richard Edwards](mailto:Richard.Edwards@ntlworld.com) ; [Eve Parker](mailto:Eve.Parker@ntlworld.com) ; [Malcolm Kennerley](mailto:Malcolm.Kennerley@ntlworld.com) ; [Karina Wells](mailto:Karina.Wells@ntlworld.com)
Sent: Monday, April 26, 2010 8:47 AM
Subject: RE: Sharpill path

This is really excellent news! Is there a possibility of a path from the underpass to the business park at the Wheatcroft? There is evidence that the grassy kerb at the A52 is used by cyclists and walkers.
Peter

From: Hugh.McClintock@ntlworld.com
To: rm.j@ntlworld.com ; chris.gardner@nsn.com ; c.murden@ntlworld.com
CC: dnicholsoncole@googlemail.com ; r1edwards@hotmail.com ; evelparker@googlemail.com ; malcolm.kennerley@primeuk.net ; peterozz@hotmail.co.uk ; karina.wells@ntlworld.com
Subject: Re: Sharpill path
Date: Sat, 24 Apr 2010 15:45:08 +0100

Rod
Thanks for this good news and thanks for all your efforts over this and other local rights of way issues.
best wishes
Hugh

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

From: [Rod Jones](mailto:Rod.Jones@ntlworld.com)
To: [Hugh McClintock \(Dell\)](mailto:Hugh.McClintock@ntlworld.com) ; [Chris Gardner](mailto:Chris.Gardner@ntlworld.com) ; [chris murden](mailto:chris.murden@ntlworld.com)
Sent: Saturday, April 24, 2010 1:04 PM
Subject: Sharpill path

Chris Gardner, Hugh and Chris Murden
Many thanks for your support in the application for the Underpass which was successful. I wanted to thank each of you directly. Please see the general email I have sent to many local people by blind copy.
Rod

Dear Resident
I am pleased to tell you that on 21 April 2010, Notts County Council decided to make an Order establishing another Public Right of Way. This is a path which joins the Ruddington side of Landmere Lane, goes through the Underpass and east along the verge.

I applied for this path in 2009 as it had got separated from the other applications on a technicality. I would like to thank all those who gave evidence of useage including those who provided photographs.

The Underpass was blocked with earth by the owner of nearby land, Mr Wells, a few years back. It is not his land and the Highways Agency have said they are requiring him to remove the earth so they can access the structure and drains. The County Council are looking to install a gate of some sort which would not allow access to motorbikes. So it may take some months to be effective and post-signed.

This new Right of Way joins the path which leaves Sharpill Wood from the South and hits the A52. That path is already a Public Right of Way and is one of the eight up to and within the Wood which I successfully applied for over the period 2006-2009.

I am particularly pleased about this last path because it will provide people/walkers with a connection between Ruddington and West Bridgford. The A52 sadly truncates 2 bridleways but there will now be a safe means of crossing.
Rod Jones
Liberal Democrat Councillor for Musters Ward in Rushcliffe Borough Council.

...response from Rod Jones of 26 April

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

From: [Rod Jones](#)

To: [peter osborne](#)

Sent: Monday, April 26, 2010 10:07 AM

Subject: Re: Sharpill path

I have put the suggestion to the planners who talk with the developers that they make a cycle/footpath along the north side between the 2 islands - but I am not hopeful. In terms of right of way - we need evidence of usage over 20 yrs and i regret I doubt we would get enough people to give statements to that effect
Rod

Re: [Pedals Website Enquiries] Advice and help required re secure bike parking the Turney Quays Flats: exchange of messages on 26 April with Nicola Grundy:

"Nicola

Thanks for this message about what certainly seems a very negative attitude by your Management Company to the storage of bikes.

I would advise you to get the support of the City Council in pressing your case. You could do this via your local Councillor if he/she is sympathetic or, alternatively, by contacting Cllr. Jane Urquhart, the Transport Portfolio Holder, saying that having secure bike parking where people live is a very important part of encouraging cycling and asking what the City Council can do to support this in cases like yours. It would also help to make sure that you have the support of all cyclists, and would be cyclists, in the complex. If you want some local media publicity you could contact Jon Robinson at the Nottm Evening Post.

