

HMCC BACKGROUND NOTES TO SUPPLEMENT THE AGENDA FOR THE PEDALS MEETING AGENDA ON MONDAY 16 MAY 2011, (PEDALS 32nd Birthday!) giving more detailed information on issues with which I have been involved on behalf of Pedals since our last monthly meeting.

Introductory note on the purpose of the background notes

We do appreciate that not everyone coming to the meeting wants or needs to go through these from cover to cover, or even print them all out!

Some people, we know, may prefer just to rely on the basic agenda and use that to try to follow the proceedings, or, alternatively, to print out these notes and then skim through them, and focus only on items in which they are more interested.

The notes are intended to provide a detailed information resource. They include extracts from a few of the most important exchanges of emails since the last meeting, (particularly with regard to things I have been involved with on behalf of Pedals).

They also provide background information on many other current issues, especially those likely to be of interest to Pedals as a whole and which we particularly need to focus on in our discussions.

Much of the other information can be taken as read and we can then concentrate our discussions on fewer items.

The extracts from emails are intended to give some indication of what we need to discuss, including comments already made on these emails from other people, whether the Pedals committee or other people with a particular interest in certain local areas or areas of Pedals work.

They include brief reports from people who have attended various meetings on behalf of Pedals since our last monthly meeting, helping us all to keep informed of what other people are up to, helping our accountability to each other as well as to see how we can support and encourage each other in our different areas of work, as well as how best to follow up these meetings and coordinate our future work.

They can help us to reduce the risk of possible fragmentation through poorer communications now that have more people involved in different areas of our work.

Having this material in writing, circulated a few days before each meeting, can help us to avoid the need to devote big chunks of time at the meetings for tedious long oral reports or reading out of great reams of text.

This can help us to have more concise and focused discussions, and make it possible to finish meetings earlier, while still giving all those who want a chance to contribute to the discussions and help us reach a consensus, where possible, as well as be clear about who agreed to take responsibility for agreed actions.

The background notes are also intended to provide something useful to refer to in discussing detailed matters at meetings, e.g. facts such as the date of forthcoming meetings where we ought to be represented or other events to which we have been invited to bring stalls.

This can also help us save time by encouraging people to think in advance about which meetings or other events they might be able to attend on behalf of Pedals, helping our very important current aim of spreading out responsibilities for different areas of Pedals work.

AGENDA FOR PEDALS MONTHLY MEETING: (PEDALS 32nd Birthday!)

7.30 p.m. on Monday 16 May 2011

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

1. Welcome, and apologies for absence, and including brief introductions
2. Discussion with Francis Ashton, City Council Road Safety Team Leader
3. Minutes of the previous Pedals Meeting (18 April) and matters arising / update
4. Rural Rides for All Promotion update.
5. Report on recent meetings by people who have attended on behalf of Pedals.

6. Finance (Chris Gardner to report)
7. Forthcoming events / meetings
 - Pedals meetings
 - Other meetings / events
8. Forthcoming Pedals stall invitations, arrangements and appeals for volunteers.
9. Cycle facility and traffic management matters
10. Miscellaneous items
11. Any other business

BACKGROUND NOTES

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

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

2. Discussion with Francis Ashton, City Council Road Safety Team Leader (up to 60 minutes)

Minutes of the Pedals Meeting held on 21st March 2011 at The Globe PH

Present: Hugh McClintock, Peter Osborne, Susan Young, Pete Elderton, David Easley, Andrew Martin, Julian Bentley, Roy Wilson, Helen McCullen, Andrew Househan, Pete Elderton, David Miller, Arthur Williams and Peter Briggs

Apologies for absence: None

Discussion with Helen McCullen re Rural Rides for All Promotion.

Helen is the newly appointed Pedals-Ridewise Rural Rides for All Sessional Worker to promote and market the RRFA programme. The informal discussion with Helen began with the two top priorities being outlined, which are:

1. To get leaflets out to libraries, GP surgeries, bike shops and if possible leisure centres.
2. To recruit and train additional Rural Ride leaders. As funding comes with targets, a formal means of recording ride participants is required. Postcode information could be useful as it provides geographical information.

The website is incomplete at the moment and needs improving with standardised information. It is desirable that the rides calendar is downloadable one month at a time rather than the whole calendar.

There was a lot of discussion on how to promote and improve the Rural Rides programme, particularly in conjunction with other organisations. Ridewise information will go into GNBR goody bags.

Reports on recent meetings.

Andrew Martin reminded the meeting that Pedals is represented on the Greater Nottingham Cycling Development Group (CDG), along with the Police, City Council, County Council and Sustrans. The CDG looks at cycling strategically and is a good forum for raising issues. e.g. the Trowell Road crossing was discussed recently. An updated list of members who represent Pedals on committees and groups was included with the minutes of the 2011 AGM, recently circulated and also available on the website.

Gary Smerdon-White, who chairs the CDG, also does the minutes and these will be circulated when available, as well as put on our website. These give a much fuller account of discussions that can be fitted in short reports at our monthly meetings.

Newsletter.

The newsletter has gone to press – it will be out in early May. Does anyone have experience of MS Publisher? This would save us time and money and reduce the risk of some items being dated by the time that the latest issue appears!

Advanced Stop Lines.

Cyclists are encouraged to report buses and taxis encroaching on these lines. Hugh reminded those present that the email addresses to report these, to different **bus companies**, are on the Pedals website. Premiere Buses seem very reluctant to respond to such complaints however, and Hugh has been discussing with Andy Gibbons (City Council Public

Transport Manager, and also a Pedals member) how to address this, e.g. via reporting the issue to the Traffic Commissioners. Andy is now drawing up a new draft Bus Quality Partnership agreement, covering all the city and not just the city centre, and proposes to ensure that respect for ASLs is included in this, to raise the profile with all the bus operators.

Hugh has also raised with the City Council the **very faded start of some ASLs markings**, which also encourages drivers to ignore them. This affects even some ASLs that have only been installed within the last two years or so, e.g. on the corner of Canal Street and Collin Street.

The County Council have made clear that they oppose the use of ASLs, on the grounds that they can add to congestion for drivers, Hugh reported, and on these grounds have just taken out one of the best ASLs in the Greater Nottingham area, on the Musters Road approach to the Melton Road traffic signals in West Bridgford (and outside his house), which had a good length of feeder cycle lane, provided by removing one general traffic lane. This was done without any consultation and was very worrying, particularly as it was likely to worsen general road safety in the vicinity, including the Musters Road / Rectory Road junction a little to the north. Hugh said he would be writing to the County Council leader, Councillor Mrs. Cutts, to protest very strongly at the changes and at the complete lack of consultation.

Strict Liability Campaign (Cyclenation). EDM1393. Please ask your local MP to support this early day motion. Hugh will circulate the appeal on this from Cyclenation.

Victoria Embankment Roadworks. This needs clearer signing to indicate that cyclists can pass in both directions. Chris Carter at the City Council has been reluctant to see the problem so Hugh has now taken it up with John Hindle at the Environment Agency.

Rushcliffe Move and Mingle. Pedals is helping to produce an information pack of circular routes, focusing initially on Rushcliffe Country Park

Local Sustainable Transport Fund. This bid is looking to extend the U-cycle project to FE colleges, among other ideas, discussed at the recent CDG meeting, with the City Council. Nottinghamshire and Derbyshire County Councils are both in theory involved, but it would seem only nominally.

New City Centre Cycle maps. Pedals should soon have the chance to comment on a draft version. Clarity is needed on where cycling is not permitted, especially in the City Centre – this should be raised (again) at the next CDG. It was also pointed out that the 'Parksmart' pedestrian navigation signs need to show clearly all the areas where you can legally cycle in the city centre and not just the cross city routes. It would also be helpful to have a copy of this map (in pdf form) to put on our website.

Great Notts Bike Ride changes

Hugh said that he was well aware of some resentment at the new rule (insisted on by the Police as part of the agreement signing off the route, because of the problems stemming from the A46 road works and the need for all rides to use Gunthorpe Bridge and dismount on it) that there must be one adult for every child on the ride..

He had emphasised the need for the organisers to explain very carefully to all riders the reasons for these changes. It was hoped next year, following the substantial completion of the A46 dualling scheme, to be more flexible again.

Next EMCF meeting in Derby on 8 October.

Hugh said he had suggested to Dave Clasby that East Midlands Trains be invited to this meeting to talk about the result of their recent Cycling Survey and proposed recommendations and follow-up actions.

Forthcoming Pedals stalls at local events

Andrew asked Hugh to put these details on the Local Events section of the website, to help us get more members to help. This Hugh agreed to do.

Sat. 14 May: West Bridgford Summer Gathering, Bridgford Park (10.00-16.00)

Hugh will organise with Dave Clark, and Pete Elderton and Andrew Martin are willing to help.

Hugh agreed to Susan Young's suggestion to buy a receipt book to record details of the money taken at stalls for different purposes, to assist tighter record keeping. It was agreed that any cash taken should be put into cash bags and passed on to Susan or Chris as Treasurer asap.

Sun 22 May (12.00-18.00), Nottingham Green Festival, Arboretum

Andrew Martin is liaising with the organisers. Arthur Williams and Julian Bentley are willing to help, plus any others willing at the next meeting to offer as well.

Other events to be discussed at our next meeting, including, on 18 June, the Sherwood Festival as well as the Sustrans Ucycle Project Festival of Cycling. Pete Elderton said he was willing to help with the Rushcliffe 4 Health event on 3 July at Rushcliffe Country Park.

Hugh agreed to liaise with Dave Clark (not present) re **stocks of maps**, particularly the City Council cycle maps, and also GNBR and Rural Rides for All flyers.

Forthcoming local elections:

Agreed that it was too late to do much before this year's elections but that we should do more to identify pro-cycling councillors among those now elected.

Broad Marsh Redevelopment Plans

Agreed that it was important to press for shared cycle and pedestrian use of the new wider streets planned between the blocks (and especially the link between Carrington Street and Listergate) as well as good secure bike parking close to all the main entrances, and also cycle lockers in the new bus station close to the new tram stop. Hugh to respond to the planning application making these points.

Sustrans NCN Route 6 near Bulwell Station and town centre.

Since the footbridge across the Robin Hood Line and NET Line One south of Bulwell Station is difficult to use, and was never changed to include a cycle ramp, as promised in the early 1990s, there was now a move to change the alignment of NCN6 to follow through Bulwell Bogs and the town centre, Andrew Martin reported.

City Council consultation on barriers on rights of way.

The broad approach of this draft Statement was welcomed, i.e. looking at the possibilities for other action, especially on enforcement, before deciding if barriers of some kind were really necessary. In responding it was agreed that Hugh should stress the need for close consultation with all users on the design and spacing of any barriers to be used, if it did come to that.

City Council response to Pedals wish list.

Keith Morgan had offered to come along to one of our monthly meetings and discuss their response to the Pedals comprehensive wish list produced early last year for Nottingham. However, it was agreed that this would take far too long at such a meeting and that it was better to do this at a separate meeting, involving Keith, Hugh and anyone else from Pedals who might be interested. Hugh to liaise with Keith.

Handling Pedals Business

Hugh agreed to ensure that the Minutes and the Background notes were included separately on the website, for the benefit of people wanting to download only the minutes.

Bike maintenance classes

Julian Bentley said that the publicity on the Pedals website had hoped to boost attendance at these. He encouraged people to take away the posters he had brought, to publicise this further.

Membership renewals.

Pete Elderton said that he was gradually working himself into this new role. He would ensure that all members received their membership cards for the new membership year (from 1 May), as this had apparently not been done last year. He also thought it important to have a supply of printed out membership forms to encourage people to sign up and join on the spot when we had stalls.

Help with laying out the newsletter.

Agreed that we should appeal for help from members with skills in using Microsoft Publishing to help us save time and money in producing the newsletter.

Possible local relevance of Edinburgh cycle map

Andrew produced a copy of the schematic Edinburgh key routes cycle map produced by the local Spokes campaign group. It made clear the key routes, using different colours, as for a London Underground Map. However, the feeling was that it was important to include a scale on local cycle route maps, which this did not have.

Update on matters arising from the minutes of the 18 April meeting:**Rural rides for all: message of 20 April from Helen McCullen to Pedals:**

Hello Pedals,

Thank you for welcoming me to your meeting on Monday.

