

HMCC BACKGROUND NOTES TO SUPPLEMENT THE AGENDA FOR THE PEDALS MEETING AGENDA ON MONDAY 21 NOVEMBER 2011, giving more detailed information on issues with which I have been involved on behalf of Pedals since our last monthly meeting and including extracts from some relevant emails.

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on Monday 21 November 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 Gary Smerdon-White re Ridewise Transition funding (30 minutes)
(15 minutes break)
3. Minutes of the previous Pedals Meeting (17 October 2011) and matters arising / update
4. Future of Rural Rides and proposed new funding bid for Rural Rides for All from 2012
5. Report on recent meetings by people who have attended on behalf of Pedals.
6. Finance and Membership (Chris Gardner and Pete Elderton to report)
7. Forthcoming events / meetings
 - Pedals meetings
 - Other meetings / events
8. Cycle facility and traffic management matters
- 9... Autumn newsletter
10. Miscellaneous items
11. Any other business

BACKGROUND NOTES and including extracts from relevant emails

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

Apologies for absence from Mara Ozolins, Pete Osborne, Susan Young.

2. Discussion with Gary Smerdon-White re Ridewise Transition funding (30 minutes)

article from latest Pedals newsletter

"Good news from Ridewise is that they have been successful in applying for £50k of Transition Funds from BIG Lottery. Unfortunately this does not allow them to directly carry on or expand its existing services this year because the funding is to help

- Develop a more resilient mix of public, subsidised and commercial funding and ensure future sustainability with a package of high quality services
- Provide frontline neighbourhood services more effectively to the needy without reducing quality or impact
- Respond more professionally to service and funding opportunities in the public and private sectors

The sort of work to be undertaken this year includes

- Business Development – to look at existing services and opportunities with a view to extending and developing new services
- Monitoring and Evaluation – implement a system to evidence the benefit RideWise provides over a wide range of areas such as health, environment, employee well-being and road congestion.
- Develop some best practice pilots in neighbourhoods covering cycle instruction and group rides, developing volunteer networks and bike recycling schemes.

- Seek funding in areas which RideWise has not traditionally engaged

From this work they will be aiming to greatly improve and extend their health and schools programmes plus develop new services to paying individuals, community groups and public and private sector organisations. The work will also provide valuable input into the City Council's successful £4.9m Local Sustainable Transport Fund programme.
Gary"

3. Minutes of the previous Pedals Meeting (17 Oct) and matters arising / update

(Minutes taken by Hugh McClintock)

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

Apologies for absence from Mara Ozolins, Pete Osborne and Pete Elderton.

Present: Hugh McClintock, Julian Bentley, Roland and Hilary Backhouse, Lars Bergstrom, Arthur Williams (first part of meeting only), Jerry Clough, David Easley, David Miller, Susan Young

2. Discussion with Jerry Clough of the Nottingham OpenStreetMapping Group

Jerry began by explaining the background to the development of OpenStreetMapping and the work of the Nottm OSM Group who were keen to encourage wide involvement in contributing information and ensuring that the mapping was up to date and comprehensive. It was important to get rapid feedback to changes made and also to ensure that the information was current and accurate.

Some cyclists had already been involved in contributing to Nottingham OSM but not enough to ensure wide coverage and adequate detailed information outside areas such as Stapleford, Wollaton Park and West Bridgford. Pedals help would be much appreciated in encouraging our members to get involved and especially those with detailed knowledge of areas like Sherwood for which data so far was particularly lacking.

Contributing detailed local information was easy but it was recognised that contributions had to be encouraged from people who lacked the confidence to do it themselves. Cycling information could include cycle paths, shared paths, cycle lanes, special crossings, signing and cycle parking.

There was also scope to include qualitative data such as barriers e.g. A-frame barriers on off-road paths, and data on which paths were lit and which were not. Passive contributions could be made via GPS trackers and aerial photos. Active contributions could be made via editing and workshops. The Nottm OSM Group would welcome the chance to do a workshop with interested Pedals members.

In conclusion Jerry's presentation was much welcomed and it was agreed that we should do much to encourage contributions from Pedals members, via the next newsletter and website etc. Jerry said he would send Hugh a copy of a link to the slides he had used in his presentation, for Hugh to publicise in the newsletter and on the website.

4. Minutes of the previous Pedals Meeting (19 Sept) and matters arising / update

Repair of Pedals Gazebo roof which needs cutting and re-making to fit over the frame. **No news on this from Arthur.**

Storage of stall equipment and materials: Hugh had included a plea in next newsletter for alternative storage

Aspley Lane City Council consultation; Andrew Martin has responded to Jennifer Williams and it was suggested that he continue to liaise with her as the scheme went ahead, to see to what extent our comments had been taken on board.

Lenton Lane obstructive and dangerous overspill car parking:

Hugh and Peter had raised this with the City Council at the Cycling Development Group meeting on 30 September and Chris Carter had asked for detailed evidence. Hugh had now sent him this detailed evidence (his photos and some from Roland Backhouse) and Chris had since said that he had asked Keith Morgan to investigate this.

Meanwhile, Hugh said that he hoped to get some local media publicity for this increasing problem (*PS; this was featured in the Nottm Post on 21 Oct*)

Wigman Road layout problems:

Hugh and Peter had raised this with the City Council at the Cycling Development Group meeting on 30 September and Chris Carter had admitted that the City Council had made a big mistake with this, for various reasons including the fact that the scheme was designed by consultants for the developers of the site nearby who had not been properly supervised since the City Council staff responsible had lost their jobs with the cutbacks.

Hugh said he had suggested that a site meeting to be held to discuss the issues raised, and what could be done about the problems, and Chris had agreed to arrange this in due course, once they had considered the issues carefully.

Susan Young said that she was appalled at this further example of a lack of consultation and the problems only becoming apparent once work was well underway on site.

Highways Agency Non-Motorised users' study (A52) – Bramcote Island – Dunkirk Island

Hugh said that he now had a response from the Highways Agency to our detailed comments. They were still insisting that little more could be done to help cyclists.

He would continue to pursue this with Sustrans, City Co. and Ridewise, and following up the suggestion from Joanna Ward to involve Tony Russell from Sustrans HQ in a site meeting with the HA.

Hugh said that he also intended to raise our dissatisfaction at the next meeting of the HA's East Midlands Road User and Environment Committee, taking place in Leicester on 25 November.

Nottingham Green Festival 2012 petition for expanded cycling provision

Andrew Martin reported that he proposed to have a meeting with Jeremy Jago and John Truscott to discuss the petition he had organised to press the organisers in future to include bike parking and an enclosure for Doctor Bike clinics.

Invitation to Sneinton Cycling Group for November meeting:

Andrew said that he had no response to our invitation.

Dates for Pedals AGM 2012

Andrew Martin said he sounded out the Friends Meeting House about possible dates for the Pedals AGM in 2012 and suggested either Saturday 24 or 31 March. Susan said she preferred the 31st March so this was agreed and **Hugh agreed to publicise it in the newsletter and on the website, to give people plenty of notice.**

New City cycle maps:

Hugh brought along a few copies and said that all members should receive one in the next few weeks with the autumn newsletter.

A few people had already made comments on errors and it was **agreed that everyone should bring any such detailed comments to the next Pedals meeting, for Hugh to pass on to Keith Morgan at the City Council.**

4. Discussion on future of Rural Rides for All and possible bid for new funding from 2012

It was agreed that Hugh McClintock and Peter Briggs should asap liaise with Gary Smerdon-White (due back from holiday next week) **and Richard Bacon of the Nottm Council for Voluntary Service** to discuss the best way to go about making a new bid, following up the general discussions which Gary and Richard had had several weeks ago.

Andrew Martin said that we should consider involving other organisations if we were now making a bid with particular themes such as addressing mental health issues and he would like to see Framework Housing Association involved, in view of their strong interest in this issue and also in cycling, through the Bike Club. We should be creative and smart, he said.

Susan Young said that we might also want to consider different arrangements in working with Ridewise on a new bid, e.g. subcontracting them to do the work of staff management and payment, etc.

Susan also said that we should not overemphasise the idea of developing themed rides as this might be off-putting to ride leaders who were just volunteers.

5. Reports from Recent Meetings

Greater Nottm Cycling Development Group, 30 September:

Cyclists Notice Board idea (from Julian Bentley)

Julian said why he thought this was important, despite the arguments that had been raised against it. e.g. vulnerability to vandalism and peoples' increasing preferences for electronic sources of information.

It was pointed out that only a few local cyclists are likely to see the notice board in the Station Bike Compound, however well that was kept up to date and interesting, and therefore that one was needed at a point such as Wilford Bridge, where far more cyclists would see it.

It was therefore agreed that we should continue to press the City Council to go ahead with one further notice board, as a trial to gauge reactions, before considering whether more were needed.

Andrew Martin said that we should also try to get more local cycling information elsewhere, e.g. in the Nottingham Arrow and also on any notice boards to be provided in connection with the introduction of the Workplace Parking Levy, to show alternative parking places.

Susan Young said that we should be able to use Student Community Action for help in writing press releases and agreed to find out more about this.

CTC-Cyclenation Conference (Sheffield, 15 Oct) report.

It was agreed that this had been a useful and well-organised conference. There was much talk of the effect on cycling of cutbacks, even in places such as Cambridge, but also several references to 'reframing the debate'

This meant for example that it was now all the more important to get support from non-cycling groups for changes we wanted to see such as greater use of 20mph area limits. One of the workshops, given by Rod King of the Twenty's Plenty for Us, campaign had been very optimistic about the growing interest in these, with 100 local groups now signed up to work for such limits.

Dunkirk and Lenton Partnership Forum

Susan reported that she was still attending these meetings to represent the interests of Pedals and Ridewise.

6. Finance:

Andrew has taken up problems of direct debits from Lloyds account. Susan Young reported that Lloyds TSB continued to make such errors, causing her a lot of time and trouble for her to sort out (since Chris Gardner could not at easily call into our bank during working days). **It was agreed to step up our complaints about this repeated behaviour, e.g. through the Financial Services Ombudsman.**

7. Future Pedals and other meetings:

21 November meeting. With no response to our invitation to the Sneinton Bikers it was **agreed that we should invite Gary Smerdon-White for a discussion about Pedals cooperation with the successful Ride Transition funding bid.**

For a **future meeting, perhaps next February**, we should **invite Heidi Duffy from Notts Police** to talk about the Notts. Road Safety Partnership 'Think bike' campaign.

Christmas Social on Monday 19 December: Agreed not to have a quiz or slide show, but just eating, drinking and chatting, and with people bringing their own food, i.e. no food to be ordered from the pub.

Being aware that some people did not like the idea of meetings in pubs we should emphasise in our publicity for our meetings that they did not place in the bar area but in a separate room. Hugh agreed to check the wording on the website.

Andrew said that it was also important that we showed appreciation to the pub for the use of the room, even if we sometimes liked to moan about the poor lighting!

East Midlands Trains Stakeholders Meeting in Derby on 4 November.

Peter Briggs has agreed to represent Pedals (and Martin Aldred will be representing the Derby Cycling Group).

Hugh said that he had suggested to Peter that he try to find out whatever happened to the Cycling Survey which EMT carried out earlier this year and about which we had heard nothing further.

8. Increase in bike thefts.

Andrew Martin mentioned the email he had received from an NTU student doing project on making bikes more theft-proof. Agreed that he should be encouraged to look closely at Dutch bike designs and also to contact Matt Etchells-Jones at Notts Police HQ who 3-4 years ago did a major study of bike theft in Nottingham. Hugh to pass on Matt's contact details to Andrew.

9. Cycle Facilities and Traffic Management:

Maintenance of Cycle facilities:

Following the recent publicity for this issue on his BBC Radio Nottingham Morning Show from Mark Patterson, and his specific complaints about the poor maintenance of the shared path on the A52 Trunk Road in the West Bridgford – Radcliffe on Trent area, Hugh has now arranged a site meeting (on 3 November) with an Inspector from A-One Plus (Managing Agents Consultancy for the Highways Agency for trunk roads in Notts) to discuss the problems in detail.

Problems with unofficial no cycling paths past the Attenborough nature reserve;

No reply yet from Neil Lewis at the County council. Hugh said he had suggested to Peter Briggs that he follow this up at the next Broxtowe Transport Users' Sub-group.

Sharp Hill subway under the A52 south of West Bridgford

Julian Bentley reported that the gap in the earth mound was now large enough for him to be able to ride through, even though the proposed barriers to accompany this widening had not yet been installed.

City Local Plan consultation events and response:

Andrew reported on the event he had been too and of his chance encounter with a reporter from the Post who was keen to do a story featuring his comments.

Hugh said that he proposed to attend the event on the following day at the Central Library and would then start to coordinate any comments into a combined Pedals response before the deadline of 21 November. Among the issues to raise were bike storage in flat and safeguarding cycle routes in major redevelopment and regeneration plans, as well as to mention our Strategic Vision and comprehensive detailed wish lists for the City.

New DfT Traffic Signing Regulations – signing of contraflow cycling on one-way streets

Hugh said that the new DfT signing regulations, out last week, (Press release at <http://www.dft.gov.uk/news/press-releases/dft-press-20111013a>) had quite a bit about cycling signs, including relaxing the requirements for signing contraflow cycling arrangements on one-way streets.