I will also ask Peter Osborne, Pedals Secretary, to put the general question of getting secure bike parking in flats on the agenda for the next Pedals monthly meeting, on 17 May.

Good luck and do keep Pedals informed of your progress!
Hugh

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

From: <nicgrundy@gmail.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: Monday, April 26, 2010 10:39 PM

Subject: [Website Enquiries] Advice and help required

> Nicola Grundy sent a message using the contact form at
> <http://www.pedals.org.uk/contact>.

>

> Hi, don't know if you can offer any help. I live in the flats in Turneys

> Court (on London Road just across the road from the Globe, where i see you

> have your meetings). I (and other residents) are in dispute with our

> Management Company (consisting of residents) about the storage of bikes in

> our complex. We are storing our bikes under the stairs in our large lobby

> area. They are telling us it contravenes the terms of our lease and it is

> bringing down the standard of our 'luxury' flats. I fundamentally disagree

> and think that given we have room, we should encourage the use of bikes by

> providing a secure storage area.

>

> Can you give any advice on arguments we could use to support our case?"

Rushcliffe BC policy re penalty point scheme and Licensed Taxi driving standards: message of 26 June from Julian Bentley:

Apologies if you are already aware of how Rushcliffe deals with poor driving by licensed taxis - please ignore this email if this is the case.

Please see attached document for details of Rushcliffe Borough Council's policy re Licensed Taxi driving standards - I got in touch with them after a 'Southside' Taxi pulled out in front of me dangerously.

They are not as active as the City Council in regard to enforcing taxi driving standards - Richard Hall directed me to contact the Police (who usually insist on a witness in order to take action) and said that their (RBC's) enforcement budget was less than the City's...

I will ask Richard Hall if the Penalty Points scheme (Offence 7) would be used to tackle issues of careless/poor/dangerous driving by licensed taxis.

THE PENALTY POINTS SCHEME

On the 1st August 1993 Rushcliffe Borough Council introduced the above scheme to raise the awareness of Operators, owners and drivers and also to assist in the enforcement of the conditions attached to licenses and some aspects of the provisions of the Local Government (Miscellaneous Provisions) Act 1976.

The scheme will operate from the date of issue of any of the drivers, vehicle or operators licenses, and should a breach of the conditions or Act be detected points may be issued, against the licence holder, up to the maximums shown on the table overleaf.

Generally you will be informed verbally if any points are to be awarded against you and why. Also you will be given a copy of the Councils form identifying the offence and indicating how many points have been issued.

You will then have your own written record of the number of points accrued.

Any points issued will remain 'live' from the date of issue for a period of 12 months and should you accrue 12 or more points during any 12 month period the Council may consider taking further action, which may include a period of suspension or the revocation of the licence.

However, the Council reserves the statutory right to suspend or revoke a licence at any time if the particular circumstances of the case warrant such action, notwithstanding that less than 12 penalty points have been incurred,

....and further message (27 April) from Julian to Richard. Hall, Rushcliffe BC:

"Dear Mr Hall
Thank you for the reply. I am sorry to hear that Rushcliffe Borough Council cannot be as pro-active regarding poor taxi driving standards *as the City Council is* - as I mentioned during our conversation of yesterday I have always the Police to be unwilling to take action unless someone/thing is injured/damaged or there is a witness to the bad driving.

I hope that in the future RBC's policy re this issue will become more progressive/forward looking - as there is a responsibility for all drivers (especially licensed taxis and commercial drivers) to behave more carefully towards the more vulnerable road users, e.g. cyclists/motorcyclists.

