

**HMCC BACKGROUND NOTES TO SUPPLEMENT THE AGENDA FOR THE PEDALS MEETING AGENDA ON MONDAY 15 AUGUST 2011, giving more detailed information on issues with which I have been involved on behalf of Pedals since our last monthly meeting.**

**AGENDA FOR PEDALS MONTHLY MEETING:**

**7.30 p.m. on Monday 15 August 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. Minutes of the previous Pedals Meeting (18 July 2011) and matters arising / update
3. Report on recent meetings by people who have attended on behalf of Pedals.
4. Finance and Membership (Chris Gardner and Pete Elderton to report)
5. Forthcoming events / meetings
  - Pedals meetings
  - Other meetings / events
6. Cycle theft
7. Cycle facility and traffic management matters
8. Miscellaneous items
9. Any other business

**BACKGROUND NOTES**

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

**Apologies for absence** from Andrew Martin, Susan Young and Arthur Williams.

**A warm welcome to** Chris Morris from the Transition Southwell Group who rang me on 10 Aug to say that the group was very interested in promoting cycling and wanted to learn from Pedals and how they might develop their cycle campaigning. His email address is [chris\\_morris249@hotmail.com](mailto:chris_morris249@hotmail.com) and his phone number is (01636) 6812742.

**2. Minutes of the previous Pedals Meeting (18 July) and matters arising / update**

**Minutes of the Pedals Meeting** held at 7.30pm in the Globe Public House, London Road, Nottingham on **Monday, 18<sup>th</sup> July, 2011.**

**Present:** Hugh McClintock, Susan Young, Andrew Househam, David Miller, Terry Scott, John Bannister, Arthur Williams, Andrew Martin, Roy Wilson, David Easley, Julian Bentley, Helen McCullen, Peter Briggs.

**Apologies** were received from: Peter Elderton, Peter Osborne.

**Rural Rides for All:** Helen McCullen attended the meeting to update on progress. 7 out of a target of 12 new volunteer ride leaders have been trained; still need new ride leaders.

Much of the discussion was around how to publicise the rides more. Facebook page is up and running, including good photos of rides. 5/6 articles in Nottm Post + other publicity, but these don't seem to have resulted in many new riders.

A few leaders have successfully promoted their own rides. Planning two particular rides of different types in August to be given more publicity. This should give an indication of what brings in new riders.

Word of mouth appears to be important; some bike shops thought programme had closed because there were no booklets. Pedals volunteers can take responsibility for particular bike shops to keep them stocked with leaflets.

Helen is using links with Sustrans and Erewash Valley Bike Club; Andrew suggested also Framework Bike Club. Cycling for health riders are interested in shorter community rides, Murat Basaran is continuing to organize these, working under Ridewise banner for next 3 months.

There is a lack of rides offered for the period July to September. It needs more than just web site to advertise rides successfully. Suggestion that email list of new rides once a month would be useful.

Data on rides coming back from ride leaders has been patchy; quite a large proportion of ride leaders are not on email, so follow up is time-consuming.

Some Pedals members offered to follow up with those ride leaders that they know by phone.

Actions for further discussion at next management group meeting: investigate more use of written publicity; using links with other groups to widen publicity for individual rides.

**Matters Arising** from the minutes of June, 2011.

- a) **GNBR\_feedback**: A meeting will take place later in the summer to include planning for next year.
- b) City council have been awarded **Local Sustainable Transport Fund funding** – including ongoing Ucycle in FE Colleges, etc.
- c) **Pedals website now has facility for comments** on new City Charge Card cycle hire / loan project; also for Erewash trail.
- d) **Trowell Road cycle lane** – to be raised at next CDG. Hugh to get Sustrans contact to help follow up.

**Feedback from recent Meetings** attended by Pedals representatives.

**GNTF Cycle Forum** – additional comments welcome; Jane Urquhart is looking into possible trial of bikes on trams for line 2. This is common elsewhere in Europe. Peter B followed up a no. of issues with Darren Southern of EM Trains; Peter will follow up again. What came out of their cycle survey?

**Kentag proposed tram route walk** – Andrew M reported: width under M1 is OK, except maybe for horses; still issue of converting greenway to tram and cycle route; backing from Steve Barber is useful for cycle interests.

Peter Briggs reported back from **Broxtowe Transport Group** – Highways Agency are going ahead with A52 scheme despite needs of vulnerable users. Also lots of issues on tram route that will need arguing at meetings when contracts are settled (probably in September). Hugh offered to come to any relevant meeting. County council ignored professional highway planners in issues such as ASLs.

Susan is keeping in touch with group in Lenton – which has discussed again **issue of cyclists on pavements**.

**Membership Update**: We have not had many new members recently; Peter Elderton reported (via Hugh) 6 new members since the AGM; not many compared with previous years.

Agreed to be more pro-active in getting new members to sign up at stalls. Andrew M suggested this as a discussion for a future meeting when no speaker is here. Peter E is following up the poor rate of renewal of existing members.

**Finance Issues: update** Andrew M is following up a Direct Debit from Lloyds account to AA set up in error. Balance in accounts are healthy; suggestion to do a stall at Victoria Markets in run up to Xmas; Action to discuss at September meeting; Murat also interested in using Vic Mkt. To publicise community bike rides. Andrew M to make initial contact with Vic Mkt manager.

**Future Pedals Meetings**: David Easley to approach speaker about Cycle Streets mapping for October meeting.

**Stalls** 3 issues: who to co-ordinate stalls now that Dave Clark has stepped down; also where to store; alteration to marquee, Dave M to find out supplier of eyes, ropes, etc. on Lenton Boulevard. Agreed to keep a list of stock and a system for replenishing leaflets.

**Autumn Newsletter** – would be good to announce AGM; also include appeal for particular help, e.g. storage of stall materials, if not sorted by then.

## **Cycle facility and other traffic management matters**

a) **Bar Lane:** Double yellows to be installed in Aug, unless there are objections. Andrew Martin agreed to send in comments to City Council in Hugh's absence on holiday.

b) **Winter maintenance of cycle routes:** appeal to send further suggestions to John Lee

c) **Wollaton Vale, etc. 80 cm wide cycle lanes;** David Easley asked for comments.

Agreed on balance that these should not be supported; there are also other related issues such as cycle lanes blocked by parked cars; alternative argument is that it is important to put in cycle provision even where the road is too narrow for a full width lane.

Good discussion to be taken up at a future meeting.

**b) Erewash Valley Trail;** Unclear who is responsible for design, e.g. Guidance on width of A-frames (in Derbyshire part of EVT); Peter B to follow up with Steve Fisher of Broxtowe BC and Broxtowe Transport Group?

**Pedals Website:** David E suggested putting large docs on Google Docs with a link from our site; Agreed for David E to discuss options with Larry for dealing with the urgent capacity issue.

Appeal for people to contribute **more FAQs**; as many members as possible to look at website and give feedback as to what is important or what needs improving.

Hugh to check links **to Rural Rides from Pedals website** and follow up.

## **Misc items and AOB**

Andrew M raised issue of improving life experience for John Wilson in nursing home in Ruddington; encouraged co-ordination of visits which Hugh McClintock and Dave Miller (and also Lawrence Geary) now regularly make.