1. In response to some of the things discussed, I have sent a letter to all Rural Ride leaders on e-mail (I'm ploughing through lists to identify those not...) regarding the counting/monitoring/registering process we discussed. I will forward you all a copy separately. If there are any obvious gaps in terms of advising those not on e-mail please let me know.
2. With regard to standardising the information on the Ride Calendar and a specific format to submit a ride – this does in fact already exist via the website. I will, however, admit it is not obvious unless you know it is there.

Go to www.ridewise.org.uk At the bottom of the page (with the privacy policy) is a link "ride leader login" (URL www.ridewise.org.uk/ride-leader-login)

If you don't have a login password you will need to e-mail info@ridewise.org.uk to request one.

Once received, you log-in and submit rides in a standardised format.

3. The printable PDF version of the rides list will be re-worked to make it more user-friendly. It needs to be printable by month, too.

Yours,
Helen McCullen
Ridewise

...and this message of 20 April from Helen to ride leader volunteers:

"Dear Rural Ride Leaders,

You may be aware that I have joined Graham at Ridewise to promote the Rural Rides programme – and I am sure many of you have a view on some of the "teething Problems" associated with the move of the programme from the Council to Ridewise! As time goes by, I hope to iron out as many wrinkles as possible...

In order to secure on-going funding for Rural Rides, we will need to register, monitor (and prove) how many riders participate this year.

After discussions with Pedals and some other ride leaders, it was decided that the best process is as follows:

Each ride leader has a log-book. At the start of the ride (and/or during café stop) riders are asked to write down their name in the book.

Other details would be REALLY useful – e-mail address/mobile/postcode. (You can assure your riders that these details would only be used to inform them of other rides, and there is no obligation to provide this information.)

The ride leader then transfers this information onto a form and e-mails or posts to me at Ridewise, The Lenton Centre, Willoughby St., Nottingham, NG7 1RQ. (I will provide SAE's if required).

I will produce a standard form asap – in the meantime, I'll be happy with whatever you think best.

Eventually, this process would happen on-line via the website

I hope this is self-explanatory and cannot stress enough the importance of collecting this information for the future of Rural Rides. So thank you, in advance.

If you have any queries, please don't hesitate to contact me by e-mail or call me on 0794-1234872

Yours,
Helen McCullen
Ridewise

....comments to Helen on 23 April from David Easley:

"Hi Helen,

Thank you for attending the Pedals meeting the other evening. It was interesting to hear your plans for promoting Rural Rides.

Regarding the details presented for each ride on the Rural Rides website -- I have a suggestion (just in case it's of interest):

The start location of each ride is specified using a short description and an OS grid reference. OS grid references may be popular with keen cyclists but I suspect most people don't know how to use them. Furthermore, I think most people nowadays expect to be able to click a link and see the location presented on a map. Now, this could be achieved easily enough using Google Maps; however, there is an alternative that would provide a better solution for those users travelling to the start location by bike. [CycleStreets.net](http://www.cyclestreets.net) (a popular journey planning web application for cyclists) recently introduced a feature whereby you can construct a URL that links to their website and automatically initialises the "plan a cycle journey" screen with a pre-filled destination. You could use this to allow your users the convenience of planning a route from their home to the start location of a ride. Even if a user following the link chooses not to plan a route, they would still benefit from seeing the start location clearly marked on a nice attractive map.

Example: The 11 May "Railway station to Beeston Marina" ride quotes a start location of SK 573 391

1. First, the OS grid ref must be converted to a WGS84 Latitude and Longitude. (Note: We need lat/lon in decimal degrees rather than degrees, minutes and seconds.) You can use [this website](#) to convert. (Enter the grid ref, click Go, then scroll down a bit until you see e.g. **Converts to 52.946235 -1.148705 (WGS84)** highlighted in yellow.)
2. Now construct a CycleStreets.net URL of the following format:
<http://www.cyclestreets.net/journey/to/52.946235,-1.148705,16/>
Note you must specify a comma between the lat and the lon here, not a space.
The ",16" after the lat/lon specifies the initial zoom level.
The following variation also provides a friendly label for the "going to" box:
<http://www.cyclestreets.net/journey/to/52.946235,-1.148705,16/Railway+station/>
Note that spaces must be replaced with the '+' character.

More details on this CycleStreets feature [here](#).

As to how you might incorporate this in your web page, one idea is: you could continue to present the OS grid ref as currently, but instead of it being plain text you could make it a hyperlink with URL as above. You could also include an HTML "title" attribute to display a 'tooltip' when the user moves their mouse over the link, e.g.:

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<a href="http://www.cyclestreets.net/journey/to/52.946235,-1.148705,16/" title="Click to see the start location on a map and optionally plan a route to get there." target="_blank">SK 573 391</a>
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Note, the target="_blank" bit causes the link to open in a new browser window (or tab).

I hope that doesn't sound too scary! If you like the idea but you need some clarification, please let me know. Also, if you decide it would be more convenient to automate the process of creating the link, I would be happy to supply some JavaScript code that calculates WGS84 lat/lon from OS grid ref.

Regards, David

URL for article on Rural Rides in the Nottingham Post of 12 May:

"FYI appearing in tonight's Post - a piece on Rural Rides

Helen: <http://www.thisisnottingham.co.uk/news/Rural-rides-getting-trim/article-3548415-detail/article.html>

Great Notts Bike Ride – 19 mile rider entry criteria and appeal for volunteer helpers

The entry criteria have been relaxed for the short (19 mile) ride, so that the rule on having one adult per every child is now being eased.

Please let Chris Simon or Nik Emmonds of Perfect Motion know (via me) if you have contacts for volunteers on the day, mainly around the National Water Sports centre

Nottingham City Council led Greater Nottm bid to the DfT for Local Sustainability Transport Funding:

Details of the Greater Nottingham bid to the Local Sustainable Transport Fund for £4.925m are at:

<http://www.nottinghamcity.gov.uk/index.aspx?articleid=14274>

This is a joint bid from Nottingham City, Notts County and Derbyshire County. It was submitted on 18 April. A second round bid for £10m is due to go in on 6 June. The 100 word summary says:

"Our bid will revolutionise travel in Nottingham. New opportunities including the tram expansion, new Station Hub and improved bus services linked to the introduction of the UK's first Workplace Parking Levy uniquely places Nottingham on the verge of delivering a major step change in travel behaviour. Our Bid proposals will deliver an integrated multi-operator smartcard platform, directly engage with citizens about travel choices, enhance travel plan support for employers and allow us to continue the successful UCycle Nottingham programme. These measures will both increase opportunities for local people to access jobs and training and reduce carbon emissions."

Revised Broad Marsh Centre redevelopment plans - application ref. 09/02714/POUT - further comments from Pedals – my message of 27 April to Janet Keble, Nottingham City Council:

"Janet

I have now managed successfully to download the further information on this planning application and hope that I am still in time to add these further comments from Pedals please:-

- Pedals very much welcomes the intention of the developers to include enhanced cycle access to the Broad Marsh as an integral part of the redevelopment proposals
- As well as including well-designed, well-implemented and well-maintained specific safe cycling facilities such as cycle lanes, advance stop lines, and cycle parking, this must include ensuring that other aspects of the revised highway layout facilitate safe cycling. This includes, for example, on Canal Street, ensuring that the proposed bus priority access and widened pavements do not, as on Upper and Lower Parliament Streets in the Turning Point East scheme implemented about 5-6 years ago, make cycling more difficult by failing to ensure adequate space for cyclists in the new two-way traffic arrangements so that cyclists can benefit fully from the exclusion of general through traffic. It also means taking full account of the need for safe cycling provision in the revised detailed layouts at the new junction of Maid Marian Way and Canal Street, and Middle Hill and Canal Street and trying to minimise the potential for conflict between northbound cyclists and the new bus stops to be introduced on the west side of Maid Marian Way.
- While supporting the continuing need to discourage through movements by general motor traffic from south to north across the city centre from Canal Street to Middle Hill etc. it is important to recognise the importance of this as a through route for cyclists and for the traffic management arrangements associated with the redevelopment to seek to enhance this route. In particular it will be important to take care in the detailed design of the road layout by the entrance off Middle Hill to the new car park to minimise conflict between motor vehicles turning into this and cyclists continuing straight ahead up the hill towards the Lace Market and Victoria Centre etc.
- Trent Lane is also an important through route for cyclists and indeed now all the more important because of its role as a direct link to and from the Station Bike Compound opened in July 2010 and intended to expand as demand increases in

line with the rest of 'The Hub' Nottingham Station redevelopment proposals. Trent Lane must therefore include a contraflow lane for cyclists, with direct and convenient links to the Middle Hill north-south-north route across the city centre.

- We welcome the changes to the layout of the Broad Marsh centre involving smaller blocks and wider pedestrians streets and would like to see these designed to permit cycle access as well, to enhance the permeability of the new development for cyclists. This is particularly important on the route between Carrington Street and Listergate, which offers a much more direct and easier gradient route from the Station and area to the south towards the city centre and the Old Market Square in particular.

- Cycle parking in the new bus station should include both short-term and long-term provision, i.e. cycle stands and also lockers, both situated undercover if possible and with regard to security. Cycle parking elsewhere in the new Broad Marsh centre should consist of plentiful groups of cycle stands, well located to be convenient for the main entrances including the new west entrance on Maid Marian Way, close to the proposed pelican crossing, which, we suggest, should be developed as a toucan crossing, as part of a coherent route for cyclists between this new entrance and Castle Hill and Castle Boulevard to the west.

- The redevelopment proposals should also incorporate secure and convenient cycle storage for employees, as part of a wider travel plan for the new Broad Marsh.

- It is important also that all the main routes for cyclists to, from and across the city centre, are well-signed using small and discrete but clear and coherent cycle route direction signing, and well-designed as an integral part of the new street design and highway layouts, as has been done for example in the centre of Sheffield in recent years. The destinations shown should make clear the best through routes across the city centre, and most important destinations just outside the central core, including Nottingham Trent University and Nottingham Station (particularly its Securer Bike Compound on Station Street), as well as more distant ones. Good signing is particularly important for visitors to the area and indeed for any cyclists without good detailed local knowledge and needing guidance and reassurance about which are and are not the best safe, convenient and legal routes for them to use.

We would be happy in due course to discuss these comments in more details, both with the City Council and with developers.

Hugh McClintock
for Pedals

Sharp Hill subway under the A52T - objection withdrawn: message of 12 May from Jane Baines and my response:

"Jane

Thanks for this very good news.

We much look forward to the clearing of the soil and, in due course to discussing the barrier issues with you at an appropriate time.

best wishes, Hugh

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

From: [Jane Baines](#)

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

Sent: Thursday, May 12, 2011 2:19 PM

Subject: Re: Sharp Hill subway under the A52T - any more news please on the order made on 21 Jan?

Hugh

The objector has withdrawn and the confirmation order will be made tomorrow with a further 6 weeks on deposit. Mr Wells has been informed and will now be making preparations to clear the soil. Once that is cleared, I need to look at the barrier issues.

Jane

Jane Baines

Area Rights of Way Officer

Countryside Access

Transport Policy & Programmes

Highways

Environment & Resources

Nottinghamshire County Council

Tel 0115 977 4802

Fax 0115 977 2414

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

We discussed this briefly at the last meeting when this was hot news. Since then I have written a strong letter of complaint to Councillor Mrs. Cutts, Leader of Notts County Council (see below) and encouraged the Nottingham Post to do a story

on this big blow for Pedals, emphasising that it will worsen general road safety in the area, not just for cyclists, and that the change, involving the removal of one cycle lane and most of another, was done without any consultation.

This is a very serious setback for Pedals and one that we need to consider very carefully because of its wider implications, not just because the layout involved is right outside my front door! Hence the inclusion below of extracts from several recent emails on the issue, to provide a full background.