Thanks
Julian Bentley
Ridewise Instructor
Gedling Cycling for Health Project Manager
Pedals and CTC Member

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| | Offence | Date: Tue, 27 Apr 2010 07:53:09 +0100 From: rhall@rushcliffe.gov.uk To: dr_jools@hotmail.com Subject: RE: penalty point scheme | Maximum Penalty Points |
|-----|---|---|------------------------|
| 1. | Charge or tariff on meter other than those approved by the Council | | 6 |
| 2. | Failing to wear badge. | Dear Mr Bentley | 4 |
| 3. | Failure to display licence plates as prescribed by the Council | As mentioned during our conversation of yesterday, the penalty point scheme is for internal use for minor breaches of conditions etc. | 4 |
| 4. | Failure to display Hackney fare tariff. | | 4 |
| 5. | Failure to display details of licence in interior of vehicle. | 'Offence' 6 is purely for use when a driver appears unkempt or the conduct shown towards a passenger within his vehicle is not of a standard expected of a licensed driver. It is not there for use in respect of the circumstances you outline. These matters should always be directed towards the Police as they have the powers to deal such matters. | 4 |
| 6. | Appearance and/or conduct of driver. | Regards | 4 |
| 7. | General condition and appearance of car - interior - exterior | Richard Hall Licensing Officer Rushcliffe Borough Council (0115) 914 8239 rhall@rushcliffe.gov.uk | 4 |
| 8. | Excessive noise from equipment (stereos etc.). | | 3 |
| 9. | Failure to have a fire extinguisher fitted. | | 3 |
| 10. | Failure to have a first aid kit. | | 3 |
| 11. | Failing to display a current vehicle excise licence. | >>> Julian B <dr_jools@hotmail.com> 26/04/2010 22:07 >>> | 1 - 6 |
| 12. | Displaying side panels not approved by the Council, on a licensed vehicle. | Dear Mr Hall | 1 - 6 |
| 13. | Failing to maintain lights, brake lights, indicators, tyres, horn, exhaust system or any other construction and use offences. | Thank you for supplying the Penalty Point Scheme document, which I have forwarded to Ridewise Coordinator Graham Hubbard and Pedals Secretary Peter Osborne. | 1 - 6 |
| 14. | Failing to notify the Council of any road traffic accident or damage to a Hackney Carriage or Private Hire Vehicle. | | 1 - 6 |
| 15. | Driver or Operator failing to notify the Council of change of address. | I would like to ask if there is provision under Offence 6 to address any complaints by members of the public re incidences of poor/careless/dangerous driving, that may not be tackled via the Police? | 1 - 6 |
| 16. | Failing to disclose any conviction during the period of a licence (driver or operator). | Thanks, Julian Bentley | 8 |
| 17. | Private Hire Operator failing to keep accurate records of workings etc. | Julian Bentley Ridewise Instructor Gedling Cycling for Health Project Manager Pedals and CTC Member | 2 |
| 18. | Failure to comply with insurance requirements | | 2 |
| 19. | Displaying side panels on other than front doors of vehicles | | 2 |

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Re: A52 - RSPCA junction - Pedestrian crossing - Mr Bedford - CRS 13701 – further message of 27 April from Michael Bedford, forwarding response to him from Kamaljit Khokhar of the Highways Agency:

"Kam

Thanks for your response.

In the course of your investigations, have you contacted the local Cycling & Walks / Highways Dept. at Notts. County Council for their opinion?

There is another Boot Sale at the Cricket Club this weekend and I understand that parking has increased in Nottingham Road increasing the footfall to attend these events.

I look forward to receiving your recommendations in due course.

Kind regards

Michael.

Michael J BEDFORD

MiMo Associates

Tel: 0115 845 0151

Work mobile: 0789 4899720

michael@mimo.org

On 21 Apr 2010, at 13:35, Khokhar, Kamaljit wrote:

Dear Mr Bedford

Please accept my apologies for the time it has taken me to respond to your email. Firstly, I am sorry that you felt my response was left wanting. I have asked A-one+ to review your comments and provide a response, highlighted in red below.

I look forward to sharing the recommendation of the economy study with you in due course.

Regards,

Kamaljit Khokhar, Route Performance Manager

Highways Agency | 4 Broadway | Broad Street | Birmingham | B15 1BL

Tel: +44 (0) 121 6788390 | Fax: +44 (0) 121

6788559 | Mobile: +44 (0) 7795 092253

Web: <http://www.highways.gov.uk>

GTN: 6189 8390

Safe roads, Reliable journeys, Informed travellers
Highways Agency, an Executive Agency of the
Department for Transport.