It was agreed therefore that everyone should bring any suggestions for one-way streets where such changes were needed to the next Pedals meeting, for Hugh to pass on to the City Council at the next Cycling Development Meeting taking place the next day (22 Nov).

8. Miscellaneous items:

Pedals Secretaryship

Hugh explained that Peter Osborne was now having increasing problems attending Pedals meetings because of his new work commitments but that he had made clear that he was keen to continue to do what he could away from meetings. Agreed to review the situation at the next AGM on 31 March.

Proposed meeting with Dr. Cuong Phu Nguyen of Groundwork Greater Nottingham

Hugh reported that he was intending to arrange a meeting next week with Cuong to discuss how cycling could be incorporated in his sustainable transport and local cultural facilities access project, and the potential for Pedals to support their new funding bid.

9. A.O.B.

Medilink buses: changes in the regulations for the carriage of folding bikes:

Andrew Martin reported on the email about this which he had received from Ian Dent about the new requirement for folding bikes to be bagged on Medilink buses.

Hugh suggested that he takes this up with Andy Gibbons at the City Council and Nicola Tidy of NCT. Andrew agreed to respond to Ian.

Update

Aspley Lane Road Safety Scheme: response of 19 October from Jennifer Williams (City Council) to Andrew Martin:

"Dear Andrew,
I apologise for the length of time that it has taken in replying to you.

Within Nottingham City Council our road safety schemes go through a thorough consultation process. There are informal discussions with internal departments written formal letters and emails that go out to the relevant Councillors and then to Fire & Rescue, bus services, Disabled Persons' groups, the Police this is to name a few out of the list of about 70 different people/companies that are involved in a the formal consultation process.

This process is so that a proposed scheme can be individually assessed by different parties and we welcome any feedback or comments.

I shall note your comments regarding Trowell Rd and I shall pass them onto the relevant officer(s).

Kind regards, Jen
Jennifer Williams

Senior Officer - Accident Investigation
Nottingham City Council
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Station Street
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NG2 3NG
Tel: (+44) 0115 8765229
www.nottinghamcity.gov.uk

From: Andrew Martin [mailto:anim_al67@yahoo.co.uk]
Sent: 23 September 2011 23:47
To: Jennifer Williams
Cc: Hugh McClintock
Subject: Aspley Lane Road Safety Scheme [Scanned]

Dear Jennifer

I am writing on behalf of Nottingham Pedals and would like to thank you for the opportunity to respond to the consultation letter regarding the Aspley Lane Road Safety Scheme.

We recently held our monthly meeting for Pedals members and agreed that the proposed options could indeed be useful for all road users. We are keen to encourage and engage with Nottingham City Council to pursue sensible and cost-effective measures which help with reducing the number and severity of casualties resulting from Road Traffic Collisions. (Please note that such incidents on the public highway may not be considered **accidents** which just happen without human cause or responsibility!).

Please ensure that all appropriate staff have double-checked the proposals as one (and possibly more) recent Nottingham City Council scheme (Trowell Road) has in fact created a greater hazard for cyclists. Have you considered whether there is scope for independent assessments of such proposed Road Safety Schemes to help reduce the possibility of further permanent hazards for cyclists?

Yours sincerely

Andrew Martin
Facilitator, Nottingham Pedals

Aspley Lane Road Safety Scheme - Extension to 20mph limit to include cul de sacs – further message from Jennifer Williams (17 Nov)

Forwarded to Andrew Martin, Alison Russell, Susan Young and David Easley for comments.
Deadline for comments: Friday 9th December 2011

Nuthall Road and Aspley Lane junction improvements – message of 21 Oct from Andrew Martin:

"Greetings all

These junction improvements have been finished on Nuthall Road along which I ride every week. I would encourage you to visit and use the junction by bike or on foot as I am interested to know of your views. See the link below:

<http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=27841&p=0>

Best wishes, Andrew

Medilink service and folded bikes – exchange of messages since our last meeting and involving Andrew Martin, Andy Gibbons (City Council Public Transport Manager and Dave Holladay (CTC and Transport Management Solutions):

....from Andy Gibbons (19 Oct):

"This is a difficult one. I'm all for promoting this form of integration,

> but it can't be at the safety or at the expense of inconveniencing the rest
> of the passengers on board including those wanting to use the
> buggy/wheelchair space. There are also possible increased board time
> delays to consider here.

>

> I expect that given the large variety of bus types in Nottingham and the
> range of folding bike sizes this is going to be too difficult to form a
> simple standard rule I'm afraid.

>

> My preference remains on focussing efforts on cheap bike hire at key
> public transport interchange nodes, together with safe own-cycle storage
> close to key out-of-city. stops.

> Andy

.....response from Andrew Martin (19 Oct)

"Dear all
Difficult? Safety? Inconveniencing? These emotive words perhaps describe Andy's true feeling without him even considering a pilot study. I wonder what comments Councillor Jane Urquhart might offer to the debate (Joint Committee on Strategic Planning and Transport) and copied into the email list.

Regards
Andrew Martin
Facilitator, Nottingham Pedals"

...further comments from Andy Gibbons (20 Oct):

Well, I've tried it many times with my own Brompton in several cities, so I think I speak with a bit of a wider understanding of the issue.

I maintain my view that with the wide range of bus and bike types around, this is difficult to give a consistent rule for a public service with safety, reliability and financial aspects to meet.

If there is enough room to safely put the bike in the luggage area and it isn't likely to leave oil and dirt behind or on other people's luggage, then this would be acceptable as long as the driver doesn't have to check this all out and it doesn't overly delay other passengers. The same would go for any luggage.

Andy

...from Dave Holladay, 21 Oct:

You should be aware that I was working on the adoption, Nationally, of a protocol for folding bikes on all service buses, and for the major operators, plus several significant independents this is largely in place (albeit with the occasional local hiatus when a driver is not aware of the policy).

The carriage of conventional, non-folding cycles is the detail which presents the big step, as folding bikes which fold to a compact sizes should arguably be treated as any other piece of luggage.

The Protocol would allow for the carriage of a compact folded bike on all service bus and scheduled coach services, with a proviso that when a bus is full with standing passengers, the bikes may be refused.

The bikes should be clean and presented in a folded or dismantled state with the option of a cover where appropriate to prevent damage to the interior fabric of the bus, or passengers and items they are taking with them.

There is a clear precedent in the recently launched protocol for carrying Class 2 mobility scooters (on 14 September in Guildford), which I had hoped to progress with a variation to embrace cycles used as Class 1 invalid carriages, as a minimum.

Unfortunately CTC is no longer funding me on a retained basis, but for specific items, and I'd need to make a case for spending further time on this, and the budget is not huge.

Presumably it is worth highlighting that the University services are being set-up/contracted to carry non-folding bikes on their routes.

Dave H

City Local Plan 17 Nov consultation event and response:

Hugh attended a consultation seminar at the Nottm Conference Centre on 17 Nov, and will now be finalising our comments, before the deadline of 21 Nov, including emphasising these points, i.e. the importance of:-:

- Residential cycle parking, particularly encouraging the provision of secure cycle parking in blocks of flats
- ensuring continued safeguarding of future cycle routes in comprehensive regeneration schemes, e.g. in the Waterside area between Trent Bridge and Colwick Park (a proposal which Pedals first got the City Council to include in a Local Plan in 1987 and of which so far only about 7-800m has been implemented)
- ensuring that new housing layouts are 'permeable' for cyclists, i.e. with direct, convenient and attractive routes through them that are safe both in terms of traffic safety and social safety.
- That the promotion of cycling through travel plans is more wholehearted, rather than just an exercise by developers paying lip service to cycling, with monitoring and enforcement by the City Council, and including penalties in the case of a failure by employers to meet their targets.
- Ensuring that physical measures to promote cycling by developers, included related changes to highway layouts, are not subs-standard and not just 'tokenism'. This includes avoiding substandard, poorly designed and implemented cycle parking, as well as other cycle facilities such as cycle paths.

- Ensuring that cycling benefits from new 'green infrastructure' schemes along with other aims such as recreation, flood control and biodiversity and that new routes developed as part of GI schemes are designed and maintained with social safety and general attractiveness in mind, e.g. with wide strip alongside the paths and avoiding sharp bends and steep slopes, as well as designs of access controls that discourage cyclists, e.g. A-frame barriers, and particularly when several of these are located close together.

Parking's putting perilous squeeze on us, say cyclists (Lenton La-Gregory St)- article from the Nottm Post of Fri 21 Oct and some possible lessons for future Pedals media coverage (my message of 23 Oct):

"This article from Friday's Post on the Lenton Lane-Gregory Street obstructive and dangerous car parking issue, as discussed at the last Pedals meeting and also with the City Council at the last Cycling Development Group meeting on 30 September, may perhaps be of interest. It follows a photocall on Thursday when I stood in for Roland Backhouse who was in the end too busy to take part:

<http://www.thisisnottingham.co.uk/Parking-s-putting-perilous-squeeze-say-cyclists/story-13620700-detail/story.html>

There is also an important lesson from this about future Pedals coverage in the local media which we ought to discuss. Having done a number of similar photocall for Pedals in the last year or two I am very well aware of a growing reaction from several people along the lines of 'Oh no, not him again on about that" when people see such stories and photos.

Indeed I have now had a number of emails (or online comments) with the very understandable reaction that with yet another such feature and my apparent determination to hog the Pedals limelight, I must surely be far more interested in my own self-promotion than helping to promote the cause of cycling! This may well, I fear, have got to the point that such action by me is increasingly doing a lot of damage to Pedals image and reputation, whatever the merits of the particular campaign featured. It is therefore perhaps high time that we addressed this issue and, at our next meeting, got to grips with how to tackle it effectively, before the adverse reactions get even stronger!

Hugh

...comments of 24 Oct from Andrew Martin:

- > Greetings all
- > I believe we had tried to address this issue of Hugh tending to be
- > interviewed when we had a discussion perhaps last year. This is as much
- > for the sanity of Hugh as the future of Pedals! A number of us, including
- > those reading this message, volunteered to be occasionally available for
- > media interviews.
- >
- > My efforts earlier this year included 'Potholes' on TV, and last week the
- > City Council consultation on the Local Plan (See p5 of last Wed. Post).
- > Finally, I am trying to increase awareness of Pedals with the staff and
- > students at the NTU Centre for Broadcasting and Journalism.
- > Yours, Andrew

....comments from Susan Young (24 Oct)

"Hi

One problem (I have been contacted on occasion by the press/radio) is that they often want to interview you during working hours which is not realistic for me. I do not have an accommodating set of bosses. In such circumstances I have suggested they try Andrew, Peter, Arthur and put Hugh at the end of the list for the reasons outlines. I am quite happy to do my bit when I can.

One problem is that they all know Hugh.

Good subject for discussion.

Susan

....and my response of 24 Oct

"Andrew

Thanks for your comments. We did indeed address (at last year's AGM) the issue of broadening out Pedals media communication responsibilities and I know that you have since done a few slots, as indeed has Peter Briggs.

I also fully recognise the practicalities of the local media finding it easier to get hold of people like myself who are retired (or part-time working) rather than those who are and, in view of that am still quite willing to do what I can to assist, particularly when noone else is easily available. It is thus a question of balancing this (and the fact that, for historic reasons, my name seems, for better or worse - probably the latter - still to be the one most often most commonly associated by some with Pedals by some media folk) with the danger of giving people the impression that we are a one-man band and that I seem determined, come what may, to hog the limelight on most if not all occasions!

It would indeed be useful to increase awareness of Pedals at the NTU Centre

of Broadcasting and Journalism though perhaps I might sound a cautionary note there too, having done a good number of interviews with their student journalists over the years. In my experience they are particularly prone (even more than their 'real life' counterparts) to jump on a bandwagon with several all on the same day wanting to do the same story. For example, on the day of the Suspension Bridge reopening in March last year, I recall that I had no less than 3 student journalists wanting interviews following the ceremony, as well as several 'real life' ones, meaning a whole lot more standing around shivering on that bitterly cold day, when all those present had anyway been hanging round far too long shivering and waiting for Mr. Fraser Pithie of Severn Trent who got lost coming from Birmingham and trying to find the bridge!!
Hugh

update on Nottm Left Bank Flood Alleviation scheme (Colwick Park-Netherfield) and proposed shared path on top of the new embankment] – message to Andrew Martin from Steve Tipping
Date: Mon, October 31, 2011 6:54 pm

Hi Andrew,
I think the way to pursue this one is through the local MP, Vernon Coaker. I know the Ramblers have been in touch with him over this issue in the past, and he has written to the County Council. I think he now needs to chase the EA directly on this one. The County Council contact now will be Neil Lewis, head of the Countryside Access team, but they are not going to have much influence with the EA or much resource to put to it either, best, Stephen."

.....my message of 13 Nov to Paul Hillier, Notts CC:

"Paul

You will remember that at the last Greater Nottm Cycling Development Group meeting on 30 September you kindly offered to try to find out from Neil Lewis whether or not he or anyone else from the County Council was still taking an interest in the plans for providing a continuous shared path on the top of the Environment Agency's new flood barrier past the Netherfield Industrial Estate between Colwick Park and the railway bridge over the Trent between Netherfield and Radcliffe on Trent, the first phase of which, for about 1km to the east of Colwick Park was completed some time ago.