It seems to be that there are a number of lessons from this that we need to reflect on and discuss. These include:

- This setback makes it harder than ever, given the now even clearer signs of distinct anti-cycling attitudes by a few county councillors now endorsed at the very top of the County Council, to get back to the situation we were in with them until about 4-5 years ago with regular consultation via Highways South cycle working parties and other opportunities to raise issues, comment on proposals in the pipeline and schemes recently implemented, and generally portray our groups as a constructive organisation, with lots of positive suggestions and willingness to cooperate, rather than just a bunch of moaners who do nothing but complain about the lack of progress with cycling and very slow and negative reactions to anything we do bring up!
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- The need to do far more to ensure that we both cultivate the support of pro-cycling councillors and be more proactive in campaigning to fight the views of anti-cycling councillors, a core group of whom were clearly very influential in this case.
- Rather than just 'point the finger' and instinctively condemn councillors for being 'petro-heads' we understand carefully the very strong pressures that they are often under from motorists and the need therefore for a more careful approach to campaigning to persuade them of the need for a more balanced use of road space, and less automatic priority to the needs of other users, especially vulnerable road users such as cyclists and pedestrians.
- That we make more effort, in cases such as this (and especially the layout on Musters 'Road between the Melton Road and Rectory Road junctions) to stress how improvements for cyclists can also help to improve safety for pedestrians also and even for drivers (as in this case where the now restored two narrow general traffic lanes will increase the risk of conflicting motor vehicles shunting which the previous (August 2005- 18 April 2011) did much to help reduce, as well as making cyclists feel safer.
- That we realise how good quality cycle facilities, even if they are popular with cyclists, can be much resented by drivers, especially when they are seen as taking roadspace from them, and how this resentment may be all the greater when, in cases like this, the number of cyclists is not enough to mean that drivers see these facilities being used each time that they have to wait at the traffic signals.
- That this resentment maybe all the greater when drivers see that a fair proportion of cyclists use the approach cycle lane (38m until the recent truncation, now down to less than 1 metre, in the case of the Musters Road south approach to the signals) but then, when faced with a red light, take to riding on the pavement to avoid the signals, and not infrequently then go on to do some pretty unsafe and contorted manoeuvres on pavements in the vicinity, regardless of the presence of any pedestrians, getting all cyclists a bad name.
- This perception of (most, or even some) cyclists as self-righteous and hypocritical beings who consider themselves above the law, whether right or wrong, greatly weakens our influence as a campaigning organisation and we need surely to do far more to address this challenge, directly and indirectly..

- my message of 19 April to Councillor Kay Cutts, Leader, Notts County Council, and to Cllr. Richard Jackson, Transport Portfolio Holder, Notts. County Council:

"Dear Mrs. Cutts,

On behalf of Pedals, and following the discussion of the issue at our April monthly meeting yesterday evening, I am writing to express our very strong concerns about the implications for road safety of the latest changes, introduced without any consultation with us a key user group, in the layout of the junction of Melton Road and Musters Road in West Bridgford and the nearby Musters Road / Rectory Road junction.

As well as greatly regretting the erosion of the substantial safety benefits, of the Advanced Stop Line and good length approach cycle lane on the Musters Road (south) approach to the junction, introduced in 2005 and greatly appreciated by local cyclists, we are extremely concerned about the road safety implications for all road users, and especially to the north of the traffic signals, between that junction and the nearby junction of Musters Road and Rectory Road, where two general traffic lanes, both rather narrow, have now been restored.

For cyclists this now means that they are once again substantially more at risk in positioning themselves between the lanes to follow round on Rectory Road towards West Bridgford town centre (i.e. Tudor Square), a manoeuvre particularly tricky for less confident cyclists who most need to be encouraged and who now lack the substantial protection afforded by the previous clearly defined red cycle lane across the mouth of the junction of Musters Road and Rectory Road. This also had the benefit of making it clearer to approaching drivers, heading north along Musters Road towards the Trent Bridge cricket ground, that they need to watch out for cyclists when turning and as well as encouraging them to indicate when preparing to make that turn.

The restoration of the two general traffic lanes (between the Melton Road traffic signals and the Musters Road/Rectory Road junction) not only means that cyclists have much less road space in which to manoeuvre safely but also that drivers heading north, towards the cricket ground, will be that much more tempted, once through the lights, to accelerate as they continue up the northern part of Musters Road (away from Rectory Road), regardless of what other people, especially vulnerable road users, are in the vicinity.

As well as affecting cyclists this is likely once more to make it that much more dangerous for pedestrians wishing to cross from one side of Musters Road to the other, just north of the Rectory Road junction, an important pedestrian crossing point.

This change is also likely to aggravate general road safety by making it more likely that there will be collisions between drivers competing for space on the two narrow general traffic lanes, particularly if they realise once through the traffic signals that they are in the wrong lane and want suddenly to move over. We know that this pattern of shunts was evident before the 2005 changes in the vicinity of the junction, partly because of the relatively short distance between the traffic signals and the Rectory Road junction, leaving drivers very little time to make decisions on what road they should follow, especially if they are travelling at any significant speed.

Because the latest changes were introduced very suddenly, without any opportunity for us to express our views on the experience of the 2005 scheme and to what extent any changes might be necessary, we are very concerned that they have been introduced without any full evaluation of the potential advantages and disadvantages, from the point of view both of different user groups and for the promotion of road safety in general.

As well as protesting at the changes, and the failure to consult Pedals, we would therefore like please to request that you arrange to supply us with a copy of the evidence that the County Council has used to justify making these changes, especially at a time of very great financial pressures in public spending at national and local levels.

Yours sincerely
Hugh McClintock
for Pedals"

.....**Nottm Post coverage of this issue (2 May) and my note (3 May) in forwarding the URL:**

Yesterday's Nottm Post gave quite good coverage for Pedals criticisms of the County Council's recent truncations of the cycle lanes on Musters Road in West Bridgford near the junctions with Melton Road and Rectory Road and our serious concerns not just about the erosion of most of these very useful facilities for cyclists but also their serious potential implications for road safety more generally.

Although there are one or two inaccuracies in the article such as giving the previous length of the now truncated cycle lane as 30-40 feet rather than 30-40 metres, and saying that the scheme had involved restoring the previous *three* general traffic lanes rather than two, it is a broadly helpful feature. It made clear also that the changes were made without any consultation with Pedals, unlike the now abandoned scheme which was introduced in August 2005.

As I mentioned at the last Pedals meeting two weeks ago, directly after the latest changes had been made, I strongly suspect that the changes were largely political rather than being based on a careful and comprehensive assessment of the overall pros and cons and so I have written to ask Councillor Mrs. Cutts as Leader of the County Council, under Freedom of Information powers, to let us see a copy of the evidence used to spend money (of which we keep being told that the County Council has very little these days!) on making these very regrettable changes which are a big blow.

We knew that the scheme (removing one general traffic lane to make way for a good standard cycle lane) was controversial when first introduced but the row did soon seem to die down, at least until recently, when there was new pressure to restore the previous layout. Now only the ASL is left, with a very short stub feeder lane on the southern approach on Musters Road, while the other cycle lane, at the Rectory Road, which gave very useful protection to cyclists heading towards Tudor Square, has been completely removed.

See: <http://www.thisisnottingham.co.uk/news/New-road-layout-puts-danger-8211-cyclists/article-3508986-detail/article.html>

....**comments on this in message of 6 May from Colin and Rosy Gray to Rushcliffe Borough Councillor Rod Jones, copied to Pedals:**

"Do you know if anything can be done about the revised road markings at the Musters/Melton Road traffic lights?"

As one approached this junction on Musters Road there was a single lane for traffic and a 'red' narrow lane for cyclists. The cycle lane has recently been removed and there are now markings for two lanes of cars. On Wednesday as I approached this junction I was nearly knocked off my bike by a car forcing its way into the inside lane.

Furthermore after crossing the traffic lights there was a cycle lane leading round the next corner into Rectory Road. This has also been removed and there are now two lanes, the left hand one for turning left into the continuation of Musters Road and a right hand lane into Rectory Road. This

forces cyclists into a position where they are exposed to fairly fast traffic on both sides of them.

This junction has never been great on a bike, but clearly these changes in no way take into account the safety of cyclists.

I have also copied this mail to Hugh McClintock of 'Pedals' as I feel this is a very serious issue.

Best wishes
Colin Gray
48 Willow Road
West Bridgford
Nottingham
NG2 7AY
9234867

....and their further comments (7 May) in response to my thanking them for their earlier message and asking them to write to County Councillor Mrs. Cutts and Cllr. Richard Jackson, County Council Transport and Highways Portfolio Holder:

"Thanks Hugh, especially for the Evening Post articles, which we did not see.

Frankly this is typical of the Tories on the County Council. Quite happy to moan about lack of funding as a reason for cutting many essential services and then riding roughshod over cyclists needs in order to make things better for motorists. This is a scandalous waste of money and whoever was responsible for the design is incompetent. The new arrangement is clearly dangerous.
Rosy and Colin

....reply of 9 May from County Councillor Richard Jackson, Transport and Highways Portfolio Holder:

"Dear Hugh

Thank you for your email regarding the changes made to the layout of the Melton Road/Musters Road junction. You identify a number of concerns that the county council is aware of and did consider as part of its assessment of the revised layout. As requested, I have attached a copy of the report to the Transport and Highways Portfolio Meeting which details these concerns and provides statistical evidence used to inform the decision.

It should be noted that the collision records for this junction show that both the layout introduced in 2005 and the previous layout (which has now been reverted to) operated relatively safely for cyclists. In addition, the changes to the junction should increase capacity by 16% in the morning rush hour and 12% in the evening rush hour. Given that 21,000 vehicles, but only 375 cycles, use this junction every day it was considered that, proportionally, the safety concerns were outweighed by the potential improvements in capacity that could be achieved.

Regards
Cllr Richard Jackson
Cabinet Member for Transport & Highways

....and my reply to him of 9 May:

"Richard

Thanks for your reply. The copy of the report which you mention does not in fact seem to be attached so I hope that you can now please arrange to send it as soon as possible.

While waiting to see it before we give a full and considered response I should take the opportunity now to mention that we have already had several complaints about the recent changes, particularly with regard to the restored two rather narrow general traffic lane layout between the Melton Road and Rectory Road junctions where the safety of cyclists has now once more been put much more at risk.

You now again have to be quite iron-nerved as cyclist when heading north through the junction and continuing on Rectory Road towards Tudor Square etc. and, in peak periods at least, having to cope with motor vehicles close alongside in both lanes. It feels intimidating enough even when drivers are willing to keep behind you until you have reached the area, east of the Rectory Road junction, with more space, for them to pass safely, but the fact is that at least a few drivers are not willing to wait and then try to squeeze past or even cut you up.

The narrow traffic lanes and the relatively short space between these two junctions on Musters Road effectively encourage drivers to compete for the limited roadspace, increasing the risk of shunts, particularly if one or the other suddenly finds themselves in the wrong lane, as can easily happen. This is bad enough even when there are no cyclists around. This is bad enough even when there are no cyclists around and may well also increase the risks for pedestrians trying to cross but is all the more dangerous when there are cyclists.

We therefore cannot understand at all how you can possibly state that both the now restored and the previous layouts "operate relatively safely for cyclists" as though there is no difference in the two, taking account of the perceptions of cyclists (and would-be cyclists), as well as accident records.

Furthermore, dangerous roads layouts, we are very well aware, tend to increase the probability of some (less confident) cyclists taking to riding on pavements. Any serious attempt to reduce this behaviour, which we very much realise can be very irritating for pedestrians, must include serious and consistent attempts to make road layouts safer for cyclists (as well as lower and better enforced speed limits), so that there is no pretext for some to take to the pavements because they feel safer there. The opposite has been done in this case, increasing the risk both of pavement cycling or simply that local residents will feel it is now too intimidating to cycle at all through this junction.

Aggressive driver behaviour (such as squeezing and cutting up cyclists) is very intimidating for any cyclist but particularly for less confident ones who most need to be encouraged and who greatly valued the extra protection afforded by the now abandoned layout. Having taken a lot of trouble to respond in detail to the 2005 consultation for these junctions, to ensure that it really did consist of good quality cycle lanes, of distinct advantage to cyclists, it is very depressing now to see the previous much more dangerous layout restored, this time with no consultation, and a time when we keep being told of the overwhelming need to cut back on public expenditure and the lack of money for new cycling provision.