From: Michael J BEDFORD

[\[mailto:michael@mimo.org\]](mailto:michael@mimo.org)

Sent: 21 March 2010 10:02

To: Khokhar, Kamaljit

Cc: Sue Clegg; Hugh McClintock

Subject: Re: A52 - RSPCA junction - Pedestrian crossing - Mr Bedford - CRS 13701

Dear Kam

I have now had the opportunity to consult with other residents and find your current response wanting.

The pedestrian issue at the "RSPA traffic lights is that it is impossible to safely cross the A52 by foot and for disadvantaged users - wheel chairs / parents with push chairs etc. It also very dangerous for cyclists to arrive & depart from the cricket club as the cycle path is to the south of the A52.

As highlighted in my previous email correspondence, A-one+ are reviewing Non

Motorised User (NMU) crossing facilities along the whole length of the A52 between Saxondale and Gamston as part of a route economy study. This will include the section within the vicinity of the RSPCA junction and Radcliffe-on-Trent Cricket Club entrance. The study when issued will provide more details and assess all the risks and provide appropriate recommendations. I have personally visited the site on the A52 in March to gain a better understanding of the situation. I do not disagree that crossing any 70mph dual carriageway without controlled crossing facilities has its risks.

I am not sure how extensive your traffic surveys have been in this area and anyway it is dangerous to cross at this point, which would reflect a low usage. Please note that the monthly Boot fairs at the Cricket Club severely increase the footfall on the corresponding Sundays.

How many surveys have been carried out at weekend when the nature of the traffic varies from normal weekday usage?

When did the Agency last carry out an inspection & report, in relation to my concerns?

Please refer to my comments above. I can confirm that two representatives of A-one+ visited the site, separately, on Sunday 18 April when a Car Boot sale was being held at the Cricket Club. Their observations will be used to support any recommendations resulting from the route economy study.

I attach a map of the junction to highlight the issues in respect of access to the public footpath leading to the south of the junction and to the cricket club. I would be grateful if the Agency could arrange a visit to try crossing at this point.

Please refer to my first paragraph

How far does the Agency have responsibility have in respect of providing of providing footpaths along the carriage-way in this area?

The Highways Agency has a responsibility to improve the network based on considerations such as safety, value for money, the environment, integration with other modes of transport and accessibility for all users. The route economy study referred to above will assess any potential improvements against one or more of the headings noted above and then identify any recommendations. Conversely, the study will also recommend, if appropriate, that there is no justification for the Highways Agency to improve the trunk road.

You will observe that the footpath is non-existent between the public footpath & the cricket club. Surely it is not the cricket club's responsibility to provide a footpath for areas under the control of the Highways Agency?

Please refer to my comments above.

My investigation into cycle usage along the A52 corridor between the Harlequin junction and the RSPA has raised new issues and I will be dealing with this situation separately.

I await your comments with interest.

MiMo Associates

Tel: 0115 845 0151

Work mobile: 0789 4899720

michael@mimo.org

Novice cyclist persuades Nottm City Council to provide special "Park & Cycle" spaces at "Park & Ride": message of 28 April from Greville Seddon, forwarding his message to BBC East Midlands Today

From: Hugh McClintock (Dell)

[mailto:Hugh.McClintock@ntlworld.com]

Sent: 27 April 2010 14:42

To: Seddon, Greville (SMS)

Cc: Peter Osborne

Subject: Re: Novice cyclist persuades Nottm City Council to provide special "Park & Cycle" spaces at "Park & Ride"

Greville

Thanks for this which I was most interested to see. Good luck in getting better media coverage after the Election is over! best wishes, Hugh

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

From: [Seddon, Greville \(SMS\)](mailto:Seddon.Greville(SMS)@ntlworld.com)

To: Hugh.McClintock@ntlworld.com

Sent: Tuesday, April 27, 2010 12:45 PM

Subject: FW: Novice cyclist persuades Nottm City Council to provide special "Park & Cycle" spaces at "Park & Ride"

Dear Hugh

I have just been looking at the "pedals" website. I thought you may be interested in this. BBC must be waiting for the election to finish.
Regards, Greville

Greville Seddon
Senior Project Manager
Siemens Metering Services
Mob: +44 (0) 7808 828030
Tel: +44 (0) 115 906 6428
Fax: +44 (0) 115 906 6099
email: greville.seddon@siemens.com