I know that the Environment Agency has had to reduce the scope of this Flood Alleviation Scheme, following the major cuts in its budget but am still unclear how much they still expect to implement of the continuous shared path as first agreed at a meeting of various interested parties, chaired by your former colleague Pete Jarman, at Gedling Borough Council Offices in Arnold in April 2009. My recollection of that meeting was that the EA said that they would be including a continuous 3m wide shared path for use by their service vehicles as well as by pedestrians and cyclists.

Riding that way last Friday I noticed that, although there is still a fence across the flood embankment where the new path east of Colwick Park now ends by the Crossland housing estate there are signs of a nearly complete path on the other side of the fence, which implies that some further work is in hand. However, this clearly does not seem to extend to connect with the existing rather narrow shared path further east stretching for about 1km west of the railway bridge over the Trent, meaning that riders now have to divert via the rather busy and unpleasant Mile End Road and Private Road through the middle of the industrial area, until the rather narrow and muddy footpath link at the far east end of this spine road.

Any further news on the implementation of these plans would be welcome please
best wishes, Hugh

.....Response from Paul Hillier (Notts CC) of 15 Nov:

"Hugh,

I've spoken again to Neil Lewis on the above subject and he advises me that, with limited staff resource to promote any further works, and limit funding for rights of way schemes, there are currently no plans to progress this further at our end and no plans to chase it up with the HA.

I am aware of a project to upgrade the footpath between Stoke Lock and Gunthorpe. Might that be the scheme you caught sight of?

Regards, Paul Hillier
Local Transport Plan Programme Manager
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054

.....and my response of 15 Nov to Paul Hillier:

"Paul

Neil

Thanks for this reply. I do of course appreciate the difficulties with limited County Council staff resources in chasing this up with the EA but wonder whether you or Neil can give me contact details for someone at the EA to chase this with directly. I did some weeks ago email John Hindle but never had a reply.

What I was referring to (the path east of Colwick Park, past the Crossland Estate) is not the same as the one you mention between Stoke Lock and Gunthorpe, which I had not heard anything about before. It would be useful please to have some more information on this.

Thanks and best wishes, Hugh

A52 Bramcote to Dunkirk NMU study: comments of 31 Oct from David Pick, Notts. County Council to Jeremy Dixon of A-One Plus (Managing Agents Consultancy for the Highways Agency for Trunk Roads in Notts):

“Jeremy

I refer to the above named study upon which you are seeking the County Council's observations.

I can advise that the Council support Option 2, in particular;

- the addition of wheeling ramps to the Bramcote island footbridge and its improved winter maintenance. Ideally the bridge would have DDA compliant ramps but it is accepted that space is very limited around the bridge and this may not be possible.
- the installation of the shared use facility between Church Street and Bramcote island.
- the improvements between Dunkirk and QMC islands so long as the City Council are in agreement with the details.
- the introduction of tactile paving and tidying of street furniture.
- the repair of broken street furniture, although this is really maintenance not improvement.

It is not clear whether the proposed new Crossing at Thoresby Road is proposed across the side road or refers to the crossing of the A52 (T) itself. I assume the former but can this be clarified please?

It also not clear why it is not possible to upgrade to a Toucan the crossing at Moor Lane or why it is not possible to tie this in to Moor Lane and Bridle Road, are there space issues in the central reservation or on the footway? Can this be clarified? The useage figures seem to show a need for this facility.

I trust these observations will be of assistance.

kind regards

David Pick

Communities

Nottinghamshire County Council

0115 977 4273

Pedals membership recruitment and renewal

I notice from the link to the Pedals Facebook pages from the Pedals home page that there are now 133 people who say that they 'Like Pedals'. How many of these are members, I wonder?

Pedals display boards and display stocks new permanent storage appeal

So far as I know there has been no offer (in response to the appeal in the recent newsletter) to provide a new place of permanent storage for the Pedals display boards and display material, which have now been temporarily housed in the back of Chris Gardner's garage in Bradmore since July when Dave Clark stepped down as our Stalls / Displays organiser.

What should we now do about this, bearing in mind that Chris' offer last summer to provide storage was on a temporary basis only?

Repair of Pedals marquee

This was on the agenda for our July meeting and has been briefly mentioned at one or two meetings since then but recently, so far as I can gather, has drifted off in to a backwater, so to speak. Just who is now willing to get to grips with this please?

Use of a volunteer: message of 31 Oct from Susan Young:

“Hi

The following page on the following websites shows that there may be students looking for volunteering opportunities. I suggest we need to discuss where we could use a volunteer before contacting the universities.

Possibilities:

Help with the newsletter

Marketing - liaising with the press, how do we reach cyclists
Help with Rural Rides - inputting data, marketing
Design - new logo, forms, help with website?

Nottingham Trent University

http://www.ntu.ac.uk/business_professions/our_students/student_volunteering/index.html

Nottingham University

<http://www.nottingham.ac.uk/careers/students/workexperienceandvolunteering/volunteering.aspx>

<http://www.su.nottingham.ac.uk/getinvolved/volunteering/>

Susan

New DfT advice on traffic signs including contraflow cycling: specific suggestions please!

We need, as agreed last month, to have specific suggestions please, for one-way streets where contraflow cycle signing is needed, to put to the next Cycling Development Group meeting, on 22 November.

See: <http://www.dft.gov.uk/publications/signing-the-way>

Wigman Road layout changes and Lenton Lane dangerous and obstructive car parking:

Meeting with the City Council to discuss this now fixed for Friday 2 Dec at 10.00 at Loxley House, to which I will be going (and also Gary S-W). Anyone else from Pedals interested in and able to come along then please?*

signing of revised access arrangements for Nottm Station Bike Compound outside and within the Station: reply of 15 Nov from Darren Southam to my message of 27 Oct:

"Hello Mr McClintock,
Apologies for not responding sooner.

I originally placed a temporary sign on the gate, however this must of been taken down for some unknown reason.

I have since ordered some larger posters to be placed in a free standing board and placed in the cycle hub to notify customers/cycle hub users of our opening times. To date I am still awaiting these posters, I can reassure you once these posters arrive they will be placed on site.

The internal station signage will be fully reviewed as part of the Hub project.

If you require any further information please feel free to contact me.

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

Formal Consultation : Arlestone Drive Parking – consultation letter of 8 Nov from Michael Finn, City Council

Deadline for comments: 29 November. I have forwarded this to Susan Young, David Easley and Peter Briggs.

subway under the A52T at Sharp Hill - next steps towards upgrading and legal shared cycle-ped use – my message to Paul Hillier, Notts CC.

"Paul

Now that the earth blockage has been removed from the subway under the A52T at Sharp Hill (north of Old Loughborough Road and Landmere Lane, Ruddington) and now that it is at last physically possible (if strictly illegal) to ride bikes through it (as I know one or two people, including myself yesterday, have done!) I wonder what the current position is, as far as you are concerned, with the idea we discussed some months ago, of your trying to find some funding to carry out a study to assess in more detail what needed to be done to make it both physical and legally suitable for shared cycle/pedestrian use, including of course upgraded approach ramps on both sides and tying in with the plans for a spine cycleway/ footway through the Sharp Hill housing area to the north of the A52.

I know that we are only likely to make further progress by a series of small steps, as we have already been doing, but feel that it is important to have some idea of the likely timescale of the further efforts needed to bring this about, on a coordinated basis with the various other interested parties.
best wishes, Hugh

....response of 4 Nov from Paul Hillier

"Hi Hugh,

I'm pleased to see that progress has been made with regards to opening up the subway. As far as providing legal access for cyclists is concerned, my own view is that nothing has changed since my email to you of 28 February 2011. That is, that it is for the Highways Agency to assess the feasibility of converting the subway to shared use. And that assumes that permission can be gained from the land owner.

The county council's only work here will be to assess the feasibility of achieving access to the subway. I think any work on assessing this will be premature until such time as the Highways Agency has confirmed the suitability of the subway and landowners have given permission (or, at least, indicated their in-principle agreement).

As funds are tight, I remain reluctant to invest scarce resources into assessing the feasibility of a project until such time as it becomes likely.

Regards,

Paul Hillier

Local Transport Plan Programme Manager

Nottinghamshire County Council

Tel: 0115 977 4866 Fax: 0115 977 4054

.....and my subsequent message to Jeremy Dixon of A-One Plus (4 Nov):

"Hi Jeremy

As you will see from Paul Hillier's reply below to my message earlier today he thinks it is now up to the HA to assess formally the feasibility of converting the subway to shared use, subject to the consent of the landowner (Mr. Wells).

As you did some time ago (at our site meeting in January) indicate, I recall, that you could see no problem in converting the subway to shared use, and as the earth blockage has now been removed, it would be useful if you could now indicate what is required to get the HA to take this further.

Improving the access on the south side (to and from Landmere Lane), though involving some difference of level (c2-2.5m) would of course, as Paul says, be the responsibility of the County Council but should not, I would have thought, be that problematic and improving the access on the north side needs to be coordinated with Bovis' plans for the south end of the spine cycleway/footway across the housing development to and from Boundary Road.

best wishes, Hugh

repair (and future) of Pedals marquee: message of 4 Nov. from Dave Miller:

"I do have contact details for repair work with company on Lenton Blvd. As mentioned the item did not come up at the last meeting"

approach from Dr. Cuong Nguyen of Greater Nottm Groundwork Trust re support for their further Sustainable Transport and Local Heritage Project: my message of 25 October to Hilary Silvester, Chair of Nottm Civic Society following my meeting with Cuong of 25 Oct.:

"Hilary

Following this email about two weeks ago from Dr. Cuong Nguyen of Greater Nottm Groundwork Trust I had a meeting with him this afternoon to discuss his request for Pedals support for the follow up bid they are making to the Heritage Lottery Fund for funding for their project to promote the use of sustainable transport in accessing local heritage sites and working closely with local schools and other interested organisations.

So far they have emphasised use of the tram but they also want to include other sustainable transport including buses and cycling and also to develop a journey planner designed to appeal to children.

They are likely to be putting in detailed bid to the HLF by the end of November and we have agreed in principle that Pedals should support this, subject to some further discussion with Cuong about the detailed forms of support which he would like me to include in a support letter, to be finalised after I have reported back to the next Pedals monthly meeting on Monday 19 November.

In our meeting today I strongly recommended to Cuong that he also seek the support of the Nottingham Civic Society and try to arrange a meeting with you and other any other Civic Society people who may be interested in seeing what support and encouragement you might be able to give him (as well as with Nottingham City Council). If you are able to make time for an early meeting with him please I am sure that this would be much appreciated.

best wishes, Hugh

.....and copy of Cuong's message of 26 Oct to Graham Hubbard, Ridewise:

"Dear Mr. Hubbard,

Following my recent meeting with Dr. Hugh McClintock from the Pedals group, I was advised to contact you and Ridewise to consult on our new project as well as discussing opportunities for cooperation in the future.

As you know, at present, we-Groundwork Greater Nottingham- is developing an educational project, which aims to explore local heritage, and promote the use of the tram and other modes of sustainable transport to access heritage sites

across the city. Although our new project was tentatively named "Tram to Heritage, Travel to a sustainable Future", it mainly aims to teach children about the benefit of sustainable transport, promote the use of public transport, cycling and walking to visit the conservation sites and listed buildings to explore historical and cultural heritage of Nottingham.

Between 2008 and 2010, Groundwork Greater Nottingham ran a project called 'Tram Travellers'. We were very pleased to work in partnership with a number of schools across Nottingham, to teach and educate children about the history of the tram in Nottingham. Further information about our project could be found at:

<http://www.eastmidlands.groundwork.org.uk/greater-nottingham/what-we-do/tram-travellers.aspx>. This was a highly successful project, which we would like to expand and develop further.

At present, we are considering the following activities for school children to take part in the project, focusing on years 4,5,6:

- Finding information about the heritage in Nottingham and the travel options to visit these places, for example by learning about the journey planner websites and Google map.
- Exploring features of buildings within their neighbourhood and recognising how these buildings have changed over time. These activities will help them learn new skills, such as observation, recording, description and analytical skills, working with sources such as artefacts, pictures and buildings, as well as developing outline knowledge of the eras in history.
- Learning about the benefit of sustainable transport and its examples
- Presenting their findings using a wider range of communication techniques for different audiences.

Apart from the consultation with schools and other partners, in order to meet the specific needs of children and staff, We are also in the process of applying for funding to deliver the project which aims to start in April 2012 if we are successful with our funding application to Heritage Lottery Fund, which we aim to submit in November 2011. I was wondering if it could be possible for me to meet you in a convenient time to discuss further details of this project and the opportunities for our cooperation in the future?

I look forwards to hearing from you soon,
Yours sincerely, Cuong Nguyen
Dr. Cuong Phu Nguyen,
Fundraising Officer and Landscape / Architecture Consultant
Groundwork Greater Nottingham
Denman Street East
Nottingham
NG7 3GX
Tel: 0115 9788212
Fax: 0115 9787496

Reopening of the Longhorse Bridge between Shardlow and Sawley; message of 27 Oct from Les Sims, Sustrans Ranger

"Hugh,
Latest news on the new bridge.