Hugh

....comments of 10 May from Roland Backhouse to Cllr. Richard Jackson, Notts CC:

"Dear Mr Jackson,

I have recently read statements written by you in which you justify the changes to the Melton Road/Musters Road junction. I quote:

"both the layout introduced in 2005 and the previous layout (which has now been reverted to) operated relatively safely for cyclists".

I infer from your statement that the safety of cyclists is not absolute and that there have been accidents at the junction. No doubt you are aware that a collision between a cyclist and a motorised vehicle is potentially life-threatening -- not to the motorist, of course, just to the cyclist. A collision between motorists, on the other hand, will probably only result in damage to the vehicles. The new layout will undoubtedly encourage motorists to squeeze past cyclists, with major safety implications, particularly during the winter months when the edge of the road can be icy.

I have also read that "proportionally, the safety concerns were outweighed by the potential improvements in capacity that could be achieved.". I infer from this that you judge human life to be "proportionally outweighed" by capacity considerations. I find that deplorable.

Please note that I am not exaggerating the issues. I have more than 50 years experience of cycling on a regular basis, where "experience" includes being knocked from my bike by a motorist turning across my path (when I was 11 years old). And, as I am sure you are aware, deaths to cyclists caused by motorists do still occur.

Even on economic grounds, your action is quite unjustified. In the short term, in the middle of a recession, the taxpayer cannot afford wasted expenditure of this nature. In the long term, the capacity of the junction would be improved much, much more if the proportion of cycling-commuters were similar to, for example, that in the Netherlands.

Finally, I believe your action is discriminatory against a minority group. The fact that cyclists are vastly outnumbered by motorists does not imply a right to ignore their needs -- especially without consultation!

Yours sincerely,
Roland Backhouse

....comments of 10 May from Rushcliffe Cllr. Rod Jones to Dom Howell, Nottm Post:

"Dom

I know that some car users wanted to see the return of the 2 lane section of Musters Rd up to the traffic lights. I suspect that NCC Cllrs will have received more representations on that front. NCC makes Highways changes. That 2 lane section has some merit in reducing rush hour queues and allowing less impeded visibility turns from and into side roads & drives.

I fail to see why there was no provision for a replacement cycle lane (even on the pavement) in the run up to the sanctuary area at the Musters Rd end of the lights. It is plainly awful that the cycle protection lane was wiped out on the Musters/Rectory junction. This strikes me as increasing risk of accidents massively.

I do not know how this change occurred - why and why then. Given the reluctance of NCC Highways to resolve other matters, it raises question about where strong pressure emerged from. There appears to have been no consultation with Pedals and those concerned with WB traffic. It is counter to the policy direction of promoting journeys by pedestrian and cycle. Two residents have told me they had near accidents by cars cutting them up at this junction. I know that Pedals is aware of that.

When the Sharphill 5 minute bus service starts and the promotion of cycling routes there- this will add pressure on this unholy loss of safety at the Musters/Melton traffic lights.

Cllr Rod Jones, Liberal Democrat Cllr Musters Ward RBC.

....comments of 10 May from Roland Backhouse to Cllr. Richard Jackson:

"Dear Mr Jackson,

I am truly appalled! Not only did you not read my email, it would appear that you have not read the report that I have just been sent and on which you claim your decision was based. The report does not state anywhere that "the previous layout ... operated relatively safely for cyclists"; instead it states that one cyclist was killed during the period of the previous layout, thus confirming the prediction made in my email. The report also points out that there has been a relatively large increase in the number of cyclists within the last four years and posits that this may have been due to the improved safety measures at the junction. You appear to have ignored this statistic altogether.

You have wasted £10000 of taxpayers' money in making these changes and you will have wasted a further £10000 in reversing the changes. But that cost is insignificant compared to maintaining the health and safety of our community, including avoiding yet another death. Please read the report carefully and properly, and take the necessary action.

Yours sincerely,
Roland Backhouse"

....and also:

"After reading the report, I am appalled at Cllr Jackson's summary. The report does not state that that "the previous layout ... operated relatively safely for cyclists"; instead it states that one cyclist was killed during the period of the previous layout. Isn't one death enough? The report also points out that there has been a relatively large increase in the number of cyclists within the last four years and posits that this may have been due to the improved safety measures at the junction. (See item 6.) Cllr Jackson makes no mention of this and is clearly only interested in the car-carrying capacity of the junction.

As someone who uses this junction at rush-hour times on a daily basis (although not from the Musters Road direction), I am well aware of just how dangerous it is. As someone who lived in the Netherlands for many years, I am also aware of how much the capacity of the junction could be increased by improving provision for cyclists; instead of thousands of motorists per day, the road could carry thousands of cyclists who would reach their destination in a much shorter time. Not only are the council's actions reckless, they are also short-sighted. I shudder to think what will happen once the Sharphill project is completed.
Roland

....comments from Julian Bentley (11 May):

"Dear Cllr Jackson

I am writing to you regarding the removal of the Cycle lanes in the area of the Musters Rd/Melton Rd junction.

I was alarmed by the removal of the lanes on the following grounds:

- 1) There is now no safe way for Cyclists to access the Musters Rd **Advanced Stop Line**, excepting the cases of there being no traffic present or the lights are on green - i.e. precisely the instances when ASL's give no benefit anyway.
- 2) The disappearance of the Cycle lane in Rectory Rd further along from (1), i.e. now removes protection for Cyclists riding straight on who are now at risk of being overtaken by vehicles on the bend of Rectory Road, which is always more hazardous than overtaking on the straight (not to mention the additional problems caused pinch point due to the small traffic island there).
- 3) The introduction of a narrower, Straight-on only lane now increases pressure on a Cyclist riding in that direction (less room for traffic to overtake) and also causes delays for any faster-moving traffic held up behind the Cyclist.
- 4) The fact that it is now much much harder for Cyclists to enter/use the ASL safely will now surely lead to decreased usage of the ASL, further degrading the motorists opinion of the ASL ('no one uses them - what are they for?') and so, will in turn lead to more illegal ASL encroachments by drivers, compromising road safety even further.
- 5) A lot of beginner/inexperienced Cyclists naturally hug the near-side in all sorts of road situations - the Left turn only lane now ensures that such cyclists will now be greatly discouraged from using Musters/Rectory Road as it requires a good deal of road skill and confidence (sadly lacking in a lot of Cyclists/potential Cyclists) to negotiate a lane change into the Straight-on lane from the left hand lane.

I would like to hear the justification for the decision to remove the aforementioned Cycle lanes - I believe that there is some sort of report re this? - please supply information on how to obtain this report.

In addition to all of the above I will say that in the past I used this location in my capacity as a Ridewise Cycle Instructor - as an example of good practice in Cycle lane Design and Construction (a National Standards Cycle Training element). I could not now endorse this location as such an example in any form whatsoever - precisely the opposite now!

Yours Sincerely,
Julian Bentley Bsc (Hons)
CTC Accredited Ridewise Cycle Instructor
Driving Licence holder
22 Wilford Crescent
Ruddington
NG11 6EZ"

Recent local elections: Pedals member Councillors

Congratulations to the following Pedals members reelected as Borough Councillors in the recent local elections:

- Steve Barber (Broxtowe BC)
- Richard Mallender and Susan Mallender, and John Bannister (Rushcliffe BC) (in John's case reelected (for Abbey Ward, West Bridgford) after an absence of 6 years since he lost his seat in Gamston Ward!

We also need, as I mentioned last month, to do more to identify any pro-cycling councillors in different local authorities in the area, the need for which is one lesson clearly shown (again) by the Musters Road / Melton Road ASL sorry saga mentioned above.

Spring / Summer Pedals newsletter

These were sent out on Thursday 6 May. Feedback as always is welcome please!

Strict Liability campaigning – writing to local MPs: message of 26 April from Coral Simpson

“Hi Hugh

I have received written reply regarding hierarchy liability.

MP Jessica Lee Erewash gave long reply and has consulted Transport Minister Norman Baker MP.

Not sure when/if I can show you all because might not able to attend next meeting.

Hope you are keeping well.

Warm regards, Coral S”

Nottingham Station “secure” bike compound – further theft: message of 20 April from Jonny Young and my response:

Jonny

Thank you for your message. I am very sorry to hear that you have had your bike stolen from the Nottingham Station Bike Park.

We know of a similar case soon after the Compound opened last summer and Pedals then stressed to both EMT and the City Council the need to improve the security of the facility. BTP Security patrols were then stepped up and discussions started about introducing smart card access, at least in part of the facility. These are still being progressed, though somewhat slowly it would seem, by EMT and Keith Morgan of the City Council, to both of whom I am copying this message (along with other interested parties including Peter Briggs from Pedals who has taken a particular interest in the matter).

I hope that your experience will now underline to EMT and the City Council the need for further security improvements to be introduced as a matter of urgency.

Thank you for getting in touch with us about this.

Hugh McClintock
for Pedals

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

From: [Jonny Young](#)

To: Hugh.McClintock@ntlworld.com

Sent: Wednesday, April 20, 2011 9:54 AM

Subject: Nottingham station (secure?) bike park

Hello,

I just wanted to write a quick message as the webpage i found your address on asks any reviews of this facility be sent to you.

I used this facility for the first time last night after a bit of deliberation as to whether it was really secure enough, but the convenience at the time outweighed my concern. I have seen some nice bikes parked there regularly on my daily commute and decided it must be fairly safe.

I was wrong. My bike was stolen within an hour of me leaving it there. I know this as the British Transport Police have studied the footage and are going to be pursuing the case for me. I know there isn't much you can do to help at this point but surely those gates are there for a reason? I have read there are plans to get some sort of smart card access scheme up and running. I hope this is implemented soon as i know i would never use this facility again in its current state. I see i am not the only one to have a bike stolen from there and I am sure i won't be the last until something is done.

This is not a complaint as such but more that i just wanted to show how frustrating it is to use a so called "secure" bike park facility for the first time and subsequently be robbed of my bike that i use regularly for fitness and leisure as well as a green alternative for my daily commute.

Thank you for taking the time to read this,
Kind Regards, Jonny Young"

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

I am trying now to fix a meeting with Keith for sometime late next week on the Friday or Thursday afternoon.
Who else would like / is able to come along please?

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

"Chris

At the last Pedals monthly meeting last week there was some further discussion about the topic of improving city centre cycle signing and the need to make quite clear (on maps and signs) just where cyclists can and cannot legally cycle, e.g. in front of the Council House where the position still seems to be very uncertain.

Although the inclusion of the 'Where are the cycle routes?' map on the Parksmart Pedestrian Navigation 'Tombstone' signs two years ago was a distinct improvement people feel that it would be helpful if these maps could include information on all the areas in the city centre where cycling is legal, including if possible places where cyclists are exempt from right and left turns and where there are 'except cycles' supplementary plates under 'No Through Road' signs.

It was also suggested that it would be helpful if we could please have a pdf version of the current 'Where are the cycle routes?' map to put on the Pedals website, and then to ensure that we include any revisions as soon as they are made.

These ideas are in addition to the need for clear signing of city centre through routes, which we have also often mentioned, and in particular the need, as I mentioned recently, for Nottingham to learn from the very good city centre cycle signing introduced in Sheffield a few years ago, and which is well integrated with other streetscape elements.

Perhaps we could discuss all of these points at the next CDG meeting in June?
best wishes, Hugh"

....comments from Adrian Juffs, 4 May:

Hi

Seems to me the strategic element of this is to do with CDG being satisfied:

- policy/guidance on cycle signage is in place
- with its broad theme (inc specifics such as how it covers communicating 'where cyclists cannot legally cycle')
- with its implementation (new situations and bringing existing sites up to date + timetable)
- with arrangements for changes/periodic review include consulting CDG for comment.

CDG wouldn't be involved with suggestions/requests for specific locations needing to be brought in line, as these will be directed to whomever has responsibility for operational implementation of the policy/guidance.

Adrian

Great Notts Bike Ride 19 mile entry criteria change: message of 5 May from Chris Simon, Perfect Motion:

"Hi all

We have relaxed the 1:1 adult/child ratio for the 19mile ride so that a parent or two parents will be able to take their whole family along. Juniors (aged between 6 and 17) will still need to be accompanied and have parental consent. It will help with places such as South Notts if a teacher wants to escort a larger group and also for parents with more than two children. Hope this makes sense.