**Cyclenation Forum emails:** Hugh is willing to pass on more information to those who want it;

**CycleStreets have been awarded money from Geovation for a campaigners' toolkit** – encourage response to campaigners' toolkit by 24<sup>th</sup> July. David Easley agreed to submit a Pedals response in Hugh's absence on holiday.

The meeting closed at 10.00 pm.

## **Update on matters arising from the minutes of the 18 July meeting**

### **RRFA progress discussion with Helen McCullen and her subsequent comments (19 July)**

Thanks for welcoming me at your meeting last night. I think that many positive points came out of our discussions. However, I feel I must express some disappointment...While members were quick to express opinions, offers of help and support (all gratefully received) – when it came to signing up for the specific task requested – i.e taking leaflets/posters to bike shops we have woefully few covered. As last time, I will probably end up doing more myself, in my own time, than all the pedals members combined.

Let's hope other avenues prove more fruitful.

Regards, Helen

### **Dealing with Pedals website capacity problem: message of 1 Aug from David Easley after he had discussed the issue with Larry Neylon:**

"Having corresponded with Larry I no longer think a wholesale switch to Google Docs is the way forward. Besides, Larry indicates it would be "fairly cheap" to upgrade our package so we can carry on as we are (although I haven't seen any figures).

There may be situations where using Google Docs is worthwhile (particularly where collaborative editing is needed, e.g. for maintaining the list of volunteers for distributing Rural Rides leaflets). After dipping our toes in the water we may get a feel for what Google Docs is good for.

Regards, David"

**....and suggestion of 2 Aug from Larry about a better package for us to go for on the expiry of our current subscription:**

"We've received the invoice (below) for next years hosting arrangements and given our problems with capacity I thought it would be ideal to have another look at our setup.

We currently pay **£42** per year for our hosting, but the package we have is no longer sufficient for our demands, so we need to either upgrade to a more expensive hosting package with our current provider, or move elsewhere.

My recommendation is that we go with a 3 year package from HostPapa (<http://www.hostpapa.co.uk>). There is a 3 year deal is currently on offer, so would cost **£84.24** for 3 years (normally it's about £130). The package comes with unlimited bandwidth a disk space, so all our current problems with hosting would be sorted.

I've used HostPapa before and the support offered is very good, and all their hosting is powered by 100% renewal energy and they sell themselves as the greenest hosting provider.

If this sounds ok then I'm happy to pay for this on my credit card, but would need approval and an indication of how/when I could have the money back.

Let me know what you think, but I've no idea how long the offer is on for, so we could do with acting quite quickly on this.

Regards, Larry.

*PS. Comments on this proposal from Committee members were all favourable so we have asked Larry to go ahead with this change.*

**CycleStreets: Helping campaigners campaign bid (GeoVation) – comments sent on 25 July by David Easley to Martin Lucas-Smith, CycleStreets:**

"Martin,  
See comments below. (Sorry this is a day late, hope it's still of some use.)  
Overall, it sounds very exciting. Can't wait to see the results!  
Regards, David

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"Reporting a problem: a section open to anyone" ... "Anyone (campaigners, members of the public, etc.) can submit problems" -  
Consider whether members of the public should have to register. If no registration is required there might be a danger of the system being used by spammers.  
The system should prevent bogus issues being raised, e.g. issues created for the purpose of distributing spam.

Perhaps new issues raised by members of the public should initially be in some non-public state, awaiting triage, before they become generally visible on the site. Perhaps any campaigners covering the locality could *confirm/accept* the issue, at which point the issue becomes publicly visible and the individual who raised it is notified.

"Grouping issues together" - possibly via a 'mark as duplicate' option. (Any users 'watching' the issue marked as duplicate would now implicitly watch the designated master issue as well.)

"If wished, enable the group's public e-mail address to be automatically linked with the system so that incoming e-mails can be turned into problems on the map in the same way" - Not following this. In the same way as what?

Not convinced the auto-subscription feature summarised at the top of page 6 is ideal. As a user I would be concerned that, if I didn't get round to un-ticking an auto-subscribed issue for a while, a significant number of emails related to the issue might accumulate in my InBox in the mean time. Maybe the user should have to accept an auto-generated invite instead? (On the other hand I may be overestimating the volume of email that results from the system.)

"Integration with an Ensembling document" - similarly, it might be useful to provide an integration with Google Docs (which has collaborative editing features).

Re: "users can ignore the web-based forum-style thread view, and interact with threads via email instead" -  
In terms of reducing the workload it might be worth considering phased development. I'm guessing most users would go for web access (only using email for notifications). If so, the 'email list' feature could be left until some later phase.

"Passwords will be stored *encrypted*" do you mean *hashed*? I would be concerned to use any system that stored my password in a reversible form.

**Highways Agency A52 (Bramcote Island – QMC Island) Non-Motorised User Study at last available for consultation**

At last on 4 August I received a copy of this from Sally Richardson of the HA. As well as keeping a copy on my hard drive

I have now posted it to Larry Neylon to put on the Pedals website so that others can see it and make comments. This is now available at [http://www.pedals.org.uk/A52\\_bramcote\\_to\\_dunkirk\\_study](http://www.pedals.org.uk/A52_bramcote_to_dunkirk_study)

There is also strong interest in this from several other people including Joanna Ward from the Ucycle Project Team and Gary Smerdon-White on behalf of the Greater Nottm Transport Partnership and Ridewise and it would be a good idea to coordinate our responses with them and also, if possible Chris Carter and Keith Morgan from the City Council. To help this Joanna Ward and I have arranged a meeting of interested parties, to take place on 8 September at the Nottingham University in the Estates Department meeting room near the Ucycle Office.

**A52 QMC to Bramcote Island improvement scheme. Message of 7 Aug from Paul Hill:**

"Good evening Hugh,

I am writing in regard to the above. Although I was aware that the scheme had been on the cards for some time, was there any mention in any literature about the contractors blocking off the crossing north of Priory Island and also the closure of the Derby Road cycle crossing outside the University of Nottingham north entrance.

The reason I write is because I passed that way this afternoon to and from Beeston and as far as I was aware from reading the Evening Post these crossings would be in use during the works. I was actually surprised to see these two crossings blocked without any diversion signs in place - once again, the cyclists come way down the line when closures are in place. Could someone tell me, if possible, when these crossings will reopen, if at all, during the upgrade, and were these closures of the crossings ever mentioned.

It's lucky for me that I know the area well and know alternative routes, but for someone who is less familiar with the area, it could be very confusing for them specially if they don't know where other cycle crossings are located. Eg, heading from the university to Basford I joined the carriageway to head north and rejoined the Middleton Boulevard cycle path

I look forward to hearing from you soon.

Regards, Paul Hill  
108a Basford Road  
Basford  
Nottingham  
NG6 0JL

**Hollington Road, Beechdale, Bus Stop hold up – message of 7 Aug from Paul Hillier:**

"Evening Hugh

I am writing in regard to the above road which was recently upgraded with a cycle lane on the left hand side going towards Wigman Road.