The Longhorse Bridge between Shardlow and Sawley has been in position across the River Trent for some weeks now, but is not yet in use since linking paths are under construction. These are 3m wide Greenways of a high standard and are due to be completed by 11th November.

Access from Shardlow will be via the existing car park on Wilne Lane. In the meantime, the whole site is fenced off and instead of the swish of cycle tyres, the only sounds to be heard are the clatter of caterpillar tracks and the drone of diesel engines.

**Les
Les Sims
Group Co-ordinator
Sustrans Rangers
Derby & South Derbyshire
Tel: 01332 514903
Mobile: 07754412670**

....my message of 15 Nov to Anna Chapman, Derbs CC:

"Could you please send me information on the new Long Horse bridge and its access (cycle) routes from both the Long Eaton / Sawley and Shardlow - Elvaston Castle directions? I cannot see these mentioned in the latest Derbyshire cycle map, even as proposals.

Thank you
Hugh McClintock

...message of 16 Nov from Anna Chapman

"Hello Hugh,

Yes we tend not to put proposals in the Cycle Derbyshire leaflet other than the Pennine Bridleway. It saves confusion in the end. The next update of the Cycle Derbyshire leaflet should be able to show it, once the legal work is completed to create the Bridleway into Leicestershire.

We are continually improving the network as a whole and develop sections that eventually will join together. For now there are no connecting off road routes in either direction but the route will link to the highway network. It is intended that a future project will develop the next phase along the Trent and Mersey Canal Towpath from Shardlow to Swarkestone where it will connect with the NCN6.

Kind regards, Anna

Anna Chapman
Greenways Officer
Derbyshire Countryside Service
Tel: 01629 539653
Environmental Services
Shand House
Dale Road South
Matlock
DE4 3RY

....comments of 16 Nov from Les Sims, Sustrans Ranger:

"Hugh,

I managed to get over to check out the Longhorse Bridge today, cycling along the Trent & Mersey Canal from Swarkestone to Sawley Marina, passing over the new bridge en route.

The new greenway from Wilne Lane in Shardlow has barriers and locked gates although all the contractors seem to have left.

If you keep on the T&M towpath until you pass Bridge No. 1, you can then get onto the final stretch of the new greenway which leads to the bridge.

On the other (i.e Notts) side of the Trent I rode alongside the river, beneath the M1 and crossed the Sawley road to Sawley Marina and could then have gone on to Trent Lock but did not have time. Perhaps as well, since I got a puncture on the way back.

You could access the bridge from the Sawley end, but I think that you could do without the puncture.

Some photos on the Derby Sustrans rangers Blog

<http://http://rangersderby.blogspot.com/>

I presume that the barriers will be removed soon, but they don't actually prevent access.

Les

Les Sims

Group Co-ordinator

Sustrans Rangers

Derby & South Derbyshire

Tel: 01332 514903

Mobile: 07754412670

4. Future of Rural Rides and proposed new funding bid for Rural Rides for All from 2012

Rural Rides for All Management Group: Meeting Notes 1st November 2011

1. Project Celebration Event

- 15 acceptances so far but can take up to 40. **Suggestions with e-mail addresses to Helen by 7th Nov – Helen and Graham to finalise**
- Helen has sourced some good prizes and the group agreed awards to David Earnshaw (most rides), John Parr, (volume and quality of performance), Mark O'Reilly (successful link to sports sector, Julian Bentley (innovation and creativity). N.B. Let them chose their own prizes in that order.
- **Helen to ensure Mark Dennison will give awards and is well briefed**
- **Gary to check if NEP want to come and take photos, if not Helen to ask Keith Smith**
- **Helen to ensure good backboards with RR branding and Lottery Logos**
- **Food budget and proposals agreed**
- **Projector etc to be provided and checked out by Graham**
- **Meeting Agenda from 4.30pm**

- **All meet for set-up of room, final run through and to determine how to ensure we are not underspent on the project.**
- 6pm arrivals with tea/coffee
- 6.30pm Gary to MC, do intro (including Mark D and outlining the agenda) and bit of history and journey – at end ask designated Pedals person if ‘anything to add’
- 6.40pm Awards for people who helped us to get through the journey and to Nirvana – presented by Mark D, photos of Mark shaking hands with winners
- 7pm latest – Helen Results to date: what we aimed to do, what we did against the aims and what we did over and above our aspirations– at end ask designated Pedals person if ‘anything to add’ .
- 7.15 Helen and Graham do futures – *GSW suggestion is Helen does the bit about feedback from punters then Graham does bit on system, website improvements we recognise are needed and the need to improve ride descriptions. It may be best if I then mention funding situation before leaving it open for a few Q’s and close.*
- 7.30 close for food and drink
- **Helen to draft bones of the PPT for 11th November for all our comments. Peter is willing to help produce slides.**
- **Helen, Graham and Gary get presi’s done for 16th Nov 2.30 for 1st rehearsal**

2. Some indicative stats

Helen provided some information on a fact sheet. There is confidence we will deliver to over 1000 riders. The group’s interest fell on the number of recorded leaders (70) as against the number of active leaders this year (3 leaders did 50% of the rides with Graham not far behind). It was suggested that this may not have been too different from last year and **Helen was asked to check back on that.** Potentially by taking over, recruiting leaders and running leadership courses we may saved RR from a slow death

3. Budget

Helen is planning to complete 65 days work by the end of December but might need more however, the budget was in hand and it was probable there would be an under spend of a few hundred pounds after taking in event and report costs. There could well be a cost for final reporting to Big Lottery, dissemination of best practice and bids to sustain the programme - **Pedals would consider what budget might be needed for this work.**

Peter would ensure we could not claim expenditure post 1st January 2012. We would need to consider what to action with any potential under spend at the 6th Dec meeting.

4. End of Project Reports

Helen presented a draft report aimed at Ride Leaders and possible funders, summarising what has happened and results to date. Generally the group liked the style but a few comments were given at the meeting and **all members were asked to give Helen their comments by 4th November when she would provide the final version.** A low cost but professional paper copy would go to about 50 ride leaders and important stakeholders whilst others would be reached using a PDF targeted at particular stakeholders like funders, potential sponsors, media etc. It was agreed **a strong media campaign was needed in the week prior to the event in order to get publicity and media interest.**

It was considered that if we have the PPT from 6th December meeting, Helen’s latest end of project report and an addendum to cover statistics etc we would have sufficient information to develop the report for Big Lottery and other interested parties.

5. Actions from previous meetings

- a. **Still awaiting improvements to Ridewise Web site - Gary**
- b. **Electronic newsletters are being sent out by local councils – we need to pick up on Rushcliffe (Rose Melvin) and the City (Laraine Reckless)**
- c. **Long term funding of the programme is still a major issue. RideWise needed to know Pedals intentions for the new year. Hugh agreed to arrange a meeting with NCVS in order to further develop Pedals understanding and intentions**

6. Date of Next Meeting

6th December at 16.30 Lenton Centre

My brief report on PEDALS-NCVS meeting (9 Nov) to discuss possible new bid for funding for Rural Rides and other Pedals activities: message of 9 Nov to Pedals Committee

“Peter Briggs and I had a useful meeting this morning with David Saunders.

Much of it was spent on giving him background information about both Pedals and Rural Rides, about which he knew very little, as well as some more details on the background to our Awards for All bid earlier this year, and our cooperation with Ridewise on this and more generally.

He made clear that:-

- a) supporting campaigning as such is not attractive for prospective funders

b) our chances of success are also made harder by our not being a charity (We told him that we had considered this seriously last year but in the end thought it not appropriate to go down this path, given the size of our turnover; less than £5000 (he implied that this might not now be the case and that we might want to reconsider this decision)

c) though there were merits in our working closely with Ridewise (including their handling the practical business of our having paid staff) that they too as a Social Enterprise were limited in their potential to get wider funding support.

d) there is now much less money to bid for than was the case even 18 months ago (and, by implication, that many other groups are now trying to make similar bids, to get new funding for things now cut by local authorities etc.) We should be no under illusion of our chances of success, especially for bids for large sums which would in any case require a lot more work.

In the light of the further information we gave him he said that he would give more consideration to what other sources of funding might be appropriate (for helping to support the continuation in some form of the RRFA programme and perhaps also for other Pedals purposes). He said he would try to do this by the end of next week as he will be away on holiday for the following week. That means that we should have some further response from him before our next Pedals monthly meeting on Monday 21st.

He said that his instinct was "to keep things simple" and not, at least for now, to think in terms of going for a much bigger grant, covering a 5-year period, and needing a lot more work to prepare before we could submit it. Rather, he suggested, we would be better advised to write several begging letters, seeking (a series of) smaller amounts (e.g. £500) from Boots and various local charities. He has done this with other groups and seemed sure that such an approach was more likely to be successful, even if yielding less in total than we had in mind. We would then have to see what total sum these letters generated and decide just what further work, related to RRFA or whatever, that we could afford to support, in collaboration with Ridewise or whoever, or on our own.

He said that he would, again hopefully before the end of next week, send us a draft of a carefully worded 'begging letter', along with suggestions of just who to send it to, and that he would then be up to us, if we endorse this approach, to go ahead and finalise the wording and send them off. He said that he would also talk to Gary who, I believe, he has already met.

I might also mention that Peter thinks it very important in any fresh bid that we make more of an effort to ensure that Pedals finances benefit directly than has been the case with the Awards for All funding, i.e. other than the general 'feelgood' factor of helping to ensure that the Rural Rides programme keeps going in some shape or form, and helping Ridewise to promote it. Peter in particular has of course put in an enormous amount of time on this project over the last year or so (not just with the bid, but in the RRFA Management Group and other support for Helen etc.) and, more recently, in beginning to think about the details needed for the completion / evaluation report that we will need to submit to our funders. He thinks that Pedals should have tried to ensure more direct benefits for all this time and effort.

(Some of) such extra funding could be used for other purposes such as further improvements to our website or our newsletter, or displays / stalls, always assuming that we continue to have enough volunteers to make the most of such expanded opportunities!

I hope that we will have the further information from David by the time of our next meeting and we can then discuss whether or not this indeed the way we now want to proceed. Meanwhile, it would be useful to have some initial comments on this from Committee members, to help reduce the amount of time we need to spend discussing it our next monthly meeting.

Hugh

.....**comments of 9 Nov from Gary Smerdon-White:**

"Hi

I'm taking this as being a clear sense of direction that Pedals will not go for the £50k over 5 years on RR and that you will be going for small pots of funding to help run Pedals.

RideWise will now seriously start seeking funding to run RR next year.

I'm sorry Peter does not feel he or Pedals got real value from the project but I hope we will be able to rely on Pedals and its members support if we are successful in getting funding next year.

Gary"

...**and my response of 10 Nov**

Gary

Thanks for your comments. The clear advice we got yesterday from David Saunders at NCVS was indeed very much to 'keep it simple' and to go for lots of small pots rather than one very big and longer-term bid, and we will be discussing this at the next Pedals meeting on Monday 21st.

I think that Peter's comment was not so much about the lack of real value for Pedals from the project so much as the relative lack (in relation to all the time and effort that he in particular has put in to this over the last year or so) of direct benefit to Pedals in terms of extra income for some of our activities including e.g. expanding the capacity of our website or improving the quality of our newsletter, etc.

While awaiting the outcome of our further discussion on this at our next meeting I am sure that Pedals will still be very keen to give general encouragement and support to Ridewise in seeking further funding to run RR next year and, if that is successful, to continue to support the programme in various ways including leading rides, publicising rides, promoting rides with local bike shops and other organisations, etc.
best wishes, Hugh

....comments from Peter Briggs (10 Nov):

"Gary. I hope you have not misunderstood. I think the RR project has been of considerable value not only for the participants but also for enabling better management arrangements to emerge for such a project. My only comment to Hugh was that the MONETARY benefit to Pedals was rather low considering the amount of voluntary time given to the project."

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

maintenance of A52T cycle path between West Bridgford and Radcliffe on Trent etc. HS Ref. 36210 - site meeting (3 Nov) – my message to Geoff Currie, A-One Plus:

"Geoff

Many thanks to you and your colleague for a very useful site meeting this morning on the shared path by the A52T between Gamston and Radcliffe and your recording of the detailed maintenance problems to be addressed. I look forward in due course to your written confirmation of what you propose to do in the short and longer terms.

I am copying this to various other interested parties some of whom may also wish to comment on detailed issues on the shared path between Radcliffe and Bingham (forming part of Sustrans NCN Route 15) that we did not inspect today.

I was interested to know that you yourself sometimes cycle and that you would like to take a look at the Sustrans website (www.sustrans.org.uk) to find out more about the NCN.

best wishes
Hugh

East Midlands Trains Stakeholders Meeting, Derby (3 Nov)

Peter Briggs to report.

I understand that cycling was not mentioned in the formal sections but that Peter managed afterwards to have a word with the new MD of EMT, David Horne, and stress the two points which he had raised at the last such a meeting a year ago, and on which he was still awaiting a response.

These were a) the provision of clearer and larger cycle logos on train doors and b) making it easier to book online bikes with train tickets.

There is still no news of the results of EMT' Cycling Survey earlier this year, which further suggests that cycling ranks very low among their priorities!