We are not overtly promoting this, but are happy to spread the word to those who asked regarding this matter. This is being amended on the website this week.

Regards

Chris

Christopher Simon

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4. Rural Rides for All Promotion update.

Report of 4 May RRFA Management meeting:

Improving RRFA website

Helen McCullen and Gary S-W reported that work continues on updating and improving the Rural Rides website and mentioned that the recent offers of help from David Easley and Larry Neylon are very welcome and are being followed up. This included Larry's suggestion of helping to provide clear information on ride starting points, in a consistent format, and including links to maps as well as text descriptions and grid references.

Agreed that it was important to have a clear list of rides available by day, month and year.

Ride leader etc. contact information – need to fill the gaps and get better response

Helen said that much of her time so far had been spent on trying to liaise with ride leaders, using the list of ride leaders passed on by the County Council. This however lacked full details for many volunteers, several of whom were not on email.

We needed to find ways of filling the gaps in this contact information, as well as getting more responses from those on the list, and increasing efforts to get new volunteer ride leaders for our pool of trained leaders. So far there were 4 people awaiting training. 2 more were needed for the training course to go ahead.

600 people were now included in the list of people interesting in doing rides. We also needed to increase the number of these, in line with the targets mentioned in our bid for Awards for All funding, as well as to maintain contact, by email etc, with those already taking part or interested in doing so.

Budget:

Peter Briggs agreed to liaise with Awards for All about the extent to which variations in spending were permissible, while keeping within our overall grant total, but allowing for some inevitable new spending requirements as the project developed.

We also needed to think now about how we would report both on our performance and expenditure, to facilitate the final project report that we would be required to make. To help this we also now needed to ensure that there was a careful record both of the number of hours / days which Helen was spending on the project, and the money spent.

Peter also said that he thought it important that Pedals got some direct benefit from having had the major role in getting funding. This he suggested could involve using £200 from the money intended to pay Helen for use in revamping Pedals displays, or buying special Pedals tabards (as he had first suggested some months ago) or general contribution to helping to host and manage the project, particularly in view of Larry's new role in helping with the RRFA website.

Peter said that he would discuss this with Chris Gardner when liaising with him about the transfer to Ridewise of the grant money now about to be paid into Pedals account.

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

Helen said that she recognised that it was very important, after all the many delays in getting the RRFA programme underway, to have an early meeting with all Ride leader volunteers. It was agreed to organise this on the evening of Tuesday 24 May, from 6.30-8pm in the Crocus Café in Lenton, close to the Ridewise offices. It would include a traditional tea, (sandwich, scones and tea) and informal briefing and discussion.

Helen agreed to draft an agenda for the meeting, in consultation with other Management Group members and including a slot for a brief Pedals perspective on her role, a slot for Gary to talk about the background to the transfer of the Rides programme from the County Council to Ridewise and Graham to talk about ride details, new rides, Leader Training, CRB, Indemnity/insurance, etc., as well as Helen to talk about the new changes including the reasons for putting more emphasis on counting numbers carefully etc., as well as her general workplan and areas where she would particularly appreciate help and feedback

While aiming to get ride leaders from the whole county it should be clear that there was not the money to arrange mini-buses to bring people from the Mansfield and Newark areas, as Pete Jarman used to do with for the annual ride leaders meeting at County Hall each November/December.

Publicity

Helen said that she recognised the defects in the current rather hastily prepared flyer, including criticisms of the logos being too small etc, and having too much text.

A revised version, with a new picture and fewer words (i.e. relying more on bullet points), and larger logos, was now being prepared.

Helen said that she would soon send Hugh an item about her role for the Pedals website, including a photo, to replace the current 'stopgap' item on the home pages with news of her appointment.

Bike shops

Helen said that she recognised that getting interest from bike shops was a vital part of promoting rides and indeed this has been emphasised by Steve Jones of the County Council at the recent very useful meeting she had with him, a few weeks before his early retirement, and reflecting on their experience with the Rural Rides programme since he helped them take it over from Pedals back in 1983.

There was, it was agreed, however, a limit to how much time Helen could spend on making contact with bike shops and following them up so we needed to do more to get a wider range of volunteers to do this, in different areas, throughout the county. Bike shops should be encouraged to display posters and flyers, to keep them prominently displayed, and to request more when they ran out. Experience had shown that bike shops were the biggest source of publicity for the rides but this relationship needed to be carefully cultivated and expanded to make the most of this potential.

Next RRFA Management Group meeting

We are aiming to hold these every two weeks, with the next one fixed for 19th May at 10.00

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

Greater Nottingham Cycling Development Meeting of 11 April

I gave a brief report on this at our last meeting and Gary's full minutes were circulated on 10 May. Are there any matters arising please?

The next CDG meeting will now be on Friday 17 June, and suggestions for agenda items would be welcome please.

6. Finance (Chris Gardner to report)

7. Forthcoming meetings and events

Pedals meetings

Speakers / special discussion slots at forthcoming Pedals meetings

We currently have no speakers, or special topic discussions, fixed for future meetings, so need to have some discussions on what the future pattern of meetings should be.

About 3 years ago we decided to increase the number and range of speakers invited to the first half of our meetings by having speakers at some of the spring and summer meetings (April to August) where we had previously used the first half of the evening for "mini-rides", and to rearrange the mini-rides as special 'Pedals themed rides' on the second Wednesday evening of each month, and for these to be billed as such in the Rural Rides programme.

At the same time we decided to keep to the previous pattern of generally having no speakers at meetings in January and September, since these are months when effectively we have had no business meetings for two months, and there is therefore more general business to catch up with, having had only the Christmas Social evening in December and in August, though we do now have a meeting (and have since 2007) recognising that it would be fairly lightly attended with so many people then being away on holiday.

Having more speakers at more meetings had various advantages:

- a) it certainly increased the appeal of monthly meetings and we soon found that average numbers went up from around 8-10 people per month to anywhere between 12-20, although this average number seems to have declined again in recent months, for whatever reason.
- b) It made it easier for people from the City Council and other organisations we try to influence. to meet and have discussions with a wider range of Pedals activists than had usually been the case hitherto, improving two-way communication.

Sometimes there have been pressing reasons for having a speaker at fairly short notice and also sometimes for having speakers in January and September when we normally try to keep these just for catching up with general business after a break in the regular meeting pattern in December and August.

One disadvantage however, especially when we do have speakers at the September and January meetings, has been that meetings with speakers tend to go on that much longer, especially in the case of speakers who we think merit being given up to one hour for their informal presentations, questions and discussions rather than half an hour.

This makes it harder to finish the second half of our meetings, with general business, by 10pm, the time that Andrew Martin by which thinks we should always aim to complete the formal business, leaving a bit of time at the end of the evening for informal chit chat.

We also decided, about two years ago, that we would vary the pattern of the meetings to have some meetings when, instead of having a speaker, we used (the second) half of some meetings for a special discussion on some matter of particular interest, e.g. ways of raising Pedals profile, or even having 2 subgroups discussing separate items and then doing a brief report back to the rest of the meeting.

As well as increasing the variety of meetings this was intended to encourage people to make their views known more readily, in small groups, than they might be at full meetings.

At one time we seem to have had a number of suggestions for speakers but as far as I know the only suggestion that we have now not taken up is John Holmes of BBC Radio Nottingham. Some people such as Chris Carter from the City Council we have had several times, for regular updates for the whole group, while others have now moved on and / or completed their projects, e.g. Murat Basaran and the Cycling for Health Project.

What therefore do people want to do about the next few months?

Do we want to invite more speakers and, if so, just who?

Should meetings with speakers be at most every other month, leaving the intervening months either for special topic discussions (in the second half) or just informal discussions and chit chat?

Comments and suggestions please!

PS. For our **Monday 20 June meeting** we could perhaps consider inviting along **Andy Gibbons, City Council Public Transport Manager (and also a Pedals member) for a discussion on his proposals for a Citycard Cycle Hire and Storage Scheme Trial (see below).**

Other meetings

Stapleford Local Traffic and Transport Group meeting, Friday 20 May (10.00),

FYI

Does anyone wish to go along and represent Pedals at this meeting please? It is years now since we had any regular representation on this group.

Hugh

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

From: "Stan Heptinstall" <stanheptinstall@me.com>

To: "Barbara Brooke" <barbarabrooke@btinternet.com>;

<peter.farrell@nottinghamshire.pnn.police.uk>; "David and Helen Grindell"

<david.grindell1@ntlworld.com>; "Paul Hillier"

<paul.hillier@nottscc.gov.uk>; "David Pearson"

<david.pearson30@btopenworld.com>; "Michael Rich"

<michael.rich@broxtowe.gov.uk>; "Margaret Downie"

<staplefordtc@yahoo.co.uk>; "Kath Farmer" <kath.farmer@nottscc.gov.uk>;

<stella@trentbarton.co.uk>; <stellafox60@hotmail.com>;

<dave.grenham@nottscc.gov.uk>; <kharrison@trentbarton.co.uk>; "Richard

Jackson" <cllr.richard.jackson@nottscc.gov.uk>; "Hugh McClintock (Dell)"

<Hugh.McClintock@ntlworld.com>; <john.mcgrath@broxtowe.gov.uk>;

<mark.mclaren@nottscc.gov.uk>; "Andrew Pooley"

<Andrew.Pooley@broxtowe.gov.uk>; <pam.shaw@nottscc.gov.uk>; "Brian Wombwell"

<cllr.brian.wombwell@nottscc.gov.uk>; <lesley.morley1@nottspct.nhs.uk>

Sent: Monday, May 09, 2011 6:29 PM

Subject: Traffic and Transport

> Hi All

> The meeting of the Stapleford Traffic and Transport Group at 10am on Friday 20 May will now take place in the Council Chamber at the Carnegie Centre, Warren Avenue, Stapleford, Nottingham NG9 8EY.

>

- > Stapleford Library is now closed on Fridays.
- >
- > I am attaching the minutes of the last meeting, just in case you have lost them.
- > Thanks, Stan

Building Cycling Cultures Event, Leicester, 4-5 June:

Some of you may be interested in this (fairly cheap) forthcoming event – Building Cycling Cultures – to be held in Leicester 4th-5th June. It includes a presentation and discussion with Jon Orcutt, a leading Transport Policy Advisor for the New York Department of Transportation. Thanks to Andy Salkeld of Leicester City Council for flagging this up.
<http://thinkingaboutcycling.wordpress.com/2011/04/15/building-cycling-cultures-programme/>

Critical Mass Nottingham

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

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

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

- **Sat 14 May (10.00 – 4pm): West Bridgford Summer Gathering, Bridgford Park**
(Hugh to coordinate stall with Dave Clark, and Pete Elderton assisting). Andrew Martin, Roland Backhouse and Jake Jackson have all offered to help. The stall will include a special display on the Musters Road / Melton Road layout changes saga, encouraging people to write and complain to Cllr Richard Jackson at the County Council.
- **Sunday 22 May (12-6pm): Nottingham Green Festival, The Arboretum:**
Andrew Martin has already had discussions with one of the organisers, Jeremy Jago, about a possible expanded Pedals presence, including stall, bike park and Doctor Bike Clinic, if we can get enough volunteers and be clear about apportionment of any extra costs, e.g. for fencing. Andrew has now sent in a booking form, I understand.
 Dave Clark is away that day so Andrew Martin needs someone else please to help transport the display.
- **Sat 11 June 1pm-10.30pm): Hemlock Happening and Erewash Valley Trail launch, Bramcote Hills Park, - see <http://www.hemlockhappening.org>**
 (Ridewise Broxtowe Cycling for Health Project already invited, and Pedals encouraged to attend by Adrian Juffs, Ridewise)
 Helen McCullen has asked if someone from Pedals can lead a ride at 4.15pm, taking the place of Graham Hubbard who is double booked. (PS Coral Simpson has now said that she may be able to help (me) with this)

Comments from Adrian Juffs (Broxtowe Ridewise Cycling for Health Project, 26 April):
 Steve Fisher of Broxtowe BC has confirmed he will have the tent I mentioned in my earlier email for Ridewise and Pedals to use. For info, following further discussion the Community Ride I will lead from Beeston will now arrive Bramcote Hills Park by 4pm ready for a speaker to say some 'launch' words by the EVT info board (just to the right of the Car Park entrance) and to return to Beeston sometime later.
 The Rural Ride Graham/Helen is to organise would also now likely ask riders to meet 4pm for the same reason, and then that ride commence after the speaker has spoken.