The other day I was cycling along the lane towards the traffic island and was suddenly greeted by a section of road which had recently been narrowed at the bus stop allowing buses to stand out into the middle of the road holding up vehicles behind. That day, a City Transport bus overtook me with due care and attention and pulled up to pick up/drop off passengers at the stop ahead, a following car had to wait behind the bus as there is now no room for anyone let alone cyclists to overtake a huge PSV unless we go on the pavement, or the driver goes onto the central reservation (which is illegal). I also had to wait behind the bus along with the car driver, and I am wondering whose bright idea it was to widen the pavement and do away with the to allow buses to pull up to a stop whilst holding everyone else up who is following behind. Just hope no emergency vehicles are ever held up due to buses blocking the road.

I would really like to know who thought that widening the pavement and causing obstructions by buses would be very beneficial to the city of Nottingham. It does not benefit the cyclist or motorist, I take it that the person who thought this one up does not know the area, does not drive and does not cycle otherwise they would have come up with a much better solution, which would have been to keep the bus layby.

Comments on this please.

Regards, Paul Hill

**Cycling issues: Brook St/Bath St & surrounding area: comments of 5 Aug from Arthur Williams to Neil Harby, City Council:**

"Hi Neil,

Thanks for your reply and apologies that it has taken a while to acknowledge. I meant to get back to say that the arrangements at the back of Vic. Leisure Centre seem fine.

I did notice that there now appears to be a second white line (though I wasn't sure how official it is) at the front of the cycle waiting area on Hockley - now that the second traffic light has been uncovered, there seems to be enough visibility without craning ones neck.

Finally, I travelled recently northbound on Brook Street, where there is the vehicular one-way (where we has a meeting on site during the construction phase). Although there is a drop kerb for cyclists to go up, I couldn't see one on the other side. I was expecting a drop kerb to allow cyclists to enter the ASL box on Beck Street. Is that an oversight?

Regards, Arthur

**....Response of 8 Aug from Neil Harby to Arthur Williams:**

"Hi Arthur,

Thanks for your email of 5/08/11. As discussed by telecon on 5/08/11 and to confirm:

Yes, you are quite right in that the second white line is indeed the new stop line for cyclists and was introduced to complement the recent installation of the cycle signals.

The absence of a dropped kerb facility on Beck Street to complement the footway crossover from Brook Street has been discussed with Highway Design. At present the major works are coming to an end but the lack of the dropped kerb has been noted and there are yet to be a series of remedial works taking place around the Connecting Eastside. This has now been identified to be included within this program of works.

I trust this is satisfactory and thank you again for your comments.

Neil Harby - Senior Officer

Nottingham City Council

Development

Traffic & Safety - Traffic Management

Floor 4, Loxley House

Station Street

Nottingham

NG2 3NG

**Update of 8 Aug from Arthur Williams on Eastside Issues, following message to him from Neil Harby, City Council:**

"Dear All,

I had a very friendly phone call from Neil Harby (city council) on Friday afternoon updating progress on a couple of issues that I had raised around the Eastside development.

Two positive outcomes: (i) the cycle stop line on Hockley has been moved forward so that cyclists can stop on the flatter part and (ii) they will be reviewing the kerb alignments around Beck Street over the next few months and will install a drop kerb to allow cyclists access to the ASL on Beck Street from the vehicle dead end on Brook Street. This will be useful as it gives a through route for cyclists from Sneinton Square avoiding much of the traffic.

Best Regards, Arthur

**Draft City cycle map – comments of 7 Aug from John Cutler (CTC, Northants) to Keith Morgan, City Council:**

"Keith,

Thanks for the CD of draft map. Here are some quick comments. Have been away.

It is a bad fault for a cyclists' map not to show one way streets. Leicester only has a few marked, Derby appears to have none. Someone needs to put foot down with Cycle City Guides and not just accept their style.

Gradients are an important factor of cycling in Nottingham and should be indicated in some way.

Any streets where cycling is not allowed should be marked.

I rode from Derby train station to Peak District on Thursday and it is quite hard to find your way through city because CCG map does not show one way streets, or indicate in which streets cyclists are banned, or which roads are too fast/busy for cycling on by experienced cyclists (A38 and back streets are just coloured white.)

Schools should be named so that map is more useful to children.

Clutter could be reduced by not showing all the cycle parking (only significant facilities such as at the station) and I do not think showing Pelican crossings is necessary.

John Cutler

**Nottingham Station Redevelopment 'The Hub' approach to cycle parking**

Stephen Dickens of the City Council's The Hub (Station Redevelopment) Project Team, with Keith Morgan, is trying to arrange a date for an early meeting to discuss the general approach to the provision of cycle parking in The Hub including Pedals specific request for some cycle stands in the new multi-storey car park now half-built on Queen's Road on the south side of the Station.

**Tow path under bridge 13a - Beeston canal – reply to Peter Briggs from Sean McGinley, British Waterways:**

"From: Sean McGinley [mailto:Sean.McGinley@britishwaterways.co.uk]

Sent: 25 July 2011 09:55

To: peter.chris.briggs@gmail.com

**Cc:** enquiries emidlands; David Godfrey  
**Subject:** RE: Tow path under bridge 13a - Beeston canal

Peter,

Thank you for the email and apologies for the delay in responding. Our central team in Watford have been inundated with emails during a period that coincided with several staff absences, hence emails were not forwarded on to the local team.

We will send a team out to have a look at the site in question and will take any appropriate action that is required.

Thank you for taking the time to tell us about this issue.

Regards, Seán McGinley  
Waterway Manager  
British Waterways - East Midlands  
Tel: 01636 704481

**.....and further response (10 Aug) from Sean McGinley, British Waterways and response from Peter Briggs:**

**To:** Peter  
**Cc:** Lucie Hoelmer; David Godfrey  
**Subject:** RE: Tow path under bridge 13a - Beeston canal

Peter,

Thank you for your email and I am glad the works have made the site feel safer.

I was interested to read your report on the Erewash Trail and would make the following comments;

1. BW will check the width of the A frames to make sure they are uniform.
2. BW will remove any 'No Cycling' signs if they are now out of date.
3. BW will consider signage for 'dogs under control' and 'two tings'

With regard to open barriers, DCC asked us to remove as many barriers as possible to improve access. We argued that the removal of barriers would cause issues with motorbikes but we agreed to a 6 month trial where we left 2 open to see the effect. We have had problems in the 6 months and will be presenting our findings to DCC next month.

Regards  
Seán McGinley  
Waterway Manager  
British Waterways - East Midlands  
Tel: 01636 704481

"Thanks for such a helpful response. Sadly any absence of barriers means that motorcycles appear.  
Peter Briggs (for [www.Pedals.org.uk](http://www.Pedals.org.uk))

**Gresham Park (West Bridgford) cycle route signing consultation:**

Jeff Burton of the County Council on 5 Aug sent me copies of these draft proposals for comment. The works to install the signs is due to take place in October 2011. We have been pressing for this signing for several years!

**...comments from Julian Bentley (5 Aug) and my response:**

"Yes, I very much agree and will repeat that point when I send in comments!  
Hugh

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

**From:** [Julian B](#)  
**To:** [hugh.mcclintock@ntlworld.com](mailto:hugh.mcclintock@ntlworld.com)  
**Sent:** Friday, August 05, 2011 5:18 PM  
**Subject:** RE: Gresham Park - Cycle Route Signing

Positions and the amount look good. Any chance they can be vandal proof/out of reach of idiots who would bend/break them?