From: Seddon, Greville (SMS)

Sent: 22 April 2010 11:27

To: 'emt@bbc.co.uk'

Subject: RE: Novice cyclist persuades Nottm City Council to provide special "Park & Cycle" spaces at "Park & Ride"

*** Update 22/04/10: "Park & Cycle" bays now marked out at Colwick (see attached photo), council waiting for ticket printing for full implementation.
Regards, Greville
Greville Seddon

From: Seddon, Greville (SMS)

Sent: 16 April 2010 17:28

To: 'emt@bbc.co.uk'

Subject: Novice cyclist persuades Nottm City Council to provide special "Park & Cycle" spaces at "Park & Ride"

Hi

I thought you might be interested to hear that after my first attempt to cycle to work I have persuaded Nottingham City Council to create special provision for cyclists at their Park & Ride car park.

I live in Thurgarton and work for Siemens Metering Services in Wollaton. I would like to cycle to work (as encouraged by the company "Cycle to Work" scheme) and also get fit for the British Heart Foundation London to Brighton charity cycle ride on 20th June.

I can't contemplate 15 miles each way, but thought that parking at Colwick Racecourse Park & Ride would be a suitable option.

My first attempt was on Tuesday morning.

I was surprised that I still had to buy a £3 ticket from the bus, even though I was not travelling on it.

I emailed the council to query this, and on Wednesday morning they confirmed this was the current policy.

However I followed this up and within the space of around 3 hours they devised a new scheme to help me. (All emails below)

They expect to implement this in 6-8 weeks time, so if you were to run this as a story, it might be better to do so when the new parking bays are ready for use.

My home contact details are:

5 Priory Park
Thurgarton
Nottingham NG14 7HE
tel 01636 830976 / 07710 155689

PS" Hugh

Photo is uploaded on Flickr :

<http://www.flickr.com/photos/30329889@N02/4545785734/>

Re: Fixed Penalty Notice for Riding on a Public Footpath: message from Rebecca Carter forwarded by Susan Young on 28 April and my reply:

"Susan

Thanks for this which I will include in my background notes for the next Pedals meeting in case anyone else would like to discuss it.

There are certainly various places in the city centre in particular where it is not clear where cyclists can and cannot legally cycle, as I have mentioned both to Chris Carter and to Gary S-W (and as featured in the quite lengthy and well-illustrated article which Jon Robinson did in the NEP last autumn!).

In some cases, such as the top of Queen's Bridge Road, the alignment of the cycle route was, I think, definitely made less clear by the changes there about 4-5 years ago and, together with the more recent repaving of the pavement opposite the Station, when the bridge over the railway was strengthened last year, has provided some understandable pretext for some cyclists to be able to say that it is not clear when the bit where cycling is allowed at the top of Queen's Bridge Road ceases and becomes a normal pavement where cycling is illegal.
Hugh

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

From: [Susan Young](mailto:Susan.Young@ntlworld.com)

To: [Hugh McClintock \(Dell\)](mailto:Hugh.McClintock(Dell)@ntlworld.com) ; peterozz@hotmail.co.uk

Sent: Wednesday, April 28, 2010 11:23 PM

Subject: Fwd: Fixed Penalty Notice for Riding on a Public Footpath

Hi there

I have been in touch with Rebecca as she told me about the

incident at the recent Nottingham University BUG meeting. I will forward you my replies.
Susan

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

From: **Rebecca Carter**
<Rebecca.Carter@nottingham.ac.uk>
Date: Tue, Apr 27, 2010 at 12:57 PM
Subject: Fixed Penalty Notice for Riding on a Public Footpath
To: pedalsnottingham@googlemail.com

Dear Pedals Nottingham
I think it appropriate to bring to your attention a situation that occurred in Nottingham city centre around lunchtime yesterday.