...comments of 27 April from Steve Fisher, Broxtowe BC (Hemlock Happening organiser):

"We have a 20 foot by 20 foot tent on the field which we are sharing with a wildlife arts event. It is rapidly filling up but if the weather is good I guess it won't matter too much.

Event starts at 1:00 till 10:30 but finishes on the field about 5:00pm. A few words will be said at the main stand just after 4 to launch the Erewash Valley Trail (hopefully by a local politician rather than me!) and this will be followed by photos and ribbon cutting near the car park entrance to send cyclists on their way as a symbolic gesture. Adrian Juffs and Helen McCullen are involved in this.

We get 10-12000 people so good footfall but wont mix well with hundreds of cyclists so we need a good presence but not too many!

We have another partner launch at Attenborough on the 21st June. This is by invitation and unfortunately the venue limits numbers so with so many partners I am struggling to ask everyone I would like. If at all possible I hope to send you an invitation after the 23rd May.
 Best wishes, Steve"

- **Sat 18 June, Sustrans 'Carnival of Cycling' on Saturday 18 June at Nottingham Trent University, Byron Building from 10am-4pm.**
Andy Parkinson of the Sustrans Ucycle Project Team has told me that one hall will be dedicated to a bike jumble sale and the other hall will be dedicated to activities (bike displays, bike try outs, films, games) and information. There will be food/refreshment stalls and activities taking place around the building too.
- **Sunday 3 July (12.00-5pm): Rushcliffe 4 Health event, Rushcliffe Country Park, Ruddington**, organised by Nicola Pearson, Rushcliffe Borough Council. Hugh, Julian Bentley and Chris Gardner (for an hour or so) may be able to help with this, subject to confirmation nearer the time
- ? July (details passed on to Dave Clark and Helen McCullen) **Broxtowe Community Celebration 2011 –**
- **Sun 10 July:**
Cycling event on the IKEA car park, Giltbrook, being organised by Anna ? from Broxtowe Borough Council. She mentioned this to me at The Big Wheel event at Beeston Town Hall on 16 March and said she would soon contact us with further information. (however, no information has yet been received!)
?
- ? sometime this summer (postponed from April): **Gedling Borough Council staff Cycle to Work day** (invitation from Claire Selwood, Gedling BC)

9. Cycle facility and other traffic management measures

Citycard Cycle Hire and Storage Scheme Trial: message of 3 May from Andy Gibbons re proposal and draft briefing note for him to discuss with Cllr Jane Urquhart, Transport Portfolio Holder,;

I have been asked for comments on this and will give a brief oral update at our meeting. We could perhaps invite him along to our June meeting to discuss this further

...my response of 6 May to Andy Gibbons:

"Andy

I have now had a further look at this and have a few comments to make:-

- I am sure that there is indeed a market for well-designed and well-managed schemes for combing use of bikes for with buses for trips to and from work, via hubs, and including various combinations of cycle hire and secure parking for peoples' own bikes. Only a few weeks ago, at the London South Bank University 'London Cycling Conference', I heard a very interesting presentation, from someone from the City University, on his analysis of the detailed patterns of the use, at different hours of the day, of Boris Bikes in London over the first few months of operation, and this showed particularly high levels of use by commuters from Waterloo and King's Cross / St. Pancras Station towards the City of London, and reverse flows later in the day.

- In making such schemes work it seems to me that vital requirements are the quality of convenience, security and supervision at the hubs, including management of the hire bikes to ensure that they are kept in a safe and roadworthy condition. This could be done in cooperation with different local cycle dealers in the vicinity of the hub.

- It would be a good idea perhaps to start this project with a pilot, e.g. at the Broadmarsh bus station, and to study carefully the lessons from that pilot (or pilots) before extending it.

- I am sure that Dave Holladay of Transport Management Solutions, who works with CTC on Public Transport Issues, would have lots of useful advice, so am copying this reply to him.

- You might like to come along soon to a Pedals monthly meeting to discuss this further. Let me know if you are interested and I can then raise it at our next meeting, on Monday week, when one of agenda items is future meetings. We might have a spare slot (30 minutes or up to 1 hour) at the following meeting, on the evening of Monday 20 June.

best wishes

Hugh

PS. I have also had these comments from Arthur Williams:

Hugh,

I'm not sure if I understand this correctly – would the bikes be available from a particular hub, and then cycled to work, but only for employers who join the scheme and provide secure cycle parking? Or could several employers with smaller numbers club together to provide the secure cycle parking – e.g. at Castle Marina, Island site or Highfields Science Park. Presumably the bike would need to be returned to the same hub, on the same day – or would there be flexibility in that? I could imagine some people preferring to leave the bike at work and make their way by bus if it's chucking down with rain at the end of the day.

I'm sure the Pashley bikes will be good in terms of longevity, but probably not suitable for riding much in the hillier districts.

Regards, Arthur

....response to Arthur from Andy Gibbons, 6 May:

In answer to Arthur's comments

1. I envisaged they would be available on an individual basis on registration and payment of a suitable charge. I'm going to recommend a charge of £1 a week, consistent with Ucycle, but this would include free parking at P&R sites. They would have to come back to the same hub and would be issued with suitable locks for the other end. However, I am keen to see if we can get docking stations and/or Citycard activated cages at some of the main employers.
2. Pashley – I've been cycling this myself for the past 3 months. It's got three hub gears but is admittedly is heavier than most hybrids. However, the routes between the seven hubs identified and nearby employers are all pretty flat and relatively short.

Andy

....and comments from Dave Holladay of Transport Management Solutions, who works with CTC on Public Transport Issues:

"Looking at the pricing regime and nature of the service it does lend itself to the quietly successful initial (manual) operation of the Bromptondock, where folding bikes are hired to users and kept out on hire. This deals with the tidal flow problems which create such a massive operational headache for the Boris bikes, and link well with bus services so that a commuter can enjoy a fast service by bus on a core corridor and cover the shorter distance with the folding bike taken on the bus, and then stored by their desk or in a secured cupboard at the workplace. The package includes the maintenance and user management organised through Bromptondock for an annual charge (currently working out around £200/bike/year) with a hire charge of £2/day viable for long term hires. This could be funded through LSTF either as a revenue cost bid (leasing the bikes and establishing the model for the operation that fits Nottingham), or capital cost bid, recovering the costs through hires to generate funding for renewal of the fleet. Bikes can be branded – either promoting the Council or NCT, or by selling the media opportunity to offset core costs, as Copenhagen's scheme has successfully delivered over 16 years – funding their annual maintenance from advertising revenue (currently delivered through J C Decaux managing the media sales)

The 'Overground' bus routes concept have proved that a frequent and fast service along direct core routes will encourage passengers to make a greater effort to get to the bus, saving the cost of getting the bus to every passenger's doorstep, and improving the level of service. Wrapping folding bike hire into the bus and rail offer is not new – TEC (Belgian bus & tram operator) already hires folding bikes in TEC colours AND has a 50% share in this and a share in the Car Sharing Club (Cambio) presenting passengers with a single point of purchase for all their local transport needs.

A big connection for this deal would be to establish more organised arrangements for folding bike carriage on NCT buses & trams (e.g. a rack to take folded bikes up to 3 high with restraining clip/hook, and selling the full door to door journey with bike plus bus/tram as a combined 'season ticket' Are the current smart cards ITSO compatible?

For registering interest you should log details with www.bromptondock.co.uk. I do have some greater detail on commercial operation but naturally these are not for widespread circulation.

Abellio (NS in the UK) are also developing their OV-Fiets product for a UK launch – contact there is Peter Lensink www.abellio.com

If you want to check-out manual issue Brompton hire – drop in to the Lost Property Office at Waterloo or the Cycle Hubs at Stoke on Trent/Richmond Surrey, the automated system is being used at a site in W London (visits can be arranged with Bromptondock and goes live with SW Trains in Guildford this month.

**Dave Holladay
Transportation Management Solutions**

working with

CTC the UK's National Cyclists' Organisation

Parklands

Guildford

GU2 9JX

Direct phone contacts 07 710 535 404 (diverts to 0141 332 4733 if no answer)

CTC Switchboard 0844 736 8450

Website www.ctc.org.uk

Alternative e-mail tramsol@aol.com

....and response of 6 May from Andy Gibbons to Dave Holladay:

"Thanks for this Dave. I'm a big fan of Bromptons and have used one for the past 20 odd years. However, I'm not at all convinced they are the right solution for this trial.

Having to unfold before and then fold up the bike after a pretty short journey is a right pain and invariably means you get your hands dirty and could often require a change of clothes, particularly as the small wheel means you get pretty sticky. What I feel is required is something which you can easily hop onto in work clothes, has some storage and which you can

quickly secure at the work end. We also don't want something that is easy to pinch (particularly by car) or that has a high resale value.

I think there is also potential for Brompton hire for someone who wants a bike at both ends, is taking the train and lives pretty close to a train station with a flat journey. However, this might be pretty limited in Nottingham where the suburban rail network is very poor and most commute by bus. Getting Brompton on/off our buses is pretty difficult – I've tried it. The entrance space is constrained and has many passengers in the peak. The luggage space is pretty small and often occupied and they don't like something that is dirty and oily. If it was me I'd prefer to use my own large wheel bike at the home end and then pick up a hire bike at the work end.
Andy”

....comments of 8 May from Gary Smerdon-White on the proposed trial and Dave Holladay's suggestions:

“Hi

I agree with you re quality of convenience so I don't find Dave H's folding bike option that pertinent – I have real problems 'getting the folder all set up' and I find them harder to ride than a more traditional bike

Gary

Letter of 27 April from Caroline Stylianou, City Council re proposed changes to Turning Point scheme: Exemption for Private Hire Vehicles 7am-7pm traffic regulation Order 2011

Comments are asked for by 27 May on these proposals, to allow private hire vehicles in the Turning Point Area (introduced in 2004-5) at both the Glasshouse Street / Lower Parliament Street and Milton Street / Shakespeare Street junctions. The current exemption allowing private hire vehicle access at the Parliament Street / South Sherwood Street access point would remain unaffected by the proposals as would pedal cycle access.

....comments of 10 May from Arthur Williams:

“Hugh,

I've looked through this and think that it should benefit cyclists, although I'm not sure that it solves the main problems with the scheme. It's interesting to see how many private hire vehicles have been going in to the turning point scheme now, when officially they should not. If the cameras do their job of keeping out unauthorized users in the daytime, that will be good.

Best wishes, Arthur

Signing of cycle routes in Wollaton Park

I recently had a complaint about the poor signing of cycle routes in Wollaton Park, with specific reference to the route from Middleton Boulevard along Lime Tree Avenue towards Wollaton Hall etc. where there is no cycle route direction sign after you leave Middleton Boulevard and no confirmation sign where you keep straight on along Lime Tree Avenue where the private road bears left to the Golf Club.

When various routes across Wollaton Park were signed for cyclists, in the early 1980s, the City Council, I recall, introduced some special wooden signs, instead of the standard white and blue ones, but I not sure if any of these remain and indeed they may all have gone some years ago.

Any comments please from people who live round there or others who know the routes across Wollaton Park that much better than me please?

FAO Pedals / Sustrans / etc folk with an interest in Attenborough cycle routes – message of 1 May from Brian Goss:

“Dear all,

Nottinghamshire Wildlife trust are running a public consultation for visitors of Attenborough Nature Reserve to inform forthcoming changes to the nature reserve. Deadline is the 6th May (Friday)

I thought this might be of interest to other 2 wheeled visitors...

www.nottinghamshirewildlife.org/news/item/attenborough-visitors-time-left-to-have-your-say/

Apologies for those who already know about it,
Best Regards, Brian

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

“Hello Hugh,

Very sorry about the delay in replying, the matter slipped my mind in the move.

I do now have a reply from Black and Veatch. Bad news I'm afraid, they have had to trim costs from the Left Bank FAS project as part of the government review of expenditure, and the riverside path is no longer achievable. They will be doing some improvements to existing paths, apparently.