**...comments of 9 Aug from Rushcliffe Borough Councillor Rod Jones:**

"very very welcome scheme - signs look OK tho I am not into the technicalities of it.  
Rod Jones

**West Bridgford Footpath No 33 - A52 Underpass (Sharp Hill): message of 19 July from Jane Baines**

"Dear all

Just to let you know that we are progressing slowly with the opening up of the underpass. The soil has been partly cleared, (only partly because Mr Wells did not have machinery small enough to get in the underpass, but will have soon). It is available to walkers only if they are careful. Full height has not yet been achieved for the reason already mentioned.

It will also need to be assessed by the HA/A1+. The rest of the soil will come out in 3-4 week and at that point in time, I can properly determine a location for a suitable anti-motorcycle barrier which will then be installed as soon as possible.

Many thanks

Jane Baines

Area Rights of Way Officer

Countryside Access

Transport Policy & Programmes

Highways

Environment & Resources

Nottinghamshire County Council

Tel 0115 977 4802

Fax 0115 977 2414

**Potential Notts County Council Local Improvement Grants – message of 10 August from Rod Jones:**

“Thought I’d make sure you knew about this NCC funding. See <http://www.nottinghamshire.gov.uk/lis> and open up the connection to the guidance at the foot of the page. This explains what might be funded.

Rod

**Proposed improvements in the vicinity of the Ambleside (Gamston) playground - opportunity to help cyclists – my message of 4 Aug to Sean Parks, Notts CC:**

“Sean

Interested to hear from you at this evening's West Bridgford Local Traffic and Transport Group about the County Council's intention to make changes to the road layout in the vicinity of the playground by Ambleside at Gamston to include a car parking bay etc.

It would be a great help for cyclists if the opportunity could be taken in making these changes to improve the through route for cyclists alongside the playground between Gamston village and the shared paths to the west towards WB town centre etc. Although not signed, this does, for those who know, form part of a very useful and convenient direct (unofficial) route for cyclists connecting to and from the toucan crossing of the A52 west of Gamston (and in turn towards Bassingfield and the Grantham Canal towpath etc). It links both towards the town centre (via the further section of canal towpath near Buckfast Way (and Eltham Road etc.) and to several other shared paths within the Gamston area.

At present there is a short gap in the tarmac between the path from Gamston village and the immediate vicinity of Ambleside by the central refuge and you can see from the bike tyre marks on this muddy stretch how cyclists like to use it. The refuge itself provides a relatively safe area to wait when crossing towards the shared path on the west side, so the expense of a toucan crossing would not be necessary. The most useful thing would be to improve and regularise the access on the east side, from Gamston village, which is ideally a bit too narrow for shared use and part of which is I believe still a public footpath, despite most paths in the Gamston area being shared paths. When this is done the whole route could then be clearly signed, between the toucan crossing and the Buckfast Way/Eltham Road area and indeed Gordon Road and the town centre.

Let me know if you or any of your colleagues would find it helpful at some time to have a site meeting to discuss this further.

best wishes, Hugh”

**...and his response of 9 Aug:**

“Hugh,

Thanks for your email. Paul Hillier is going to look at the routes in question and no doubt will be in touch to discuss with you in more detail.

With regards to the maintenance of cycle routes, if they are on the highway the best way to progress this is by reporting them:

- on the County Council's website at <http://www.nottinghamshire.gov.uk/highwaysenquiries/>
- through the County Council Customer Services Centre on tel: 08449 808080 or email: [enquiries@nottscc.gov.uk](mailto:enquiries@nottscc.gov.uk), or
- through the district highways manager email: [cshighsouth.en@nottscc.gov.uk](mailto:cshighsouth.en@nottscc.gov.uk)

Thanks, Sean

Sean Parks

Local Transport Plan manager

Environment & Resources

Nottinghamshire County Council

Tel: 0115 977 4251

**GNTF Cycle Forum, 23 June: message of 8 August from Peter Briggs to Darren Southam of East Midlands Trains:**  
“Darren, it was very nice of you to come to the cycling event at the Town Hall a couple of months ago, but from PEDALS [www.pedals.org.uk](http://www.pedals.org.uk) we asked if you would further explore two issues that have been outstanding with EMT for more than a year.

- 1) External marking of each carriage to show the direction of walk for cyclists/disabled people towards the specialist provision for them. This would enable faster boarding.
- 2) Request for internet booking of cycle reservations as is done on other regions.

Would much appreciate a reply at this stage.  
Many thanks  
Peter Briggs

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

**Great Nottm Cycling Development Group meeting, 2 August (full minutes to come round later from Gary S-W)**

#### 1. Introductions and Apologies

#### 2. Updates

##### 2.1. LSTF including Commuter Cycling Proposals – see below:

Briefing Note July 2011

Local Sustainable Transport Fund

Successful Key Component Bid Announcement



#### Background

In January the Government announced the details of a £560 million Local Sustainable Transport Fund over the four year period 2011/12 to 2014/15 (60% revenue and 40% capital funding).

The fund is specifically for packages of transport measures that support economic growth and reduce carbon in their communities.

The City Council led the preparation of the Nottingham Urban Area bid which has been prepared in two stages: a Tranche One Key Component bid was submitted in April followed by a £11million Main Bid Expression of Interest in June.

These bids have been developed in partnership with the Greater Nottingham Transport Partnership, Sustrans, NHS Nottingham City, Nottinghamshire County Council and Derbyshire County Council.

On 5<sup>th</sup> July the Secretary of State for Transport, announced £4.925 million for Nottingham’s Tranche One Key Component bid (100% of the bid). The shortlist of large scale bids is expected to be announced at the end of July.

The accompanying letter stated that ours was an excellent bid with particular strengths being the travel planning support for local businesses, the fit with wider transport strategy and the commitment to low carbon economic growth, along with good evidence of partnership working and a strong local contribution to delivery.

In total 39 of the 73 bids submitted were approved.

#### What will the Key Component bid fund?

The bid will provide funding for four key work areas for 2011/12 – 2014/15:

##### A. Smartcard integration = £2.975 million

- **Developing the existing smartcard offer** to provide multi-operator integrated ticketing platform using an e-purse in advance of the NET Phase Two extensions and new operating franchise to provide seamless transfer between different operators and travel modes.
- **Making access to education more affordable** for 16-19 students by piloting a discounted travel offer in conjunction with NCT and the FE establishments (60:20:20 split with LSTF funding providing 20% of total travel costs equating to £80 per eligible student p.a.)
- **Piloting smartcard accessed secure cycle parking** at transport interchanges and a small-scale commuter cycle hire scheme to link business and industrial parks to transport hubs.