My daughter and her friend, both inexperienced cyclists, decided to ride into Nottingham from home in Breaston to do some shopping. This is a ride of 10 miles and quite a challenge when you are unsure of exactly where you are going. Their reasons for cycling were as follows:

- **To save money - they have access to a car but parking costs and petrol are expensive, it is also expensive to travel by bus or train and both girls have very limited funds - Chloe is a student nurse and Lucy a trainee hairdresser.**
- **For enjoyment - it was a lovely day**
- **To be 'green' - we are all encouraged to walk or cycle**

As a regular cyclist myself, I commute most days by bike from Breaston to the University of Nottingham, I was very pleased that Chloe had decided to get out on her bike.

For most of the route the girls following a multi-use path alongside a canal to emerge in the city centre opposite the railway station by an extremely busy road. At this point they were unsure where it was safe to cycle, whether the cycle route continued and where to safely leave their bikes. They rode slowly, safely and with care down to the pedestrian crossing opposite the Broadmarsh Bus Station where they dismounted and crossed the road on foot. At this point they were stopped by a Community Protection Officer and both issued with a £30 Fixed Penalty Notice for riding on a public footpath.

I believe the CPO was wrong to issue this notice as guidance issued by the Home Office in August 1999 when new legislation came into force to allow a fixed penalty notice to be served on anyone who is guilty of cycling on a footway states:

'The introduction of the fixed penalty is not aimed at responsible cyclists who sometimes feel obliged to use the pavement out of fear of traffic and who show consideration to other pavement users when doing so. Chief police

officers, who are responsible for enforcement, acknowledge that many cyclists particularly children and young people are afraid to cycle on the road, sensitivity and careful use of police discretion is required'.

We will be appealing against the fine on these grounds.

However, I am very concerned that other cyclists could be preyed on this way by over zealous CPOs and be put off cycling for life - your support in lobbying Nottingham City Council against this action would be appreciated.

Rebecca Carter
5 Maxwell Street
Breaston
Derby
DE72 3AH
Tel: 07969 387170

....comment from Gary S-W (4 May):
"Seems to go against police policy?"

Sneinton Square redesign: copy of email of 30 April from Arthur Williams to Liz Hiskens, City Council:

"Dear Liz,
Although I did attend the feedback session last Saturday, in consultation with other Pedals members there are a few other points that we would like to clarify about the new Sneinton Square plans.

Firstly, alongside the current Gedling Street there appear to be some stone or concrete pedestals/seats. How wide will the walkway/cycleway be between the Victoria Leisure Centre and these raised sections... and will they really have sharp corners as shown on the picture on p.3 of the consultation brochure?

Secondly, what is the distance between the bottom step of the terraced section outside the new Leisure Centre entrance and the water features?

Thirdly, where will the cycle parking be positioned?

Finally, I understand that there will be some changes to the footpaths along Bath Street. Is there any change planned to the alignment or width of the current carriageway?
Regards, Arthur

....and reply of 5 May from Kirstie Turner, City Council:

"Hello Arthur
Thank you for your e-mail to Liz Hiskens and for attending the feedback session last Saturday regarding the plans for Sneinton Square.

The points that you have raised for clarification are details that will be firmed up as the design for Sneinton Square is progressed in the next couple of weeks. Therefore I will be able to respond to your

comments after this time. In the meantime if you have any further queries, please do not hesitate to contact me.
Kind Regards, Kirstie

Strelley cycling corridor improvements inspection meeting, 11 May,

Andrew, Susan and I all took part in this ride around and discussion, looking at a range of improvements by the City Council between Canning Circus and Woodhouse Way, Strelley, coordinated by Steve Brewer following an earlier inspection meeting in October 2008.

We were generally pleased with these, with the main exception being the cycle lanes on the roundabout on Hollington Road its junction with Bathurst Drive.

The cycle lanes seem rather better than many others in the city, although we were concerned at the narrow width of some of the adjoining car parking bays, leaving little room between them and the edge of the cycle lanes nearby.

One other area about which we expressed particular concern was the alignment of the cycle lane on the westbound approach to the mini-roundabout at the junction of Hollington Road and Glaisdale Drive which, we felt, if not modified, might put cyclists at risk of collisions with left-turning motor vehicles.

Any other comments please?*

Castle Boulevard cycle lane: copy of email of 11 May from Andrew Martin to Steve Brewer et al, City Council:

"Dear Steve, Keith and Chris
Thanks again for an interesting afternoon inspecting the Strelley route.