I have been moved out of the Countryside Access team as part of the restructuring, so I have let Neil Lewis the new team manager know what the situation is, although I doubt there is much can be done given the lack of money in the Council.

I'm sorry to have to give you such disappointing news,
best wishes,
Stephen Tipping
Project Development Officer
Policy and Development Team
Environment and Resources Department
Trent Bridge House
Fox Road
West Bridgford
NG2 6BJ
0115 977 4951

PS. His further message on this of 9 May:

"re the improvements to other footpaths, the info I got was;

"We will be making improvements to the footpath network in the Colwick area, which includes the already completed work through the Rectory Recreation Ground (near Colwick Country Park) and also widening and resurfacing approximately 300m of existing footpath near Trent Concrete."

Unsegregated path at Ruddington and other possible off-road path schemes in Rushcliffe – my message of 8 May to Tom Pettit, Rushcliffe Borough Council:

Tom

Thanks for sending the copy of the Elms Park - Mere Way path upgrading plans which seem fine. I am particularly glad to see that you have included types of barrier which should be not too hard for pedal cyclists (and wheelchairs) to negotiate.

I am also glad to see that your proposals including signing and hope that these signs will be securely fixed as our experience is that cycle signs, being small, are easily tampered with and / or removed. This can be very frustrating and then erodes the value of the paths if people cannot find them easily and end up getting lost!

This path upgrading proposal will also be a very useful complement to the proposed 'Move and Mingle' cycle routes pack for Rushcliffe Country Park which we have been discussing with Rose Melvin, and which we are due to discuss further with her at a meeting this Wednesday morning.

I might also mention that Pedals is generally very pleased to see the Borough Council showing interest in developing or improving such paths away from the highway. I wonder if there any other such proposals which you might be considering, e.g.:-

a) extending past Rushcliffe Arena the path completed a few years ago from (Loughborough Road) and Collington Way to the north of the Arena to join the existing shared path between Rugby Road and Wilford Lane, offering a good safe alternative to Rugby Road etc, in the Compton Acres area

b) in association with the NET extension alignment on the former railway east of Wilford and west of Gresham Park and Compton Acres, upgrading the present rough path between Wilford Lane and Ruddington Lane to serve the South Nottingham Industrial Estate and connect to the existing shared path by Ruddington Lane towards Ruddington, as well as the shared path (between the riverside path near Coronation Avenue, Wilford, and Wilford Lane, by the new Becket School), developed about two years ago.

Pedals would be very happy at your convenience to discuss these and any other shared path ideas which you might be considering.

best wishes
Hugh, for Pedals

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

From: "Tom Pettit" <tpettit@rushcliffe.gov.uk>

To: <Hugh.McClintock@ntlworld.com>

Sent: Thursday, May 05, 2011 5:39 PM

Subject: Unsegregated path at Ruddington

Dear Hugh,

Sorry for the delay in responding, I've been snowed under and also took advantage of the Easter/May break. Please find attached a plan of the proposed work which will commence on site next week. If you have any question / comments I'll be happy to answer them when I'm back in the office on Monday.

The obvious point to make is that the 3m wide path doesn't extend along the entire length of the playing fields due to the avenue of trees and the run off area required by the football pitch. It would have also made the project much more expensive.

Regards
Tom Pettit
Design and Landscape Officer
Tel: 0115 9148 558

...comments of 9 May from Chris Gardner:

"Hugh,
I have not seen the plans, maybe I missed them but I am finding barriers that just don't allow a tag along to pass thru'. Check this picture from the path either side of the Emmanuel school. This type of barrier means that the tag-a-long has to be removed and the child has to be removed from the child seat too as the weight is hard to handle thru' a zig-zag obstacle.

I hope that access to Rudd Park will not be so difficult, after all the park is likely to attract more family bike setups.
chris

New NCN route between Nottingham and Leicester? Request for ideas from Patrick Davis of Sustrans and my response:

"Original Message -----

From: [Patrick Davis](#)
To: [Hugh McClintock \(Dell\)](#)
Sent: Monday, May 09, 2011 11:30 AM
Subject: New NCN route between Nottingham and Leicester?

Yo Hugh

If you were to consider riding the most peaceable suburbs and lanes from Nottingham towards Leicestershire, which way would you go? From the map, I'm guessing Ruddington and Bradmore but what's that bit of the A60 like?

Reasons for the speculation are (a) is the near-completion of a missing link to the N of Leicester and (b) my imminent retirement following which my Project Manager has specified at least a year Sustrans-free. She's right of course.

All thought gratefully received.
Patrick Davis

...and my response (9 May):

"Patrick
Thanks for your interesting message. I myself have in fact never cycled all the way between Nottingham and Leicester, despite various trips in South Nottinghamshire and just over the county boundary as well as quite a few in the Leicester and Loughborough areas.

I am therefore copying this to several other people who I think will be much better qualified than me to make suggestions. They include Chris Randall who, as you may know, still lives in Nottingham while working in Leicester and who, I know, has ridden between the two quite a few times (usually via the Soar Valley I think), Chris Gardner (Pedals Treasurer), who lives in Bradmore, Julian Bentley (of Pedals and Ridewise), who lives in Ruddington, Peter Osborne (Pedals Secretary) who lives in Cotgrave, Terry Scott of Notts CTC and also several cycling Councillors from Rushcliffe Borough Council (including John Bannister, just reelected after a gap of 6 years). I am also copying this to Stephen Jones, Paul Hillier and Clive Wood from Notts County Council.

As you know Pedals has recently been working hard, in cooperation with several other people, especially Rushcliffe Borough Councillor Rod Jones, to get the subway under the A52T at Sharp Hill upgraded and made legally available for cyclists to use, and linked to a spine cycling / walking route through the new Sharp Hill housing development south of West Bridgford (and north-east of Ruddington) on which work is due to start in the next few months. Ideally we would like to see this link through under Boundary Road, West Bridgford, to the 'Green Line', to connect to Melton Road and West Bridgford town centre, with removal of the early 1980s underfilling of the Boundary Road bridge over the former railway to ensure a safe through route (and safer links to and from the nearby Rushcliffe Leisure Centre and Rushcliffe School).

Developing a new NCN route between Nottingham and Leicester will of course greatly benefit at the Leicester end from the Sustrans Connect 2 work in Watermead Country Park but I am a bit vague (through lack of detailed local knowledge of that area) about the best route north of there so would be interested to see what other people suggest. There are many quietish roads in the area on the border of Leicestershire (Charnwood) and Nottinghamshire (Rushcliffe), most of which are relatively flat (though with one or two steepish hills, e.g. north of Wysall) and quieter and more pleasant than riding on the A60.

I will raise this at the next Pedals monthly meeting, on Monday 16th, before getting back to you with any further comments.

Interested to hear about your imminent retirement, for which I wish you all the best. Who will be taking over from you?
Hugh

And my response to his further comments (9 May):

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

From: [Patrick Davis](#)

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

Cc: [Rory James](#) ; [Keith Drury](#)

Sent: Monday, May 09, 2011 1:21 PM

Subject: RE: Extending NCN 50 from Leicester to Nottingham?

Hugh

It's the Cosington link of the Watermead scheme that has cued the idea. Thence possibly via Sileby, Seagrave, Six Hills, Wymeswold, Wysall and over to you.

More scenic than commuting though thoughts on all variations on the theme gratefully received.

My official retirement date is 31st May though I may continue with Sustrans in an independent capacity for a few weeks more.

Best regards. Patrick

"Patrick

Thanks for these suggestions. It is only what you suggest for the possible route north of Six Hills that I can comment on from personal knowledge, and, off the top of my head, I am inclined to doubt if there is any one option that stands out. Continuing via Wymeswold and Wysall etc. would make sense in terms of connecting via relatively quiet roads and a few special cycle crossings, via Keyworth, Plumtree, Tollerton and Gamston to West Bridgford and Nottingham (and avoiding the A60) but some of those roads can be quite busy at times, at least during the rush hour and in particularly in some of the larger settlements, e.g. Keyworth.

I assume that for the most part you are talking about using existing (relatively quiet) roads rather than new or upgraded stretches of path (for which financial contributions would be very hard to obtain in the current climate, especially from Notts County Council, but if these could be considered then another possibility, from Plumtree, would be to upgrade the present rough path heading west towards Flawforth (and Ruddington), at least as a spur to Rushcliffe Country Park, but also then connecting, through Ruddington towards West Bridgford and Nottingham via the existing (and relatively good) shared path under the A52T alongside Ruddington Lane between Ruddington village and the west (Compton Acres and Wilford) side of West Bridgford.

Some years ago (?March 2003, I think), when the second phase of the NET was first being planned, Notts County Council (i.e. Steve Calvert, now retired, and Chris Charnley, at a meeting I had with them then) were very sympathetic to Pedals ideas of including a shared path (between Wilford Lane and Ruddington Lane near the South Nottingham Industrial Estate to the north of Landmere Lane and west of Compton Acres) alongside the new (City Centre to Clifton via Wilford and Silverdale) tram route to be developed in the next year or two on the former railway between Wilford and WB, but it would need separate (LTP) funding which I am sure would now be much harder to get from the (present) County Council, being now much more anti-tram and anti-cycling!

From what I recall of what Chris Randall told me about the route he has most often used when cycling between Leicester and Nottingham I think he prefers to use roads in or near the Soar Valley area, which are flatter, if more indirect. Going that way makes it harder to avoid the A453 and of course another complication in deciding on the best alignment for the NCN50 extension is the uncertainty over whether or not the A453 upgrading, with its integral cycling provision that we campaigned hard to get over many years, does or does not eventually take place.

I will let you know what other comments I get before and at next Monday's Pedals meeting.

Enjoy your last 2-3 weeks with Sustrans and do keep in touch, whatever you are then up to!
best wishes, Hugh

....comments of 9 May from Chris Gardner:

"Patrick,

I too haven't been all the way to Leicester but my favourite ride takes me to jnc 21A and you may find some of the route applicable. You can view it here on [bikely.com](#). Rudd to Bradmore stretch of A60 is ok if you are comfortable with 50+mph cars and lorries, but all depends on time of day. There is in fact a small path that runs along the side of the road that my wife uses on her bike and I use with the kids.

<http://bikely.bikeradar.com/maps/bike-path/Bradmore-Bradgate-Park-circular>.

Windmill hill towards Wysall can take a little effort but then Thorpe-in the glebe, Wymeswold and Burton on the Wolds is great cycling. I tend to go straight over the dodgy junction after Burton and take the lower road into Barrow. You could then head further South towards Leicester rather than head into Charnwood.

All good anyway and more than a few places to stop should you require.
Cheers, Chris

...comments of 10 May from Jake Jackson:

"Hello Hugh
I've cycled towards the outskirts of Leicester on several occasions,
but never actually into Leicester City itself. The route I've taken
and found quite pleasant is
Bradmore
Wysall
Wymeswold
Burton on the Wolds
Walton on the Wolds
Seagrave
Sileby
Radcliffe on the Wreake
East Goscote

after that I'm not sure since we ended up at Mount Sorrell and Woodhouse Eaves

....comments of 11 May from Julian Bentley:

"Patrick
I've cycled to Leicester many times (just 2 days ago the last time)

The best route goes through:

Clifton Pastures
Gotham
East Leake (though slightly more direct via the A60 Ruddington-Bunny-East Leake)
Stanford on Soar
Cotes
Barrow on Soar
Mountsorrel
Rothley
Birstall
Watermead Park
Abbey Park
Leicester

Best thing is to get an OS map (pink one sheets 129 and 140). The A60 is best avoided if you want a speeding-traffic free ride.

.....response from Patrick Davis to Julian (11 May):

"Julian
Many thanks. Can't say more succinctly than that and, once the Watermead scheme is complete, you'll be able to substitute Sileby-Cossington for the Mountsorrel-Rothley-Birstall diversion.

This route also has the great virtue of connecting with Meadow Lane into Loughborough though I'd imagined the Clifton-Gotham - East Leake section to be busy at times. All the same, presumably you find this a price worth paying to avoid the A60 and the hills.