<b>B. Establish the first community Smarter Travel Hub = £0.55 million</b>
Working from the Joint Service Centre, or other suitable location to be agreed, this work strand will develop more effective community engagement and expand the capacity of the third sector to deliver locally focused sustainable travel advice and services including: <ul style="list-style-type: none"> <li>• A programme of <b>local events and activities</b> to promote low carbon and active travel options;</li> <li>• <b>Bespoke services</b> such as personalised journey planning for jobseekers and ICT home support services;</li> <li>• <b>Locally prioritised small scale local access and interchange improvements</b>;</li> <li>• Use of social marketing approaches to develop a <b>community network of Smarter Travel Champions</b> based on the successful Change Makers model used for health promotion.</li> </ul>
<b>C. WorkSmart activities = £0.38 million</b>
<ul style="list-style-type: none"> <li>• <b>Development of smarter choices support packages for businesses</b> including continuation of Greater Nottingham Transport Partnership activities and expansion of GNTP Business Club.</li> </ul>
<b>D. Maintaining active travel partnership working = £0.94 million</b>
<ul style="list-style-type: none"> <li>• <b>Extending the UCycle Nottingham programme</b> with the universities and further education colleges including personalised travel planning advice, expansion of the cycle loan scheme and small-scale transport infrastructure improvements on and off campus and college sites.</li> </ul>
<b>E. There is also a small allocation to support programme monitoring (£80k)</b>

Including local contributions from the Nottingham Local Transport Plan capital programme and partner contributions from Trent Barton, NHS Nottingham City and the Universities, the total Key Component package is worth £10.865 million.

#### What happens next?

The City Council will be the accountable body responsible for the programme and financial management on behalf of the bid partnership.

We are expecting a formal offer of funding from DfT shortly which will outline the full terms and conditions of the award including financial claims and monitoring requirements and a commitment to submitting quarterly reports on progress and expenditure.

The next steps are to:

- Establish the governance arrangements including appropriate representation from each of the bid partners and the processes for financial approvals. These arrangements will be established through a report to the City Council's Executive Board in September 2010.
- Agree project proposals for each of the four workstrands with the lead delivery partners in order to start implementation from October 2010 onwards.

The shortlist of large scale bids is expected to be announced at the end of July. If shortlisted we will be invited to prepare a detailed business case for our proposal by 20<sup>th</sup> December 2011 for a decision in summer 2012.

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#### **For more information please contact:**

Jennie Maybury, Transport Strategy Team, City Development, Nottingham City Council

T: 0115 876 3946

E: [jennie.maybury@nottinghamcity.gov.uk](mailto:jennie.maybury@nottinghamcity.gov.uk)

Or go to [www.mynottingham.gov.uk/istf](http://www.mynottingham.gov.uk/istf)

#### **2.2. Mapping**

*Final drafts of the new City maps should be done soon. Hugh agreed to circulate copies of the new maps to Pedals members with the Autumn newsletter.*

*Keith said that work on the new paper maps had shown up various anomalies in the electronic mapping and he proposed soon to work on sorting these out.*

*U Cycle Project maps also soon ready, in time for the new academic year, Matt Easter reported.*

#### **2.3. Hub/Station Bike Compound**

*Keith Morgan said that EMT and the British Transport Police were against the idea of providing any cycle parking in the new multi-storey car park on the south side of the station, mainly on security grounds and because of their wish to concentrate all station cycle parking in the Compound on the north side of the Station opened last year. Hugh commented that he was sure there would be some demand for cycle parking on the south side of the Station for people approaching from that direction and in a hurry to catch trains. Keith said he would arrange a special meeting with EMT and BTP to discuss this further.*

*Hugh also raised the issue of the recent decision to close the main gate from Station Street to the Bike Compound, apparently on security grounds, and the problems in making all users come and go by the narrow entrance at the bottom of the step from the Station overbridge, especially as this had no signing and was often blocked by waiting taxis. Keith suggested that this issue also be discussed at the proposed meeting with EMT and BTP.*

*Plans were going ahead for the introduction of smart card only access to the eastern part of the Compound. Agreed that it was important that this could be used by non-City residents who would not have a City Card.*

## **2.4. Infrastructure**

- 2.4.1. Clifton Corridor incl MMW and Collin St crossing improvements.  
*Inspection meeting now fixed for 2pm on 15<sup>th</sup> August, involving Keith Morgan and Steve Brewer from the City Council and Hugh McClintock and David Litchfield from Pedals.*
- 2.4.2. Highways Agency / AM Scott A52T capacity improvement proposals (Bramcote island - QMC Island)  
*Hugh said that he had received an email from Sally Richardson of A-One Plus saying that the long-awaited A52T Vulnerable Road User Study was at last ready and would soon be posted to him. He was trying to arrange with Larry Neylon to put this on the Pedals website so that different people (including Jo Ward from the Ucycle Project, and Gary on behalf of GNTP and Ridewise, could more easily see it and respond)*
- 2.4.3. Shared use of the A52 Subway at Sharphill  
*Hugh reported that the first step in opening up the subway had now been made and that a larger hole would soon be made to make way for an anti motor bike barrier.*
- 2.4.4. Sustrans routes around Bennerley Viaduct  
*Matt Easter said that Sustrans were updating their proposals for making use of the Viaduct as part of a possible longer route and were investigating various options.*
- 2.4.5. River Leen path upgrading works (funded via Growth Point)  
*Keith Morgan tabled proposals for changes to the River Leen Path (part of NCN Route 6) in the Swallow Close (Basford) and Bulwell areas. Andrew Martin and Hugh McClintock raised the issue of the multiple A-frame barriers that now deter users of this path and Keith said that they would not be used on the new stretch.*
- 2.4.6. Big Track  
*Work on the new stretch near Clifton Bridge and Sat Bains is nearing completion. Hugh said that it was important for the new path, and indeed the whole Big Track system, to include far more local destination signs.*
- 2.4.7. Broxtowe Park  
*Keith Morgan tabled copies of the proposed new path in this area, linking Woodhouse Way and the Chilwell Dam Business Park with the new cycle crossing of Nuthall Road (A610) to and from the Phoenix Park NET Terminus Park and Ride site.*

## **2.5. Rides Programmes**

- 2.5.1. GNBR.  
*Gary gave an update, mentioning the proposed first 2012 Ride planning meeting later this summer.*
- 2.5.2. Rural Rides  
*Update by Gary and Hugh*
- 2.5.3. CfH City Community Rides  
*Gary said that Murat Basarat was now temporarily working again with Ridewise and organising several more of these rides.*
- 2.5.4. Broxtowe  
*Gary said that Adrian Juff's Broxtowe Cycling for Health project was going well.*

## **2.6. UCycle Performance**

*Recent cycle counts were very encouraging, comparing seasons with similar previous seasons. The meeting very much welcomed the decision to extend the project in the light of the City Council's LTSF funding success (see above)*

## **2.7. Musters Road cycle lanes removal protest**

*Hugh gave a brief summary on this. Pau Hillier confirmed that it was very unlikely that the County Council would make any further change, other than a few possible minor adjustments to signing. He also said that there had been a recent survey on the north side of the junction to help assess the need for a pedestrian crossing near the Rectory Road / Musters Road junction.*

## **3. Discussion and Consultations**

- 3.1. Scheme Development Process e.g. Trowell Road crossing; Keith  
*This was again much discussed. Keith Morgan said that the City Council recognised that they had got this wrong, and not given enough attention to the needs of cyclists in balancing the various trade-offs, but that there was now no money to change it. They would however see that similar mistakes were not made again. Matt Easter made a similar comment on behalf of Sustrans who, he said, had not commented in detailed on the layout before agreeing to provide funding support.*