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

Communities for Health Small Grants, £1000, deadline 16th Dec: message of 10 Nov from Andrew Martin:

From: "Moby Farrands" <Moby@partnershipcouncil.co.uk>

Date: Thu, November 10, 2011 2:55 am

To: undisclosed-recipients;;

Hi,

Please read the email below about a small grant fund, closing deadline

Fri, 16th December, 4pm. The internet link for the Grant Guidance,

Application Form and a publicity poster is

<http://www.nottinghamcvs.co.uk/help-groups/funding/news/communities-health-grants-funding-round-now-open>.

This email is being Blind carbon copied (Bcc'd) to 100 community groups.

Best wishes, Moby

Moby Farrands (Ms)

Partnership Council Volunteering Development Project

Tel: 0115 970 8200 www.partnershipcouncil.co.uk

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

Partnership Council - Unit C Tennyson, Forest Road West, Radford,

Nottingham NG7 4EP

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Please consider the environment - do you really need to print this e-mail?

From: Debbie Royle [mailto:Debbie.Royle@nottinghamcity.gov.uk]
Sent: 08 November 2011 10:04
Subject: FW: Communities for Health Small Grants [Scanned]
Debbie Royle Neighbourhood Action Officer - Berridge Ward
Tel No 0115 8838468 Mobile 07940761128
Area 4 Neighbourhood Management Team

Dear Colleague
COMMUNITIES FOR HEALTH SMALL GRANTS

Do you have an idea which will improve people's health?

People in Nottingham are being given the opportunity to bid for small grants of up to £1000 to improve health and wellbeing in local areas.

The Communities for Health small grants can be used to help develop new activities or expand current projects aimed at people who are most likely to experience poor health outcomes - please see the criteria in the attached grant guidance for further information.

If you have an idea which will help to improve the health of the community that you work with, within the given criteria, then we would love to hear from you.

The small grants fund is open to a wide range of groups and organisations including children's centres, community centres, youth or play groups, parent and toddler groups, schools, residential settings and faith groups etc. that have not received Communities for Health funding after 30th April 2011.

Please feel free to pass this on to a group that you think may benefit from such funding. If you would like to further discuss this opportunity of funding, please contact Marie Cann-Livingstone on 0115 876 3511 or email marie.cann-livingstone@nottinghamcity.gov.uk

Kind regards, Marie
Marie Cann-Livingstone
Senior Health and Wellbeing Policy Officer
Health and Wellbeing Policy Team
Loxley House
Station Street
Nottingham
NG2 3NG
Telephone: 0115 8763511
Fax: 0115 8763132
email: marie.cann-livingstone@nottinghamcity.gov.uk

.....comments from Peter Briggs (13 Nov):

"This potentially could be a goer for Pedals. What might be the project?
Peter

7. Forthcoming events / meetings

- Pedals meetings

Invitation to Heidi Duffy, Notts. Police

Heidi will after all be able to come to our meeting on Monday 20th February, and will try to say something about cycle thefts as well as cyclists and road safety and the impact of the new 'Think Bike' car stickers campaign.

- Other meetings / events

Re: [Website Enquiries] Mon 21 Nov Games Workshop Event support: message of 9 Nov from Andy Bradshaw and my response:

"Andy

Thanks for your message. I was interested to hear about your proposed sustainable travel event and initiative.

I wonder if you could please give me a few more details of the programme and the help you have in mind. Unfortunately, we no longer have anyone available who can bring along our display to events, at least on weekdays, but I would be happy to come along myself with a poster and some leaflets and other information about Pedals, if you could supply some notice board space and a small table.

I have another commitment for most of the morning but could probably get to you by about 12.30, if that would be of any use, and then stay for a couple of hours.

As it is rather short notice, and as there will be no opportunity to discuss your invitation before our next monthly meeting on the evening of Monday 21st, I doubt if it will be possible to find anyone else who is able to help, but I will ask around just in case.

best wishes, Hugh

for Pedals

tel. (0115) 981 6206, m (07880) 982135.

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

From: <andy.bradshaw@games-workshop.co.uk>

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

Sent: Wednesday, November 09, 2011 8:59 AM

Subject: [Website Enquiries] Event support

> Andy Bradshaw sent a message using the contact form at

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

>

> Hi

> I am responsible for our sustainable travel plan here at Games Workshop. On

> Monday the 21st November, we are launching a sustainable transport

> initiative. As a company, we have decided to absorb the WPL costs and not

> pass it on to our employees but we still believe that we should be doing

> what we can to promote cycling, walking, buses, trams and car sharing. With

> the help of the Big Wheel (Tiffany) we will be having an event in our

> Restaurant aimed at raising awareness of ways to get to work and having

> some fun as well. We have had over 120 cyclist sign up to our cyclescheme

> in the last two years and we want to continue promoting cycling. Can you

> help?? I can be contacted on 01159004045.

> (Our CEO is Karina Wells husband and we have been involved with some West

> Bridgford initiatives in the past as well)

> Regards, Andy Bradshaw

next Cycling Development Group meeting, 22 November.

Further suggestions for items to raise welcomed please.

Nottm Council for Voluntary Service AGM on Tuesday 29 November (11am- 3pm)

Hugh will be attending.

Light Night 2012 (10 Feb) - invitation to Pedals from Sharon Scaniglia and my reply:

"Sharon

Thanks for inviting us to take part in this event again.

Bringing the Pedals stall to such events is now rather harder since we have not yet found a replacement for Dave Clark as our Stalls/Display Manager. However I am sure that there would be interest in having some sort of Pedals presence again, in combination with other organisations such as Sustrans and Ridewise, and I will get back to you after we have had a chance to discuss it at the next Pedals monthly meeting, on Monday 21st November.

best wishes, Hugh

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

From: "Sharon Scaniglia" <Sharon.Scaniglia@nottinghamcity.gov.uk>

To: <helenhemstock@thebigwheel.org.uk>; "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>

Sent: Tuesday, October 25, 2011 4:56 PM

Subject: Light Night [Scanned]

Dear Helen and Hugh

I am starting to put together Light Night for next February on 10th and wondered if you wanted to take part again. I saw some illuminated bikes that they use in Blackpool that were lovely and I thought it would be a good idea to do that here.

It would be good to know if you are in a position to take part so please let me know

With kind regards
Sharon Scaniglia
Principal Arts Officer
Arts and Events
2nd Floor Loxley House
Station Street
Nottingham
NG2 3NG
Telephone 0115 8765583

....comments of 25 Oct from Helen Hemstock, The Big Wheel:

"Hello Sharon - we'd definitely like to be involved. Could we use the same space as last year as this gave us lots of opportunities to use trial bikes, which we can now get through Ridewise.

The illuminated bikes sound great!

Helen

PS. Hi Sharon - just one further thought; we probably won't be able to confirm exactly what we can do on the night until closer to the date as it'll be very much reliant on funding. I hope that's OK. It's in the diary...looking forward to it already!

Helen

East Midlands Cycle Forum Feb 11th Derby – message of 2 Nov from Dave Clasby, Derby Cycling Group:

"Hugh,

I mentioned at the CTC/ CN conference in Sheffield that we have a new date for the EMCF get together in Derby. Do I have the ability to send this out to all the contacts for EMCF or can you?

Here are some provisional details

Saturday Feb 11th

Friends Meeting House, St Helens St, Derby.

10am till 4pm, it may vary slightly.

The day will include a bike ride around the new Derby inner ring road and visit to Friargate Goods Yard. The ring road ride is to look at the infrastructure that the council have put in with some advice from us, the goods yard to inform the discussion we hope to have on the planning process.

The topics on the day will include

- How to use the planning process to our advantage. We would like delegates to bring along examples and top tips.
- Engaging with local democracy how to influence councillors. how to use existing democratic structures effectively i.e neighbourhood forums and boards, or what ever variation delegates have in their areas.
- A round up of what is going on in the region.

If time allows I would like to look at successful communication with members by newsletters, websites, blogs, FB and Twitter. Again if members have examples to share that would be great.

The aim is that whilst we hope to have people come along who have expertise and experience and will facilitate sessions but that this is a skill sharing experience.

Food will be provided by Soundbites and we are going to ask delegates to make a contribution of say £3 tbc. It will be simple but hearty food.

We hope to encourage as many as possible to attend. Please can people email if they wish to attend at davec@sustrans.org.uk so we can gauge numbers.

I will send out a more detailed and nicer looking agenda and poster at a later date.

Pedal on
David Clasby
Sustrans
Bike It Supervisor, The Midlands
11 Morledge
Derby
DE1 2AW
07775 420 998

Cyclenation Board on Tour! Message of 31 Oct from Simon Geller, Secretary, Cyclenation:

"Dear Group Contact:

The Cyclenation Board has a rolling programme of visiting groups to let you know what we are doing, find out what you are doing and talk about what you would like us to be doing to support you. If you would like a member of the board to come to one of your meetings in 2012 please let me know and we will ask our nearest Board member to get in touch.
Simon

.....comments from Susan Young (1 Nov):

"What about a slot at the AGM?
Susan"

....comments from Arthur Williams (2 Nov):

"Yes, good idea, I think it would be a useful addition to the AGM to be able to put Pedals into a national context. Arthur

2012 Great Notts Bike Ride: message of 10 Nov from Chris Simon, Perfect Motion:

"Hi Hugh – it is likely to be Sunday 15th July.

The start/finish will move to The Embankment from NWSC. The routes will likely be quite different.

Regards, Chris

PS. See the attached document (below):

"CREATING A WEEKEND FESTIVAL OF CYCLING IN NOTTINGHAM & NOTTINGHAMSHIRE

Introduction

This document sets out a vision and proposed developments for the creation of a weekend Festival of Cycling in Nottingham and Nottinghamshire from 2012 and beyond, incorporating the Great Nottinghamshire Bike Ride. The proposed developments will not only help protect and sustain the future of the ride, but also expand the overall impact, profile and reach of the event.

History of the Great Nottinghamshire Bike Ride

The Great Nottinghamshire Bike Ride was first organised by local cycling group – Pedals in 1982. After a few years it became too large for the group to continue to organise it on a voluntary basis, so Nottinghamshire County Council stepped in to help.

From 2008 until 2010 Nottinghamshire County Council owned and organised the event using two agents -Perfect Motion and Pennine Events. In 2011, Nottinghamshire County Council withdrew its financial support, so Perfect Motion and Pennine Events acquired the IPR and past rider data for the event and agreed to take on the full financial liability. In 2011 the event lost approximately £25,000, with an increase in costs of £15,000 due to additional route and management criteria being established. The loss was equally underwritten by Pennine Events and Perfect Motion.

The Great Nottinghamshire Bike Ride will be in its 31st year in 2012. In recent years it has continued to attract approximately 4,000 riders per year, across four different cycling routes – a 75-90 mile challenge, a 50-60 mile challenge, an 18-19 mile community ride and a family lap ride of approximately 5km. All rides have started and finished at The National Water Sports Centre at Holme Pierrepont for some time.

Proposed vision for the Weekend Festival of Cycling

It has always been our intention to see the Great Nottinghamshire Bike Ride grow into more than just a one-day mass participation ride. On taking ownership of the event, this has provided us with the opportunity to realise our vision, bringing in additional partners from both the private and public sectors and engaging more communities for a longer period of time. Our core objectives for the future are:

1. Build a commercially sustainable event
2. Increase participation opportunities, especially for children & young people
3. Increase the reach of the event to promote active travel and reduce congestion

4. Develop an event offer to encourage tourism and achieve greater economic impact
5. Establish Nottingham as a recognised location for hosting a major elite cycling event
6. Build on the heritage and profile of cycling in Nottingham & Nottinghamshire
7. Link more closely to Nottingham City Council, Nottinghamshire County Council, British Cycling and other cycling groups and associations to create an integrated approach to cycling

In order to achieve the above we are envisaging a new event called Cycle Live taking place over a weekend in June or July and based predominantly on The Embankment. The weekend festival will include the following linked events:

1. **The Nottingham Cycling Schools Challenge, Friday afternoon** – a series of events and activities, including Go-Ride, cycle skills training, have-a-go-sessions, led rides and bike races on Nottingham's Embankment and the surrounding roads and cycle paths. Schools will be invited to make the Friday afternoon event part of their plans for the 2012 summer term helping them to achieve educational health targets and provide pupils with something a little bit different.
2. **The Nottingham Criterium, Friday evening** – a later afternoon and early evening series of cycle races taking place on a closed circuit of approx 1mile in and around the Embankment. The proposed schedule of races might include:
 - Men's elite/club race
 - Women's elite/club race
 - Juniors club race – possibly split men and women
 - The Raleigh Chopper Challenge
 - The folding bike race – possibly a Corporate Challenge
 - The Heritage Classic featuring more of a showcase of the weird and wonderful bikes

Our intention is to introduce an elite event in 2012 which can be developed to become the British Cycling National Championships Elite Race by 2014 or 2015.