All
Any further views before I prepare a draft map for re-circulation?
Best regards.
Patrick

....and further comments from Patrick (11 May):

"Hugh
The idea is to try to find a route that needs no engineering but would be capable of waymarking by Rangers as it stood. Probably asking a lot but I thought worth pursuing even if only to prove or disprove the theory by email before taking it any further.
Patrick

....."Hugh
..... which, taken with Jake Jackson's advice re an over-the-Wolds route, would leave only a short section of A60 between Ruddington and Bradmore. This in turn could provide a viable alternative to test against Julian's flatter route via Gotham and Barrow.

Tom (Pettit, Rushcliffe BC):

Please, would your proposed (Elms Park, Ruddington to Rushcliffe Country Park) link be open all hours ~ ditto the connection back to the A60 from Rushcliffe Country Park?
Best regards, Patrick Davis”

..... (response to) Jake

With reservations regarding the A69 between Ruddington and Bradmore, this was my own 1st thought so it was good to receive your email. Moreover, once the Watermead scheme is complete, you could follow the more direct route into Leicester via Cossington and the Soar corridor.

So, taken with Julian's flatter Gotham-Barrow route, we have two competing options for further review for which I'll try to circulate a map later this week.
Best regards, Patrick”

10. Miscellaneous items

Interest in the voluntary opportunities for Pedals – message of 9 May from Blaine Quigley and my reply:

To: Hugh McClintock/Andrew / Peter

From: Blaine Quigley

I would be interested in hearing about the voluntary opportunities for pedals including RideWise, I have previously undertaken a voluntary role as a Publicity and Communications officer with Notts and Derby walking group. I would be most grateful if you could contact me regarding this.

Yours sincerely,

Blaine Quigley.

Mobile 07974 962785

...and my reply:

“Blaine

Thanks for your message asking about opportunities to help Pedals. We are always grateful for people offering to help with Pedals stalls at different local events, such as the West Bridgford Summer Gathering this Saturday, the Nottingham Green Festival on Sunday 22 May, and the Hemlock Happening in Bramcote Hills Park on Sat. 11 June and can give you more details if you wish.

There may also be opportunities to help Pedals and Ridewise with promoting the new Rural Rides for All Programme, e.g. in ensuring that all local bike shops and libraries have copies of the flyers and poster. I am copying this message to Helen McCullen who is now working part-time on this, and may well like to take up your kind offer of help.
best wishes, Hugh

...reply from Gary S-W on behalf of Ridewise:

“Hi

RideWise are also on the lookout for a wide range of volunteers including

* Someone to write a monthly e-news report for our advocates

* People to lead weekly rides in their Nottingham neighbourhood

* People to lead occasional leisure rides as part of the Rural Rides programme

* Someone to do minor repairs on our stock of loan bikes

Someone with good partnership skills to make contact with community groups in the less affluent areas of Nottingham

So depending upon the nature of type of work you'd like to do and the time you have to spare there's lots to chose from
Gary”

CycleStreets: Helping campaigners campaign bid (GeoVation) - WINNER! – message of 8 May from Martin Lucas-Smith, Cambridge Cycling Campaign:

“From: "Martin Lucas-Smith - CycleStreets" <info@cyclestreets.net>

To: <Bid supporters:>

Cc: "Martin and Simon" <info@cyclestreets.net>

Sent: Sunday, May 08, 2011 8:15 PM

Subject: CycleStreets: Helping campaigners campaign bid (GeoVation) - WINNER!

Dear all,

I'm pleased to say that our bid won the GeoVation contest on Wednesday - we were one of the winners, and have been awarded a grant of £27,000 to enable the project to be undertaken!

Details and photos are online at:

<http://www.cyclestreets.net/blog/2011/05/06/campaigner-toolkit-backed-by-geovation/>

and some more photos from the day are at:
<http://www.flickr.com/photos/osmapping/>

Our Venture Plan, which describes on page 5-6 how the project will be undertaken, is at
<http://www.cyclestreets.net/blog/wp-content/uploads/CycleStreetsVenturePlan.pdf>

GeoVation plan to get the contracts with the winning groups in place within 4 weeks, after which point we'll be hiring people to undertake the work. We've given a 4.5-month timescale to complete the work, but hopefully parts/all of it will emerge earlier than that if possible.

Thanks again for your support - we've got a busy few months ahead to get things in place for the benefit of you and other groups around the UK!

Martin, ** CycleStreets - For Cyclists, By Cyclists
Developer, CycleStreets ** <http://www.cyclestreets.net/>

Message of 23 April from Paul Hill to Notts Police (copied to Hugh McClintock and Peter Osborne) re dangerous driving on Wigman Road, Bilborough:

"Good afternoon.

I would like to report an incident which involved myself at the above road junction this afternoon after 2 pm. I would like this to be made known in the local press and all concerned in the hope that something can be done to reduce the amount of bad driving in the Bilborough area.

As I was negotiating the roundabout at the bottom of Wigman Road/Woodyard Lane, from where I had come from, and following the marked cycle lane around the roundabout at reasonable speed to turn right into Hollington Road, but just as I had reached the eastbound exit from Wigman, a driver in a silver car was travelling well over 40 mph and intent on carrying over the junction into and along Beechdale Road without ever stopping, but had to suddenly slam on his brakes the moment he saw me. Luckily I managed to stop just in time before we collided. However, due to his stupidity I was forced to give him an earful, tell him that he should not have been travelling that fast to the roundabout and a few words were exchanged, but he carried on his journey without so much as an apology.

As far I am aware, there are major concerns about traffic speeding down Wigman which the residents are trying to address, and I am therefore a case in point that something needs to be done as a matter of urgency. NOW RATHER THAN LATER when someone has been killed or injured. That person could well have been me now lying in a mortuary and my family could now well be in due course arranging my funeral, and my 2 year old niece could well be growing up without an uncle in her life as a result of that driver who could well have been facing a charge of manslaughter. I would also like to point out that I am now on warfarin which I am taking to thin my blood before a heart operation.

I have no sympathy whatsoever for drivers who flout the law, then moan and groan that they have been pulled up by the police who are doing their damnest to reduce the mindless idiots on our roads through hard hitting campaigns to stop road deaths between motorists and cyclists/

In view of this, what action will now be taken about the speed of traffic coming down Wigman? Are there any CCTV footage of the area which might pinpoint this cretinous driver as I want him charged with reckless driving if you can catch him that is, and unfortunately, I was unable to get his details or car registration.

I look forward to hearing from you soon.
Regards, Paul Hill

Further message from Paul Hill (2 May) to Notts Police etc, copied to Nottm Post and Pedals etc.: Further incident with a motorist at Bulwell Forest

"I would like to report another incident which took place this afternoon while I was in Bulwell on the NCN ROUTE 6.

This should also be brought to the attention of the Pedals meetings like the last report I gave. Many thanks for that Hugh.

After coming from Mill Lakes Country Park, I had pulled in to the correct position of Bestwood Road (close to the centre markings) to cross over Carey Road/St Albans at Bulwell Forest to take the cycle route to Basford. As I was checking the road for passing traffic, a motorist who I heard coming down the road, had, instead of waiting behind me, drew up alongside me on my right, in the Hucknall Road bound side of the carriageway, and indicated to turn left onto St Albans Road. Fortunately for him, and me, the road was clear at this point, with no left turning traffic such as a HGV or PSV from Bulwell town centre, or similar vehicles as right turners heading towards Moor Bridge, he gave me no time to cross the road safely (it should have been my right of way), but he turned left in front of me, cutting me up despite the fact I was wearing an orange jacket and a reflective top, the sun was not strong so he should have seen me. I had to hold back until he had turned left. Prior to which I tried to grab his attention by waving through the back windscreen but he never saw me, until I spotted him again getting out of his car, 2nd or 3rd house up on the right, (one of the 1960/70s houses) and gave him a good hard stare and shouted to him about his behaviour before turning right towards Bulwell Town Centre

along Austin Street. Should the police want to visit, and chase up then feel free, as that driver needs the full force of the law brought down on him for his stupid actions which could have had serious consequences on what normally is a very busy junction.

All I can remember is that he was driving a silver car, but I really should have got his number and reported him direct to the police. I'm getting a touch of déjà vu as it appears to be similar to the one that nearly knocked me down on the bottom of Wigman Road the other Saturday. Was it really the same driver? They say things come in threes don't they and I am waiting for the next incident involving a silver car - not!

Its pillocks like him that really do need to be taken off the road, and their cars crushed, with a very heavy fine for driving without due care and attention, and jailed, if I had my way I would make them walk the plank into a deep blue sea. Funny how many motorists have the bloody gall to condemn all cyclists when it suits them after a breach of the law, and then complain that they have done nothing wrong when they are caught by traffic police and brought to book for motoring offences. when the cyclist, such as myself has done nothing wrong.

As I have said before, I have no sympathy for drivers who break the law with the full weight of the law brought down on them, resulting in crushed vehicles and heavy fines imposed.

I'm more angry than shook up,
Looking forward to hearing from you soon.
Regards, Paul Hill

PS. I have remembered that the colour of the offending car was white, not silver.

...and further message from Paul Hill of 11 May: Incident with motorist:

"Hello Andrew

Many thanks for your response to my email. I guess I have seen you around on your cycle too.

It would be good to meet up to discuss this matter and other incidents we have experienced and compare notes.

This afternoon I was coming along Castle Boulevard in the cycle lane (heading west from the city towards Castle Bridge Road) minding my own business when I was sprayed in the face with water from a water pistol at close range from passengers in a sky blue car heading west also. I heard these pathetic human beings laugh but I wasn't laughing at the time and still not. Luckily it was only water and not some chemical or a real shotgun as I could have been injured and what makes me really angry is the fact that as I am currently on warfarin to thin my blood which is currently 2.9 INR (which is too thin at present to undergo a cardioversion - of which I will be having later) any serious injury with extensive bleeding would take much longer to heal - these jobs really should be caught and charged with common assault. Seems as though the driver is just as bad as the passengers for not being in proper charge of the vehicle and should also be charged with failing to ensure his or her passengers were properly behaved at all times.

Sadly I wasn't able to get the car registration as he/she was gone before I could do anything about it and give them the finger and shout at the top of my voice. I know it's wrong of me but what can you do - proves what prats we have on our roads who don't give a damn about anyone else but themselves.

Comments please from everyone I have contacted about this. It should be noted at the next Pedals meeting.

Regards, Paul Hill
108A BASFORD ROAD
BASFORD
NOTTINGHAM
NG6 0JL

...Addendum

I was also squirted in the eyes and thankfully my glasses stopped most of the water going into my right eye - they could have caused a very serious accident through their stupidity. As I said before thank goodness it was not a real gun they were using. Or else I could have been easily blinded.

Regards, Paul

Message of 25 April from Nottsgreennetwork re video of how to plan journeys using Traveline/Transport Direct

Hi there - this is Nottsgreennetwork.com

We have just created (the first) YouTube video of how to plan cycle journeys using Traveline/TransportDirect - see

<http://www.nottsgreennetwork.com/index.php/cycling/62-cycling/115-how-to-use-traveline>

How to use Traveline / TransportDirect / Cyclestreets to plan a Cycle Journey

Watch our very own Youtube Video:

[See at 3mins40 for how it can plan routes using cycle paths / alleyways to avoid busy roads](#)

Please feel free to circulate

regards
Mike
www.nottsgreennetwork.com

Extract from CTC 'Cycle clips' of 6 May: Cycling sat-navs

Cambridge-based CycleStreets has had a good week: it has won a bid for £27,000 from Ordnance Survey social initiative GeoVation. The funding will help the organisation build an advocacy toolkit to help groups across the country campaign for better cycling facilities.

Also, in addition to its own excellent app for planning cycle-friendly journeys, it has announced an update to its joint venture with Bike Hub, a cycle 'satnav' app, which will help users plot circular leisure routes; the app can include points of interest such as National Trust properties, making it an ideal tool for cycle tourists.

Beginners' Guide to Cycling – message of 5 May from Kev Stevenson:

Hi,
I've just updated the Beginners Guide to Cycling...

If you've not seen it before, it is a very basic intro to getting started - bike setup, gaining fitness, etc.

If there is anything else you think should be included, please let me know...

Happy Pedalling!
Kev Stevenson, bottombracket.co.uk
Here's the link

<http://www.bottombracket.co.uk/downloads/beginners-guide-to-cycling.pdf>