- 3.2. Proposed cycle path alongside the NET extension between Wilford Lane and Ruddington Lane; Chris Agreed that it was important to pursue this with the NET Project Team
- 3.3. Cycling Action Plan/Cycle Forum Outputs – see attached; Gary  
*These were discussed and welcomed. It was noted that they covered a wide range of issues and not just suggestions for more cycle routes. Maintenance was one issue clearly of increased concern, especially in County Council areas. It was important to get the support of local councillors in addressing such issues and in the City there were several new councillors who needed educating about the dangers for cyclists of poor maintenance.*
- 3.4. Cycling England's programmes: 'Lessons for future investment'; Hugh  
*Hugh mentioned that the CLT Cycling Forum were making efforts on their website to host some of the most important material relating to the experience of Cycling England so that this was not all lost following their abolition in March. John Cutler said that it was important to learn about what did not succeed as well as from what did. Matt Easter said that Sustrans were very much supporting these CLT efforts and encouraging the DfT to provide funding support. Adrian Lord of Arup (who formerly ran the CE Local Authorities Professional Support Programme) was also much involved, as well as Tony Russell from Sustrans.*
4. **Matters outstanding from previous meetings**
  - 4.1. **'Drive Safe, Cycle Safe' CTC-AA-RAC- IAM' advice brochure** - Gary SW including need for more action on
    - Encouraging bus driver respect with particular attention to Premiere buses *No further progress.*
    - Encouraging driver respect for Advanced Stop Lines and cycle lanes . *No further progress*
  - 4.2. **Mapping** : Edinburgh Spokes –feasibility study covering charging, comparisons relating to journey times by car, PT and walking and that maps be available in booklet form. **Keith and Andrew**  
*No further progress yet, Andrew Martin reported.*
  - 4.3. **Obstruction Safety and enforcement**
    - **Lenton Lane car parking**  
*Chris Carter commented that this would soon be a dead issue once work started on the NET extensions. Car Parking would then be banned on this route.*
    - **Cycle Lane and ASL enforcement – fixed penalties**
  - 4.4. **Riding on Pavements - Spots where this is prevalent where improvements could increase the cyclists' safety off pavement (Keith).**
    - **Sherwood Shops (a Mansfield Street alternative was mentioned)**
    - **Exchange Walk**
    - **Junction of Woodborough Road and Huntingdon St.**
    - **London Road outside emda**  
*City Council considering a direct link from the north end of the canal path by London Road, Chris Carter reported.*
  - 4.5. **On-street signage on main cross city cycle routes - Care would be needed to avoid clutter whilst providing important signage**  
Hugh suggested lessons from Sheffield could be considered. Chris agreed to review once the MMW work was complete  
**Chris Carter said that it was not possible to show all the possible cycle routes in the city centre on the Parksmart sign panels because of the difficulties of legal interpretation, as explained at the previous CDG meeting discussion on mapping.**
  - 4.6. **Police representation - would be helpful especially to discuss items such as car and taxi violations in Hockley**
  - 4.7. **Strategic Cycling Network**
5. **AOB**
6. **Date of Next Meeting**  
*Friday 30 September at 10.30*

**Greater Nottingham Cycle Development Group - Notes from Gary Smerdon-White of meeting on 2<sup>nd</sup> August 2011 at Loxley House**

**7. Introductions and Apologies**

In attendance – Andrew Martin, Pedals; Chris Carter, City Council; John Cutler, CTC; Matt Easter, Sustrans; Paul Hillier, County Council; Hugh McClintock, Pedals; Keith Morgan, City Council; Gary Smerdon-White, GNTP & RideWise; Arthur Williams, Pedals:

Apologies were given by Adrian Juffs, RideWise; Steve Brewer, Nottingham City;

**8. LSTF Update**

Chris updated the group on the successful £4.9m bid which included a number of cycling initiatives such as continuation of Ucycle and community cycling schemes plus wider use of smartcards in cycling facilities. **Chris would be developing detailed plans for the various elements within the project and would want Sustrans, RideWise and BigWheel inputs by the end of August.** More cycling initiatives were being considered for the larger £11m expression of interest which is expected to be the subject of DfT decisions in August. Paul explained that the County bid had been referred back for review. **Sustrans and the CDG offered independent review if it would be helpful for the County.**

#### 9. Mapping Update

Keith confirmed that the next version of the full city area map is being redrafted and **he would be sending it out for final comments in the next few days. John C asked for a PDF to be sent to him.** Matt said that 'small area' maps around the universities were in production but Cycle City appeared to have resourcing problems because of the high demand on them.

#### 10. Infrastructure Update

- 10.1. Hub/Station Bike Compound – **A meeting between Pedals and other CDG members would be arranged by the Hub board to discuss the cycling facilities around the station.** There is some concern that with CityCard access control there is no method for non-city residents to get the CityCard at present.
- 10.2. Clifton Corridor incl MMW and Collin St crossing improvements. It was confirmed this work was complete but a final route audit was planned.
- 10.3. Highways Agency / AM Scott A52T capacity improvement proposals (Bramcote island - QMC island) – **Hugh has had a message that the non-motorised traffic review was now available and he would share that with us all when it was received. Work has started on the road changes and once the impact of that was known CDG would consider any other proposals which might help cyclists.**
- 10.4. Shared use of the A52 Subway at Sharphill – Hugh confirmed work is moving forward albeit slowly.
- 10.5. Sustrans routes around Bennerley Viaduct – a range of proposed Sustrans changes would need collective effort and leadership from the 6 Councils to make further headway.
- 10.6. River Leen path upgrading works (funded via Growth Point) – Keith confirmed that work around Bulwell Bridge and the David Lane tram stop is due to complete this summer
- 10.7. Big Track work on Lenton Lane is nearing completion and signing was to be carried out on the whole of the Big Track

#### 11. Ride Programme Updates

- 11.1. GNBR – a review meeting is to be arranged
- 11.2. Rural Rides – the programme is moving along successfully
- 11.3. CfH Community Rides – more volunteer ride leaders are needed
- 11.4. Broxtowe – the programme has started and is seeing good take up.

#### 12. Ucycle Update

Results are showing good increases in cycling and cycle use

#### 13. Discussions and Consultations

- 13.1. Scheme Development Processes in the City. It was acknowledged that the Trowell Road Crossing had not been considered sufficiently from a cycling perspective and Road Safety or Safe Routes to Schools schemes would give better consideration to cycling needs in future
- 13.2. Cycle Path between Wilford Lane and Ruddington. It was agreed that in principle such a north to south route should be included in the Strategic Cycle Network plan. **City and County Councils and the NET team would look at the optimum route.**
- 13.3. Cycling Action Plan – It was agreed that the Forum provided a good start to developing the next plan and it was clear that some of the proposals would be moved forward with LSTF and LTP funding. Maintenance of existing facilities was a major concern and it was considered that neighbourhood development funding was a good source but that it is possible Councillors don't understand the benefits gained from good quality cycling infrastructure in their area. **Keith will be developing the next plan and it was suggested this be a collaborative process with the CDG involved.**
- 13.4. Cycling England Programmes – It was agreed that this report would be a useful input into the next Cycling Action Plan especially if supported by examples of things which didn't work. **It was suggested the City might use this report plus the outputs from the Forum to identify what has been done, the present situation, best practice and proposals for the next plan. This could be shared with CDG as each section was drafted.**
- 13.5. Musters Road – changes would be kept under scrutiny by Pedals members and Council officers.