I rode along the Castle Boulevard Outbound Cycle Lane last weekend after a period of heavy rain. There were a number of locations along the level route where water had collected across the width of the cycle lane. Hidden potholes are one hazard of water ponding!

Which person/department normally deals with such requests? I would propose similar reports should receive priority over regular blocked gullies without cycle lanes?
Many thanks, Andrew Martin"

.....and reply from Keith Morgan (11 May):

"Andrew,
The best route to report a problem is through our online forms. These are available on our website - I have attached a link below. There are a wide range of forms depending on the type of problem and they should be distributed to the relevant team. You will also be issued with a reference number and should be kept informed of what action is to be taken.

<http://www.nottinghamcity.gov.uk/index.aspx?articleid=2741>

If you have any problems or do not get a response please let me know.
Regards, Keith"

Visiting speakers for the next few Pedals meetings

Apologies that, because of being away quite a lot recently, and various other preoccupations, I have not made more progress with this. I now intend to do this soon however.

The suggestions for speakers made at special meeting to discuss Pedals restructuring in February 2010 were:-

Yvonne Gilligan, the Regional Manager for Sustrans for the East and West Midlands, (in May 2010 replaced by Matt Eaton as a separate Regional Manager for the East Midlands)

Chris Carter and John Lee of the City Council,

Helen Hemstock from the Big Wheel,

Murat Basaran from the Cycling for Health Project,

Alan Williams / Kevin Fleming from the FHA Bike Club bike recycling scheme.

We should also consider inviting speakers from other teams / organisations, e.g.
the NET
the Driving Standards Agency,

as well as journalists / media folk such as
John Holmes of BBC Radio Nottingham,
Jon Robinson and Caroline Lowbridge (NEP)

Comments, and particular suggestions for names welcome please before I take this further

PS (13 May). Helen Hemstock has now agreed to come along for a (30 minute) discussion at our meeting on 21 June, including plans for the Cyclists Breakfast on 24 June.

Pedals stalls at forthcoming events including
Wheellie Big Cyclists' Breakfast, 24 June. We need to confirm whether or not this is definitely booked.

Peter Osborne's absences – message of 29 April

"Hugh - I am away June 5th to June 19th. Unfortunately I will also be away on May 17th. I can get the agenda out for the meeting but cannot attend. In June I cannot get the agenda out but can attend the meeting on June 21st.
Peter"

PS. Arthur has now kindly volunteered to take the minutes at this meeting.

Proposed Pedals New Chapter Barbecue / Social evening

Fixing a date this summer for this event has proved rather difficult, for various reasons, including the fact that I have been away a lot recently and will also be away again both in the first week of June (28 May-4 June, to be precise), and then also on holiday in Eastern Europe (including cycling on the Danube cycleway from Vienna to Budapest) for the first 3 weeks in July (30 June-19 July) but I suggested to Susan that we might perhaps for the Friday or Saturday of the last week in July, if that is not going

to be difficult for people, being just after the start of the school summer holidays period.

What do other people think of these dates (Fri 23rd or Sat 24th July) and of the suggested venue, the garden of the Johnson Arms pub on Abbey Street, Lenton:??*

Although I of course want to be there is possible I do also think it very important that the focus of the evening is on the new Pedals faces and our new Chapter and not in any way on the past. The main idea is to introduce members in an informal way to the new faces of Pedals activists!

Spring / summer newsletter dispatch delay - apologies

The latest issue of the Pedals newsletter arrived from the printers last week but we have not yet been able to dispatch copies to members because Dave Clark's printer is broken and because he has for some days been unable to access the internet to forward the membership file for either Susan or myself to use in print out labels, and then dispatching them with the subs renewal reminders,

I have been discussing with Dave, Susan and Chris ways in which we may get round these problems but it does mean that people might not receive their copies for some days yet, I regret.

Meanwhile, any members wanting to see the latest issue sooner rather than later can download a pdf copy from the Pedals website at:
<http://www.pedals.org.uk/newsletter>

The labels for complementary copy recipients (who include the new local MPs, by the way) were prepared separately and these were all sent out several days ago.