3. **The Nottingham Cycling Show or Festival, Saturday** – a one-day event exhibition on Nottingham's Embankment featuring a showcase of all that is cycling. Activities will include cycle skills training, have-a-go-sessions and led rides, combined with cycle stalls, information displays and product showcases. This event would link and build on the work of Sustrans and The U-Cycle Project at the first festival of cycling that took place at Nottingham Trent University in June 2011.
4. **The Great Nottinghamshire Bike Ride, Sunday** – a series of three mass participation rides, building on the already successful event. All start and finish on the Embankment and head onto the County's roads, hopefully via some of the city's landmarks. We expect to offer an 18-25mile community ride, a 45-55mile challenge ride and a more serious 100mile+ sportive ride that appeals to those coming from further afield to make it a weekend trip. We will also develop the Corporate Challenge event further.
5. **The Nottingham City Ride, Sunday** – a new ride to replace the current Family Lap Challenge. This will be a 3-5 mile route on closed (or coned) roads on and around the Embankment and possibly over the river into parts of Rushcliffe.

Commercial considerations

In order just to continue with the existing event format we need to generate savings or income growth of £25,000. By adding new elements to the event this figure will increase. Based upon the event overview outlined above we are expecting an additional budget requirement of approximately £50,000 per annum. It is expected that this will be generated from the following sources:

- Public sector investment
- Private sector sponsorship & hospitality sales
- Event weekend package sales
- Festival exhibition space sales & income
- Increased rider numbers across all events
- Event merchandise, concessions and other commercial incomes

Ends, Chris Simon, Perfect Motion, updated 5th October 2011"

8. Cycle facility and traffic management matters

Message of 18 Oct from Jennifer Williams, City Council: Formal Consultation: Broxtowe Lane Road Safety Scheme (Aspley Lane to Bells Lane roundabout)

Passed to Andrew Martin for comment on 18 Oct. (deadline for comments is 8 Nov)

Message of 26 Oct from Vanda Simmons, City Council: Formal consultation for Wilton Street Arnold Road Junction TMP 6922

Passed to Andrew Martin for comment on 26 Oct. (deadline for comments is 24 Nov)

....comments from Andrew Martin (30 Oct):

"No comments other than this is an area I know well and parking restrictions may help all users of the roads and pavements." A

Message of 27 Oct from Richard Cooper re Pedals response to Consultation TMP 6926 9 (proposed double yellow line at the junction of Tavistock Drive and Mansfield Road, Sherwood.(message of 16 October from Tina Furlong, City Council):

"Dear Tina,

I would like to respond on behalf of myself, Ian and Larry, as Pedals members also.

We support the yellow line proposals at the Mansfield Road end of Tavistock Drive. We ourselves have not identified any significant problems ourselves, but do recognise that with in considerate parking visibility would be reduced. he proposals would improve the visibility for cycles entering and exiting Tavistock Drive.

A separate issue the Larry has identified, though is of cars parking in the bus lane opposite to pop into the shops, which produces some problems for cyclists. If this could be enforced then that might improve the situation. The same matter of enforcement will also apply to the Tavistock Drive proposal, of course.

Thank you.

Richard Cooper
72, Sandford Road,
Mapperley
Nottingham NG3 6AH
Tel 0115 9623236

Proposed Double Yellow Lines at Eskdale Drive/ Aspley Lane, Aspley (TMP6931) – message of 2 Oct from Jennifer Williams, City Council:

Passed on for comment on 28 Oct to Andrew Martin, Alison Russell and Susan Young (deadline for comments: 17 Nov)

new Big Track signs near Trent Bridge etc. – my message of 24 Oct to Keith Morgan, City Council:

"Keith

Very good to see the new Big Track signs in the Trent Bridge area have now appeared.

I notice however that one pair of signs have been erected towards the bottom of the Riverside Bar car park rather than right down by the riverside path which might perhaps be that much better a place. As they are now sited it rather implies that the eastbound route is via the path up to Trent Bridge at the front of the Riverside Bar rather than down by the river at the path junction. Was there some particular reason for this? If not, would be it possible to move them a bit please?

By the way, I notice that one of the older canal path signs, by the top of the steps and ramp on the west side of the canal, near the junction of Great Northern Close and London Road, still shows only the pedestrian logo and not also the cycle logo. Are there are plans to change this please, for the sake of consistency and clearer guidance on who are legitimate path users?

I also notice that some of the brick setts on part of the canal path opposite London Road (e.g. nearly opposite Hooters) are still a bit loose and pretty uneven. Do you know if BW have plans to remedy this before the surface gets more unsettled by winter rain and ice etc.?

best wishes, Hugh"

....response from Keith Morgan (26 Oct)

"Hugh,

With regards to the sign on the Big Track near Trent Bridge – thanks for pointing it out. I had a look this morning – it has been put in the wrong place. I have asked that it is moved. It will be placed near the Trent Valley Way sign on the lower path.

Regards, Keith"

need for cycle direction signs - riverside path between Trent Lane and (across) Colwick Park: my message of 13 Nov to John Lee, City Council:

"John

Riding again recently on the stretch of riverside path between Trent Lane and Colwick Park including the new shared path built 2-3 years ago as part of John Rhodes' Riverside Crescent flats development I noticed that there is still no direction signing at both ends of this path or indeed on the approaches to it, e.g. from further north on Trent Lane and from the west end of Colwick Park.

I think I recall discussing the need for such signing with you some time ago and wonder what plans there now are to provide it please. I appreciate that it might be thought best to wait until a further stretch of the riverside path can be built between Trent Lane and the Meadow Lane lock canal bridge but given that this has now become very remote in the

current financial climate it would be very useful now to have clear direction signing of the paths that do already exist, and including the various connecting routes across Colwick Park.
best wishes, Hugh

PS. Very glad to see the new local cycle route direction signs now erected on the Big Track route between Iremonger Road and the Victoria Embankment. We hope that these will soon be followed by other such detailed signs on The Big Track route, to help publicise its great value as a route for daily commuting etc. local trips as well as for (longer) leisure trips.

Some thoughts from me for the next Broxtowe transport sub-group: message of 19 Oct from Peter Briggs to Cllr. Stan Heptinstall, Chair of the Group.:

"Broxtowe transport sub-group.

Can I offer these thoughts prior to the next meeting?

1) Additional cycle parking in Beeston - Pleased to see in confirmation of an email to Hugh McClintock (Pedals) that all the additional cycle parking you proposed has now been agreed.

2) The big Track - The owners of a newly occupied bungalow fronting onto the Big Track have erected two notices on poles to say no cycling, with a note below saying it is not a bridal path. The signs are within the Nottinghamshire County Boundary. This information is contrary to what the Big Track leaflet says. Can you please confirm the situation.

3) Am still awaiting the dates of the meeting you are going to convene to look again at the details of the tram route. Cyclists remain particularly concerned about the situation on

a. Chilwell High Road where there seems no alternative for cyclists away from the tram lines

b. Middle Street Beeston where cycling lanes are currently incomplete, yet this road provides the only alternative to the High Road during the hours that cyclists cannot cycle down the High Road.

Many thanks

Peter Briggs 19th October
peter.chris.briggs@gmail.com

Barriers on riverside path by shop and café near Beeston Lock; message of 13 Nov from Wendy Bell

"Dear Hugh and Pedals

I've been out cycling with a friend with a recumbent tricycle - he has back problems so can't cope with an upright bike.

We've encountered problems trying to cycle from Beeston Rylands to Attenborough (see attached photo) as he can't get past the 2 gates at Beeston Marina.

I can walk my bike through this no cycling zone, but he can't manoeuvre his (long) bike round these gates

Don't know if you can offer any suggestions to surmount this difficulty?

Many thanks. Wendy Bell"

.....comments from (Broxtowe Cllr) Steve Barber, 13 Nov:

"When we had a similar problem with a disabled scooter the owner said that he'd gladly unlock the gated if requested. Ask in the shop."

.....comments from Brian Goss, 13 Nov:

"Hi Wendy,

well, you can avoid the 1st gate by going round the back of the marina, & cutting through the car park, which takes you directly to the 2nd gate, avoiding a walk, but you'd still have to get through the gate.

The only other option is a bit of a long way round, to go to Queens Rd, then turn left into Charlton Grove, cross the golf course (technically I think a footpath but from memory you'd prob get the recumbent past the bollards), then onto Long Lane, sadly you probably couldn't get the recumbent through the gates to cross railway & access the newly re-opened path the other side. You're safest bet is to get back to the river through Attenborough village past the sports field. But then you'd only get as far as the turn off to the NWT cafe, where you'd hit an impassable kissing gate approaching the now infamous Barton Ferry cottages with their 'PEDESTRIANS ONLY' sign

The black tubular steel gates by Beeston Marina look British Waterways to me...

I did raise the issue of the Beeston Marina bottleneck with Steve Barber in the context of the forthcoming Trent towpath widening being funded by Broxtowe & my view that perhaps an alternative route might be an idea, but I think the problem is that the Marina businesses wouldn't want a bypass route because they benefit from the passing trade. Therefore my guess is that the only solution would be to get British Waterways to review the gate design, presumably it's also

problematic for other path users,

love the hazard sign on the recumbent by the way!
Cheers, Brian”

.....comments from Peter Briggs, 13 Nov

“There is no obvious way round this one. The problem of greater access to waterway towpaths cannot be resolved until such time as authorities can find a way of keeping out motorcyclists without diminishing access to others.

.....comments from Andy Pooley, Broxtowe BC, 14 Nov:

“Hello Hugh

I will send this to Steve Fisher to see if he is aware of this or can send it to whoever is responsible for these gates. Some money is going into the area so maybe some of this could help with any alterations?

Andy

Andrew Pooley

Energy and Sustainability Manager

Estates Section

Directorate of Environment

Broxtowe Borough Council

Council Offices

Foster Avenue

Beeston

Nottingham NG9 1AB

Tel: 0115 9177777 Extension Number 3742

Fax: 0115 9173508”

...PS: A response that might be helpful. If a gate change possibly BW responsibility.
Andy”

....further comments from Wendy Bell (14 Nov):

“Thanks Hugh for passing my message on

and thanks Brian for your suggestions. we've tried the railway crossings on Long Lane which are OK as long as there is someone to open the gates for the recumbent - however there is a step up to the crossing on the Long Lane side which is difficult and certainly would be hard for a wheel chair user.....

Regards, Wendy

.....from Keith Morgan (City Council, but lives in Beeston), 14 Nov:

“Hugh,

I can't remember too well as I have not been down there for a while, but I seem to recall you can bypass the Café and shops area and go through the car park at the rear. I am planning on heading along the Canal this week, so I will have a look when I am down there.

Regards, Keith

New local cycle route direction signs: Gresham Park (West Bridgford)

A series of local cycle route direction signs have now been erected by the County Council on the various shared paths in the Gresham Park area of West Bridgford, between Wilford Lane and the riverside path between WB and Wilford.

Proposed Sainsbury's store on Wilford Lane, West Bridgford

This proposal, on the old Chateau pub site, just inside West Bridgford from Wilford and close to the proposed tram line to Clifton, raises many serious traffic issues. I should be able to report more fully on these at our meeting.

It also has some bearing on our proposals for a continual shared path alongside this part of the NET extension, on the former railway to the east of Wilford, and past Gresham Park and Compton Acres in West Bridgford, filling in the 'missing link' (between Wilford Lane and Ruddington Lane) in the cycle route between the City Centre (via Wilford Toll Bridge and Ruddington Lane) to Ruddington village.

I have sent in some detailed comments (see below), following a discussion with their transport consultant, David Lewis of Motion UK, at the recent Public Exhibition of the Proposals at the Rushcliffe Arena.

The site is relatively well-served by cycle routes in the vicinity, both in the Gresham Park and Compton Acres areas of West Bridgford and in the Wilford and Clifton areas of Nottingham and the area is also fairly flat. This makes me think that it good be suitable for a bike trailer scheme, as tried at various other superstores elsewhere in the country, e.g. by Waitrose.

So far they have paid only lip service to cycling, proposing a group of cycle hoops near the store entrance off Wilford Lane but not thinking properly about good links to the local cycle network.

....Detailed comments to Sainsburys and Motion UK (their transport consultants)

Pedals (Nottingham Cycling Campaign) comments on Sainsbury's West Bridgford store plans, November 2011 – comments submitted to David Lewis of Motion UK, who are responsible for advising Sainsburys' on the transport aspects of the proposals.

Introduction

At a time of steadily increasing fuel prices and, in view of the probability of further substantial increases in fuel prices in the next few years, particularly in the context of 'peak oil' and rapidly growing demand for fuel from countries like China and India etc., we have great doubts about how far the common pattern in the UK etc. of car-based shopping, the norm for most people for several decades, is likely to continue, at least for longer trips, whatever the general economic outlook.

In view of this uncertainty we think that retail policy should be doing much more to encourage local shopping and the use of shops accessible by bike and on foot. In the case of any existing superstores there should be much greater emphasis on measures to reduce car travel, including much increased reliance on online shopping and home delivery, to help reduce motor vehicle movements generated by the store, and a high profile to a binding travel plans (with monitoring and enforcement) to encourage much more sustainable travel behaviour by staff, visitors and delivery trips.

Having said this, as a group primarily concerned with the promotion of cycling, we do not take a particular view on the principle of whether or not the proposed development should go ahead but rather would argue strongly that, if it does, reducing the volume of motor vehicle trips which it generates should be one of the main conditions of any planning consent, and that the strong encouragement of cycling should be a major component of this condition and the associated travel plan.