#### 14. Matters outstanding from previous meetings

- 14.1. **'Drive Safe, Cycle Safe' CTC-AA-RAC- IAM' advice brochure - Gary SW** including need for more action on
  - encouraging bus driver respect with particular attention to Premiere buses
  - Encouraging driver respect for Advanced Stop Lines and cycle lanes
  - CTC Stop Smidsy campaign needs consideration
  - HGV driver training was an issue in London
  - Cycle Lane and ASL enforcement – fixed penalties suggested
- 14.2. **Obstruction Safety and enforcement – Lenton Lane Car Parking to be considered with Tram proposals**
- 14.3. **Riding on Pavements - Spots where this is prevalent where improvements could increase the cyclists' safety off pavement (Keith).**

- **Sherwood Shops (a Mansfield Street alternative was mentioned)**
  - **Junction of Woodborough Road and Huntingdon St.**
  - **London Road outside emda – City are considering possibilities**
- 14.4. Police representation - would be helpful especially to discuss items such as 8.3/8.4 and car and taxi violations in Hockley – Gary to follow-up**
- 14.5. On-street signage on main cross city cycle routes** - Hugh suggested lessons from Sheffield could be considered but care would be needed to avoid clutter whilst providing important signage. Chris agreed to review once the Broadmarsh and Victoria Centre Schemes were further progressed. Small scale maps for the City Centre would be considered.
- 14.6. Strategic Cycling Network**  
The following additions are needed
- NCN 6 re-aligned from Long Eaton to the Trent/Big Track then a parallel route with Queens Road through Beeston to Broadgate for commuters
  - The map proved very useful as it helped identify
    - Problems in providing a north east orbital through hilly parts of Mapperley Gedling
    - Gap between Stapleford and NCN67 (**which Keith is working with Steve Foster at Broxtowe BC**)
    - Gap between West Bridgford into some parts of rural area to the south and east
    - Gap in Carlton radial
- Funding will be a major concern.
- Further Workshops and CDG discussions were needed to**
- **See how City and County investment programmes can deliver it and how funding partners might help**
  - **Develop ideas about strategic signage along key radials and orbitals**
  - **develop ideas further around NCN numbering**

## 15. AOB

### 15.1. Matt asked for feedback on the Carnival of Cycling

15.2. It was suggested a contra flow lane be provided on Friar Lane – **Keith would consider**

## 16. Date of Next Meeting

Loxley House at 10.30 on 30<sup>th</sup> September

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

**Chris Gardner has given notice of his wish to step down from being Treasurer at the next AGM in March 2012 (message of 1 Aug to Andrew Martin and Hugh McClintock:**

“After some consideration I have decided to stand down from the Pedals Treasurer role at the next AGM in April 2012. I am letting you know in plenty of time as I know these roles are sometimes difficult to fill and this will hopefully avoid a knee-jerk appointment.

I will of course continue performing the role to the best of my ability until this time and expect to spend a session or two with my successor once appointed. I will have spent two and a half years as treasurer come the AGM and although the work is not heavy it is just one of many tasks that I am having to review as my day job and other commitments become more demanding and quite frankly means I am spreading myself too thin.

I will of course continue to be a Pedals member and help out on a more ad-hoc basis.

Kind Regards,  
Chris, Pedals Treasurer”

## 5. Forthcoming events / meetings

### - Pedals meetings

David Easley has let me know that **Jerry Clough has confirmed Oct 17, for the half hour presentation on Open Street Mapping.**

Susan Young has suggested that we fix asap the **date for the 2012 AGM**, perhaps using again the Friends Meeting House, with some refreshments, followed by a ride as we did this year. If we fix that date soon we can feature it to members in the autumn newsletter, due out in October/November.

### - Other meetings / events

**Nottm Community and Voluntary Service (NCVS) training courses; message of 19 July from Dave Clark**

Hi hugh, just been on cvs site and there is two courses that may interest someone at pedals to attend:-  
they both cost £25 the first is TIPS FOR EFFECTIVE MARKETING 8th Sept time 9.30 to 1pm  
BECOMING A REGISTERED CHARITY 15th Sept as above.

this may help pedals get more members.....  
dave clark

**CTC/Cyclenation/Cycle Sheffield conference – message of 22 July from Simon Geller:**

"Dear All, A quick heads-up that the next conference will be on **October 15th, 2011** in Sheffield with the theme of "National Campaigning delivered Locally" and a full social programme around the conference. We plan to have registration open by the end of August, and look forward to welcoming you to our (we hope) cycle-friendly Steel City. Please put that date in your diary and tell your fellow campaigners.  
Simon

**Next East Midlands Cyclists Forum meeting in Derby**

This may now be postponed from Sat. 8 October, to avoid being too close to the national conference in Sheffield, to which Dave Clasby thinks that many Derby Cycling Group members may wish to go.

## 6. Cycle theft

**message of 2 Aug from Julian Bentley**

"From: Traffic.Management@nottinghamcity.gov.uk  
To: dr\_jools@hotmail.com  
Date: Wed, 3 Aug 2011 13:55:11 +0100  
Subject: RE: Bicycle theft [Scanned]

Hello Julian,

I am sorry to hear of the theft your partner has experienced. There are unfortunately incidents of bike theft in Nottingham. This is something that we take very seriously, as encouraging cycling in and around the City is a top priority for us. We will shortly be updating our cycling action plan, which will detail measures which we will be undertaking over the next few years to increase cycling levels. We will ensure that bike theft and secure parking is high on the agenda within this work.

With regards to incident numbers, as all thefts should be reported directly to the Police they will be the best point of contact with regards to this

There are currently three locations within the City where secure lockers are provided for cyclists to use, these include the Fletcher Gate and Trinity Square Car Parks (which cost 60p per day), and the lockers on the top deck of the Victoria Centre Car Park, which we believe are free to use if you ask at the Shopmobility, which is next to them. A secure cycle parking area will also soon be made available to the public in the Broadmarsh Centre (near the Bus Terminals).

We are also working up proposals for more secure locker based parking around the City which will be operated via smart card. There is a good article on the Pedals website [http://www.pedals.org.uk/citycard\\_cycle\\_hire](http://www.pedals.org.uk/citycard_cycle_hire) which provides details on this and City Council contacts.

I hope this information is of use.  
Regards, Traffic Management

## 7. Cycle facility and traffic management matters

**new Broxtowe Park cycle links – message of 20 July from Keith Morgan:**

"Hugh/Andrew,  
Apologies I have not got anything to you in time for the Pedals meeting, I have been on leave for a few days.

The Broxtowe scheme will provide a link through the Park between the A6002 to the west and the A610 at the point of the new crossing facilities that were put in to help cyclists access the Park and Ride and Business Park.

I have secured Growth Point funding for the scheme but Parks will be overseeing the delivery of the scheme. I have specified a minimum of 2.5 metres for the path for both walkers and cyclists.

I will bring a plan along to the CDG meeting for you to have a look at.  
Regards, Keith

**[Website Enquiries] Victoria Leisure Centre - secure provision for cycles; my reply of 1 Aug to Ian Ward:**

"Ian

Thanks for your message via the Pedals website which unfortunately I have only just seen on my return from holiday.