The need for this is all the more important with these particular superstore proposals, given the very widespread anxieties about its probable traffic impact on the area and Wilford Lane in particular, especially in view of the increased congestion which is anyway likely to be generated, even without this development, by the construction of the NET extension line to Clifton and its crossing at grade on Wilford Lane, very close to the site, and the consequent closure of this road to traffic movements every 6-7 minutes.

Detailed comments:

Although the proposals maps in the consultation leaflet and on the website mentioned the proposed 'Cycle hoops' cycle parking near the front of the store, we were very surprised that Cycling was not mentioned at all in the 'Access' display panel in the display at the Public Exhibition held at Rushcliffe Arena on 11-12 November 2011, despite the references to 'Integrated Transport' and to the specific modes of buses, trams and pedestrian as well as car access. This does not give us any confidence that the potential of cycling in relation to the proposals is really being taken seriously.

Similarly, we noted that the proposals map refers generally to "pedestrian / cycle links" at the front of the store but do not show how these will link to the wider shared path network in the area, which includes, on the east side, the various routes north of Wilford Lane, particular the north-south route between Compton Acres (Landmere Lane, near the Nottingham Knight PH) and Wilford via the toucan crossing at Bede Ling, just east of the site. As well as linking to Coronation Avenue and the Toll Bridge this also has direct links across the former railway (and future NET route) to and from Wilford Village; very useful short cuts for cyclists.

The current proposals also ignore the existing (east-west) shared paths on the north side of Wilford Lane, right past the site, between Bede Ling and the Rushcliffe/City boundary and the (north-south) shared path built a few years ago on the east side of the former railway between Coronation Avenue (Wilford) and Becket Way by the Becket School entrance just north of Wilford Lane. This extends not only towards the riverside path (between Wilford, south of Wilford Toll Bridge) and West Bridgford (via the Rivermead Flats and the Wilford Suspension Bridge and Trent Bridge etc. The signing of these routes has recently been improved with the installation of a series of local cycle route direction signs by Nottinghamshire County Council in November 2011.

The current proposals also ignore the potential extension to this disused railway north-south route, between Wilford Lane and Ruddington Lane, as an integral part of the NET extension route, which Pedals has been discussing with the City and County Councils and NET Project Team. The case for this was agreed in principle by the County Council at an early stage of the NET extension route planning, in March 2003. Since the NET extension was finally approved in October 2010 Pedals has been exerting new pressure for this route to be included in the NET plans.

As well as completing the 'missing link' in the cycle route between Wilford Toll Bridge and Ruddington (connecting both to the Coronation Avenue-Wilford Lane path and to the existing path alongside Ruddington Lane, from Landmere Lane, just south of the tram stop and the South Nottingham Industrial Estate, through to Ruddington village) this would connect with the many existing routes in the Compton Acres area including the east-west route across the former railway (and future NET route) between Ruddington Lane and Compton Acres via Acorn Bank, etc.

This already quite extensive network of cycle routes in the near and further vicinity of the site, in both Rushcliffe Borough (West Bridgford) and Nottingham City (Wilford) means that there is a good basis for introducing a bike trailer scheme for store customers.

This could build on the experience of schemes elsewhere, e.g. by Waitrose at several of their superstore locations including Bournemouth, Cambridge, Droitwich, London (Holloway Road N7) and Stockport (Cheadle Hulme). We understand that these generally make us of Bike Hod trailers which are particularly suited to shopping trips (see these <http://www.bikehod.com> for further information). Such a scheme would help address the tendency of at least some potential customers who would use the cars to access the store because they regard this as the only way to take away bulk purchases.

The potential for such a scheme in the catchment area of this store would be all the greater if some of the developer contributions to be provided as part of any planning consent for the store were to be used to add to this extensive network and to improve the quality of some of the existing routes.

For example, it would be useful to extend the current signed cycle route from (Chaworth Road, across) Loughborough Road, via Northwold Avenue towards Collinton Way and the Rushcliffe Arena to the north of the Arena to connect more directly with the rest of the Compton Acres area (and the Wilford Lane-Rugby Road shared path), to help provide an entirely traffic-free alternative to the busy Rugby Road to the south. This would also provide a safer and more direct and attractive route to and from the store and the residential areas close to the Loughborough Road, without requiring people to ride on the often very busy and relatively narrow Wilford Lane

Such contributions could also be used to improve the quality of existing paths, e.g. provide lighting on the riverside path between the Suspension Bridge and Coronation Avenue, Wilford, (past the Rivermead Flats etc.) and also provide flusher kerbs on the many shared path cut-through links (often at the end of culs-de-sac) in the Compton Acres area.

It is also important that any wider measures to address the traffic implications of the proposals do not create extra problems for cyclists. For example, any widening of Wilford Lane in the vicinity of the Becket Way junction to provide an extra lane for turning traffic must not erode the width of the existing shared paths on this part of Wilford Lane.

Introducing a bike hob or bike trailer scheme, as part of a wider travel plan to encourage sustainable travel to and from the store, would mean that a larger area was required at the front of the store to accommodate this and safe and convenient accesses to and from the store. Alternatively, part of the area to be provided for car parking could perhaps be used, to give more protection.

It would also be very important for a bike trailer scheme, and other cycling provision and promotion, to be widely and whole-heartedly publicised as an integral part of any store publicity and promotion. This publicity could emphasise the major health as well as environmental benefits of increased cycle use, for individuals as well as more widely.

Pedals would be very pleased to discuss any aspects of these proposals with Motion UK, Sainsbury's, the various local authorities and any other interested parties, at an appropriate time.

Hugh McClintock
for Pedals (Nottingham Cycling Campaign)

162 Musters Road
West Bridgford
Nottingham
NG2 7AA
tel. (0115) 9816206, mobile; (07880) 962135
email: Hugh.McClintock@ntlworld.com

17 November 2011

County Council proposals for 'Twenty's Plenty' (20mph) area in part of West Bridgford between the town centre and Radcliffe Road

These proposals are partly in response to the lobbying from the WB Local Traffic and Transport Group 'Bridgford 20' campaign which we have supported. However, they propose only advisory limits and not compulsory ones, as generally insisted on by the national Twenty's Plenty Campaign.

RSPCA Junction, Radcliffe on Trent. / A52T cycle path between West Bridgford and Radcliffe on Trent HS Ref. 36210 – message of 6 Nov from Kamaljit Khokhar, Asset Manager. Highways Agency, Birmingham to Michael Bedford]

Dear Mr Bedford

Thank you for your email. The junction was last surveyed as part of a study of the entire route on the 2nd July 2009 a full NMU survey of the junction was also carried out at this time (information attached for ease of reference). Although no detailed survey of the junction has been carried out during a car boot sale our Managing Agents, A-one+, have carried out a number of site visits on the days when the car boot sale is operational. During these site visits counts were carried out

to give us an idea of the numbers of pedestrians crossing the A52(T) at the Nottingham Road junction. This information has been used to inform the study.

It may be worth pointing out and in response to your question regarding the traffic light phasing. The use of the cricket ground for car boot sales has arisen after the traffic signal junction at Nottingham Rd was constructed; therefore the signals were not originally intended to cater for NMU's crossing the A52(T). At the time of the original design there was insufficient NMU demand to warrant a formal controlled crossing on the A52(T). Furthermore, there is no evidence that this junction has a poor safety record where NMU's are concerned. Notwithstanding these comments, the current proposals include introducing a controlled pedestrian crossing at the Nottingham Road Junction, subject to funding.

Regards, Kam,

Kamaljit Khokhar, Asset Manager

Highways Agency | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

Tel: +44 (0) 121 6788390 | Mobile: + 44 (0) 7795 092253

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

GTN: 6189 8390

....response of 7 Nov from Michael Bedford

"Kam

Thank you for your response. My comments regarding the sighting of the lights referred to crossing Nottingham Road by NMU's at the RSPCA junction. Users at this point cannot see the traffic lights phase when trying to cross *along* the A52, as well as across it.

I would also point out that the Cricket Club operates during the season and therefore NMU access is not restricted to just Boot Sale Sundays. It is still a poorly designed layout!

Also since my last email, I have been advised that the pathway along the left hand side A52 from the RSPCA to the Harlequin junction has never been dedicated for public use by NMU which means that it is neither legal or illegal to ride a cycle on it.

Please check if this is the case & if so who is responsible for it's maintenance ; if anyone?

I await your comments with interest.

Cheers, Michael.

Cycle parking; message of 21 Oct from Mark Wain of Falco using the contact form at <http://www.pedals.org.uk/contact>.

Dear Sirs,

As a way of encouraging the amount of cycle parking facilities in our towns and cities, Falco has recently teamed up with the Chester Cycling Campaign. They have placed a small article on their website and we have offered a special 10% discount on all cycle parking facilities to anyone who uses the site as an incentive to encourage more cycle parking in the Chester area.

The Chester Cycling Campaign has now included this on their website which can be viewed here: <http://www.chestercyclecity.org/> or <http://www.chestercyclecity.org/?p=719>

I was hoping we could offer users of the Pedals website a similar 10% discount on all cycle parking products using a similar link with yourselves?

Falco have supplied bike shelters and stands to many establishments in both the public and private sectors, including; schools, colleges, hospitals, transport, commercial and industrial sites.

Do give me a call if you think this would be of interest to your site users.

Kind regards, Mark Wain"

Residential cycle parking: ideas from Stockwell project in London (Lambeth) – item from CTC e-newsletter of 27 Oct – relevant for Nottingham?

"If you live in a small flat you might be struggling to find somewhere secure to keep your bike without tripping over it in the hallway... and if your flat is in London, you might worry that your bike will join the thousands that are stolen per year. That's why Transport for London have installed [lockable boxes](#) on some South London streets for residents to stash bikes. Who knows... perhaps it will catch on. Tell us your clever or unusual cycle parking solution and we'll share the best ones with the CTC members."

<http://www.bikebiz.com/news/read/lambeth-introduces-bike-box-storage-for-residents>

Articulated Lorries; message of 27 October from Andrew Tuppen and my response:

"Andrew

Thanks for this which I will mention at the next Pedals monthly meeting, on Monday 20 November.

I do know that the CTC at national level are engaged with this issue as are the London Cycling Campaign. For some reason it seems to be far more of a problem for cyclists in London than in the rest of the country.

best wishes, Hugh

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

From: [Andrew Tuppen](#)

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

Sent: Thursday, October 27, 2011 4:49 PM

Subject: FW: Articulated Lorries

Hi Hugh

This may be of interest regarding extended length lorries.

Andrew

From: Caroline.Pidgeon@london.gov.uk

To: andrewtuppen@hotmail.com

Subject: Re: Articulated Lorries

Date: Wed, 26 Oct 2011 10:18:43 +0000

Dear Mr Tuppen,

Thank you for contacting me via the 'Write to Them' website about the proposed Department for Transport (DfT) trial of longer articulated lorries. As Chair of the London Assembly Transport Committee and Leader of the Liberal Democrat Group I am also responding on behalf of my Liberal Democrat colleagues Mike Tuffrey AM and Dee Doocey AM. May I also apologise for the delay in responding to your email; I wanted to take time to consult with colleagues and gather more detailed information on these proposals and their implications.

As you will be aware, DfT recently held a consultation on the possibility of increasing the length of articulated lorries, in which the Government indicated that it would prefer to relax the existing Regulations to allow lorry semi-trailers of up to 15.65m to operate (with total lorry length reaching 18.55m).

The response to the consultation has now been published (<http://www.dft.gov.uk/news/statements/penning-20111011>) and the DfT has decided to proceed with a trial of longer semi-trailers. The number of vehicles in the trial will be limited to 900 trailers of an increased length of up to 2.05m; and 900 trailers of an increased length of up to 1m, a total of 1,800 trailers, which is just under 2% of trailers on British roads. The trial will run for 10 years and there is no guarantee that the use of the longer semi-trailers will continue after this time. DfT are keen that the trial is closely monitored and will appoint an independent body to monitor and review trial progress.

The Government strongly argues that there are worthwhile benefits to increasing articulated lorry length. For example, the move would allow for the transportation of more goods in one vehicle, reducing the numbers of lorries on the roads, with resulting environmental and air quality benefits. It is important to note that there will be no simultaneous increase in the permitted weight for lorries, only their volume would increase. This means that there should not be road surface problems as a result of heavier lorries travelling on them.

However, it is clear that any benefits need to be weighed up against the exact characteristics of the vehicles that would be permitted and the risks that they may pose. You are right to point out the road safety implications of allowing longer lorries on London's roads. I am also very conscious of the dangers posed by large lorries driving around London, and making London's roads safer for cyclists is something that I and my colleagues on the London Assembly Transport Committee take very seriously. Although the number of serious injuries and fatalities has fallen dramatically in the last few years, London still faces a serious problem with accidents involving collisions between lorries and cyclists.

I have given my full support to the campaign by the London Cycling Campaign (LCC) for better training for lorry drivers, and have also encouraged the Mayor to give his support; in the past year over 700 lorry drivers have taken part in a course raising awareness of vulnerable road users, including cyclists. I am also pressing for the rapid roll-out across London of trixi mirrors to help reduce the blind spots that face many lorry drivers when they turn left at junctions and I have also been working with colleagues in Parliament on the 'See Me, Save Me' campaign: <http://www.epolitix.com/latestnews/article-detail/newsarticle/road-safety-bill/>

Please be aware that while the Government is proposing a trial on longer lorries (to increase trailer length to a maximum 15.65m and overall length to 18.55m), it has also made it clear that it has ruled out the introduction of so-called 'supertrucks' (with overall length of 25.25m) for the foreseeable future, as it believes there are several drawbacks that make the introduction of such substantially longer and heavier vehicles impractical in the UK.

If you have further concerns or other questions I would urge you to write to your MP or to the Secretary of State for Transport, Justine Greening MP, at the DfT on this matter, as London Assembly Members will not be able to influence these proposals. I would like to thank you, however, for raising this important issue with me.

With best wishes,

Caroline
Caroline Pidgeon AM
Leader of the Liberal Democrat Group
Chair of the Transport Committee
London Assembly
Tel: 020 7983 4362

9. Autumn newsletter

Feedback welcome please

We did this time manage to reduce the printing costs quite a bit (to £387), by using a different format for the artwork.

The next issue is due to go to press in about April / May 2012.

10. Miscellaneous items

Freewheel now offering Brompton bike hire

Andrew Martin tells me that Freewheel in Hockley are now offering hire of Brompton bikes.

Finding a copy of the old cycling proficiency test: appeal for help from Carole Mallia (Raleigh memories research project, University of Nottingham):

Dear Hugh, Steve and Julian

We are having some difficulties finding a copy of the old cycling proficiency test fondly remembered from our childhoods. As part of the Raleigh celebrations, Hanby & Barrett want to run the test with some local schoolchildren.

Would any of you know where we could find it, plus the film that goes with it? Roger at Cyclemagic thought he could locate it but no luck so far, and we've tried ROSPA but no luck so far there either.

Any ideas?

Best wishes, Carole

City Charge Card hire and storage scheme: comments from Roland Backhouse (2 Nov):

"Hi Hugh,

I've just seen the pedals magazine. I was pleased to see that the city is going to introduce hire bikes but it looks like the bikes do not have permanent lighting. I can't imagine that is the case and anyone hiring a bike will have to carry around their own clip-on lights!

I've noticed in other cities (e.g. Gothenburg where we were recently) that not only do the hire bikes have lights fixed permanently to them, they are also permanently on when the bike is being ridden. That is something I would also recommend.

If the bikes were fitted with a pannier rack as standard, it is possible to fit a combined reflector and light to the rack. That is more or less standard in the Netherlands now since the law requiring all bikes to have a 30cm white strip on the rear mudguard and a permanently fitted rear light in the middle of the strip was relaxed some years ago. I mention this because it seems that the existence of such lights is not widely known in the UK - for example, I was unable to buy one in Evans.

(By the way, if a pannier rack is fitted, the rack could be fitted with "fast binders" which would add to the convenience of their usage. Most hire bikes don't seem to have a pannier rack though - I've no idea why not.)
Cheers,"

...comments from Andy Gibbons, City Council (3 Nov)

"Remember our scheme is not aimed at casual one-off users - we've nowhere near the resources for that.

Our scheme will be aimed solely at regular commuters interchanging at transport hubs. They have to pre-register and

book a bike. At registration they will need to give a returnable deposit. They will then be hired strap-on lights and possibly helmets (to be decided). They will sign off a conditions of scheme use, which will pass responsibility for bike use over to the user.

The City Council will be responsible for the maintenance and checking of the cycles to a specified regime.

Our advice from various other schemes, maintenance engineers and insurance is to avoid built-in dynamo lighting due to the difficulties/cost of continuous maintenance and the fact that this then pushes responsibility over to the City Council - increasing costs etc.

Pedals members have to understand that we have very limited capital resources for this scheme and we're trying to manage all the on-going operation and staff costs from within existing budgets.
Andy"

....response from Roland B (3 Nov)

Dear Andy,
I think this is appalling. Would you hire a car if you are expected to provide your own strap-on lights?! Regular commuters cycle regularly in the dark.

If this scheme goes ahead it will only serve to promote the widely held view that cyclists are law-breakers. The council should be promoting good practice not encouraging law-breaking.

Although my main point is that permanent lighting should be fitted as a matter of course, I would add that hub dynamos are very reliable nowadays and offer very little resistance. And you can also get battery-operated lights with light sensors that turn on automatically in the dark. (They do have the disadvantage that they can turn off in the glare of car lights!) Rear led lights last for years without changing the battery - the combined reflectors/lights mentioned in my email combined with light-and-motion sensors avoid any risk of unnecessary draining of batteries.

You will have to maintain the bikes in any case (even if it is just pumping up the tyres). Bicycle lights should be checked regularly (just like car lights) but they can be depended on for years.

I would like to ask where the council got its advice from. Was any advice sought outside of the UK where hire bikes have been used for years?
Yours sincerely,
Roland Backhouse"

PS Bikes in Cardiff have permanent lights. (See attached.) The website is clearly visible on the photo so I would suggest you contact them for advice.

....response of 4 Nov from Andy Gibbons:

"As I said in my email below, they will be given strap-on lights as part of the hire package. Its then up to them how/if they use them and to inform us if they are not working. We have also added additional rear reflectors. We are obviously not encouraging law breaking.

There will be similar issues with helmets and high-vis clothing. Again the responsibility lies with the user here. We are minded at present not to include these in the hire package due to the number of different sizes required. As with many other schemes the user will be recommended to use these, but we can't make them and we're not responsible for this area.

I've got 35 years of cycle commuting and have used many different bike lights. I have found there are no dynamos or fixed battery lights which are relatively maintenance-free AND which we can afford within our budgets. I currently use the cellular battery strap-on ones which have been recommended by Free Wheel and found these cost effective and reliable.
Andy"

.....comments from Roland Backhouse (4 Nov):

"You haven't answered my question about whose advice the council has sought. Indeed it sounds like the only person the council has consulted is yourself. Is that the case?

Here is a website (the first that I tried) where you can find out how much permanently mounted lights cost. The (permanently mounted) lights

shown all incorporate reflectors as well so in doing your calculations you should subtract the cost of reflectors bought and fitted separately. (I sincerely hope the council is not intending to break the law by not providing reflectors either!)

<http://www.halfords.nl/shop/fietsaccessoires/fietsverlichting>

The total comes to approx. 50 euros. I would expect that the council could get the lights at a much lower cost given the quantity being ordered.

I would reiterate my point: the council's action is appalling because it promotes a disregard for very basic safety considerations. The decision not to provide permanent lighting should be rescinded immediately. Kindly let me know whether or not you will be taking any action in this respect.
Roland"

SORTING OUT BAD TAXI DRIVING: Complaint re H/C T513 JJf - message of 1 Nov from Julian Bentley:

"From: dr_jools@hotmail.com
To: ruralridesforall@ridewise.org.uk; ridewise@hotmail.com; chris.y.addis@hotmail.co.uk
Subject: FW: Complaint re H/C T513 JJf [Scanned]
Date: Tue, 1 Nov 2011 12:24:31 +0000

Hi

FYI, below is the response to the complaint I made about the Taxi driver in the Meadows last week...
The *Nottingham City Taxi Licensing* Dept website can be found easily by Googling.
Julian

From: Rob.Evans@nottinghamcity.gov.uk
To: dr_jools@hotmail.com
Date: Tue, 1 Nov 2011 11:46:27 +0000
Subject: Complaint re H/C T513 JJf [Scanned]

Hi Julian,

Thank you for your email. I will send the proprietor of the above hackney carriage a warning letter in relation to his inconsiderate driving, details of which will be recorded on his driver's file for future reference.

Regards, Rob Evans
Compliance Officer
Community Protection
Licensing
Derwent Building
Eastcroft Depot
London Road
Nottingham, NG2 3AH
Tel: 0115 9152015
Fax: 0115 9152048

Nottingham City Transport note of 10 November to bus drivers re ASLs for cyclists; message from Nicola Tidy NCT:

Thanks for this Hugh we have identified the driver & will see him.

We have also reminded all drivers – see enclosed

Regards

Nicola

nicola.tidy@nctx.co.uk

0115 9766718

07976 437015

10 November 2011
CO-091

ADVANCED STOP LINES

The purpose of this staff notice is to remind all driving staff of the legal requirement regarding Advanced Stop Lines at Signal controlled road junctions.

On arrival at the Advanced Stop Line all Traffic with the exception of Pedal Cyclists MUST stop at the FIRST WHITE LINE reached if the lights are amber or red, and should avoid blocking the way or encroaching on the marked area.

Allow pedal cyclists time and space to move off when the green signal shows.

It has been brought to our attention that some of our drivers are ignoring the advanced stop lines and are blocking or encroaching into this area

Your co operation EXPECTED regarding this matter is appreciated

John Harrison
Assistant garage Manager
Parliament street garage

Cyclists needed for Saturday work in December: message of 7 November from Chris Beattie, WEGO (formerly Pedals Express):

"Hello,

Can you help? We are trying to find 2/3 cyclists to cover some adbike work over the first four Saturdays in December in Nottingham City Centre. We have a customer that requires our large adbike trike, ad rickshaw (electric assist) and two electric assist Velotaxis, to cover two set routes. Do you know of any keen cyclists that may be willing to join our team for some or all of the days?

Images of the bikes can be found at:

www.wegomedia.co.uk
www.veloformuk.co.uk

Please pass my contact email onto anyone interested .

Many thanks, Chris

**WEGO Express London Link
Let the Train take the Strain**

**10 November 2011
CO-091**

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WEGO Carbon Neutral Couriers

t: 0115 8447744

f: 0845 5575931

chris@wegocouriers.co.uk

www.wegocouriers.co.uk

Access Storage, 38-58 Queens Road Nottingham NG2 3AS

Message of 17 Nov from Julian Bentley: Court Case of Nottingham Road Rage Driver -22 Dec

"Hi All

Myself and Liz will be appearing at Nottingham Magistrates court on Thursday 22nd Dec at 1:30pm. We are witnesses in a Trial against a Road Rage driver who threatened and verbally abused us and attempted to ram me with his car whilst we were riding our bikes on Manvers Street (near the bus depot) in April this year. This individual is charged with Common Assault and Threatening Behaviour.

Both of our families live many miles from Nottingham and cannot be in court to support us. If any of you are interested in justice for Cyclists and/or would like to support us on our day in Court we would be very grateful. There are a limited number of places in the courtroom (so tell us if you want to sit in the courtroom during the case), but anyone can wait in the court building.

Feel free to forward this to anyone you think may be interested.

Julian

Message of 21 Oct from Richard Cooper to Vernon Coaker MP: Support for private members Road Safety Bill requiring the fitting of equipment to HGVs to eliminate driver blind spots.

"Dear Vernon, I would like you to support a Private Members' Bill (under the Ten Minute Rule, SO No 23) Sponsored by Sir Alan Beith which proposes amongst other things to make provision requiring the fitting of equipment to HGVs to eliminate driver blind spots.

<http://services.parliament.uk/bills/2010-11/roadsafety.html>

It will also make provisions relating to the safety of cyclists, pedestrians and other road users; I am a cyclist (we're all pedestrians!) and would very much like to see this happen.

I understand that it means the fitting of sensors that currently are in use on cars to prevent the scratching of bumpers!

Some background is available here - <http://www.eilidhcairns.com/seemesaveme/>

Thank you,

Richard Cooper
72, Sandford Road,
Mapperley

Nottingham NG3 6AH
Tel 0115 9623236

Road Safety Week – message of 8 Nov from David Coates to Andrew Martin and Peter Osborne:

Dear Andrew and Peter,

As I'm sure you already know Road Safety Week is a fortnight away, and we're putting together a project we thought you and your members would be interested in contributing to, if you have time. Confused.com is compiling a map of the most dangerous places in the UK for cyclists, and rather than reproduce official figures we thought it made more sense to talk to the folk on the ground. As you have extensive knowledge about the cycling routes through the city your participation would be greatly appreciated.

The map will be live on Monday 14th November, and will be open to add details or photos of the places across Nottingham and the East Midlands you've found to be the most difficult or dangerous to navigate. We hope this will be a valuable resource to travelling cyclists and beginners across the UK, and maybe reduce the number of cyclists in road accidents.

This is a project we've been excited about for a while, and we hope you can get involved too. If you have any questions or would like further information, please get in touch.

Hope to hear from you soon,
David Coates
Blogger Community Developer
UK Head Office
51 Timberbush
Edinburgh
EH6 6QH

map<<http://maps.google.co.uk/maps?q=bigmouthmedia&cd=3&ei=7M4QTLyEFsndOKC8gYAD&sig2=eAZb6kKrEWcjvNRAlBpcbQ&ie=UTF8&hl=en&view=map&cid=3892280404301071755&iwloc=A&ved=0CEUQpQY&sa=X>>
Main Line: 0845 130 0022 (Local Rate Number)
www.bigmouthmedia.com<<http://www.bigmouthmedia.com>>

Cyclescape – the new name for the Cyclestreets toolkit for cycle campaigners, to be developed following their successful Geovation bid: message of 23 Oct from Simon Geller, Secretary, Cyclenation:

"If you missed the presentation at the (15 Oct CTC-Cyclenation) conference, you can read more about Cyclescape here:-
<http://www.cyclestreets.net/blog/2011/02/04/helping-campaigners-campaign/>
Simon"

12. Any other business