I think that the best person to take up this up with at the City Council would be Keith Morgan to whom I am now passing it on.

best wishes  
Hugh, for Pedals

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

From: <[dj1dci@gmail.com](mailto:dj1dci@gmail.com)>

To: <[jneylon@ntlworld.com](mailto:jneylon@ntlworld.com)>; <[Hugh.McClintock@ntlworld.com](mailto:Hugh.McClintock@ntlworld.com)>; <[andrew@veggies.org.uk](mailto:andrew@veggies.org.uk)>; <[chris.gardner@nsn.com](mailto:chris.gardner@nsn.com)>; <[Arthur.Williams@nottingham.ac.uk](mailto:Arthur.Williams@nottingham.ac.uk)>; <[Susan.Young@nottingham.ac.uk](mailto:Susan.Young@nottingham.ac.uk)>; <[peterozz@hotmail.co.uk](mailto:peterozz@hotmail.co.uk)>

Sent: Friday, July 22, 2011 2:06 PM

Subject: [Website Enquiries] Victoria Leisure Centre - secure provision for cycles

> IAN WARD sent a message using the contact form at

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

>

> Hello

> The brand new state of the art leisure centre opens in March 2011.

>

> I've been in touch with the management regarding provisions for cycles.

> Unfortunately there won't be cycles lockers at Victoria (unlike all but one

> of the other leisure centres) but there will be cycle stands.

>

> Lockers are better for all weather. Any suggestions for encouraging Nottm

> City Council to get lockers instead?

>

> I look forward to hearing from you.

> ta, Ian

#### **Possible cycle carriage on Phase 2 of the NET: message of 22 July from Cllr. Jane Urquhart**

"Hi Hugh,

I have now got some information back in respect of this issue.

Both Greater Manchester and South Yorkshire Passenger Transport Executives have in the last couple of years undertaken detailed analysis to consider the potential to remove the ban on the carriage of bicycles on Manchester Metrolink and Sheffield Supertram respectively. In both cases the review concluded that the ban should remain.

The key overriding concerns regarding the carriage of bicycles relates to:

- Safety – a bicycle, whether restrained by hand or by straps, and in a specially designated area, introduces a hazard with sharp protrusions. This hazard would be on a tram which has high levels of acceleration and deceleration and which is capable of sudden breaking which could cause the bike to fall and hit a passenger or a passenger to fall onto the bike and cause injury. Under UK safety legislation the tram operator would be liable for any injuries sustained. There is also the potential for claims from other passengers for soiling of clothes from oil, mud etc.
- Capacity – UK tram systems tend to be used heavily throughout the day and it is therefore difficult to identify "off-peak" periods – this is the case on NET Line One and can be anticipated to be the case with Phase Two, especially with tramstops serving the QMC and the University. If an area with restraining straps was introduced on the trams, it would require a reduction in the number of seats and space available for passengers, adding to congestion issues, and would most likely need to be shared with wheelchair users, leading to conflicts in priority. It should be noted that Nottingham's trams are narrower than those in Manchester or Sheffield, making it more difficult to accommodate a designated area.
- Cost – the modification or bespoke provision of trams to accommodate a designated area with restraints would result in significant cost which, as researched in Manchester, could not be recouped over the life-cycle of the vehicles, even if a significant premium charge was introduced for the carriage of bikes. There could also be additional operating costs in enforcing any operating procedures and addressing safety matters.

In looking at Line 1 and planning for lines 2 and 3, the Council has considered the findings of the Manchester and Sheffield analysis and does not intend to alter the current ban on bicycles on the NET system. This is consistent with the circumstances on all modern tramways in the UK. The Council is however focussing on ensuring effective and safe interchange between cyclists and NET.

I know that this is not the outcome that you would have preferred, but I feel that this issue has been thoroughly researched and that we have considered it before coming to the same conclusions as Manchester and Sheffield.

Jane Urquhart  
Councillor Sherwood Ward  
Portfolio Holder for Transport and Area Working"

**Formal Consultation TMP 6907 Bar Lane – exchange of messages between Andrew Martin and Vanda Simmons, City Council: (22 July):**

"Hi Andrew  
Thank you for your comments and support for the above proposed scheme.

I will be looking to introduce the scheme before the end of summer.  
Regards, Vanda Simmons  
Technical Officer - Traffic & Safety  
Telephone: 0115 8765270.  
Development, Traffic Management, 4th Floor,  
Loxley House, Station Street, Nottingham, NG2 3NG

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

From: Andrew at Veggies [mailto:[andrew@veggies.org.uk](mailto:andrew@veggies.org.uk)]  
Sent: 19 July 2011 14:32  
To: Vanda Simmons  
Cc: [andrew@veggies.org.uk](mailto:andrew@veggies.org.uk)  
Subject: Formal Consultation TMP 6907 Bar Lane [Scanned]

Dear Vanda  
I would like to thank you on behalf of Nottingham Pedals for the opportunity to comment as part of the Formal Consultation TMP 6907 Bar Lane. We discussed this issue last night at our monthly meeting and fully support the proposed measures to restrict on-street parking and provide additional signage.  
Yours for safer cycling  
Andrew Martin  
Facilitator  
Nottingham Pedals

**Complaint driver of hackney carriage WU03 FNP – message of 21 July from Julian Bentley:**  
"Hugh

FYI - there seems to a new person in post at the City's Taxi licensing/regulating (see below) - the bad taxi behaviour in question happened outside the Globe before the last Pedals meet!

Thinking of 'the big society' and having to do things for ourselves, a pipe dream of mine has been to have(on the web) two Nottinghamshire lists: (1) Companies demonstrating a commitment to road safety / respect issues (2) Companies not demonstrating so - a sort of adjunct to the CTC's Stop SMIDSY...  
Julian

From: Rob.Evans@nottinghamcity.gov.uk  
To: dr\_jools@hotmail.com  
Date: Thu, 21 Jul 2011 11:01:44 +0100  
Subject: Complaint driver of hackney carriage WU03 FNP [Scanned]

Hi Julian,  
Thank you for your email concerning the driver of the above hackney carriage. I will send him one of our driving standard warning letters, outlining the circumstances of your complaint, details of which will be recorded on his drivers file.  
Regards,  
Rob Evans  
Compliance Officer  
Community Protection  
Licensing  
Derwent Building  
Eastcroft Depot  
London Road  
Nottingham, NG2 3AH  
Tel: 0115 9152015  
Fax: 0115 9152048

**Proposed improvements in the vicinity of the Ambleside (Gamston) playground - opportunity to help cyclists – my message of 4 Aug to Sean Parks, Notts. CC:**

“Sean

Interested to hear from you at this evening's West Bridgford Local Traffic and Transport Group about the County Council's intention to make changes to the road layout in the vicinity of the playground by Ambleside at Gamston to include a car parking bay etc.

It would be a great help for cyclists if the opportunity could be taken in making these changes to improve the through route for cyclists alongside the playground between Gamston village and the shared paths to the west towards WB town centre etc. Although not signed, this does, for those who know, form part of a very useful and convenient direct (unofficial) route for cyclists connecting to and from the toucan crossing of the A52 west of Gamston (and in turn towards Bassingfield and the Grantham Canal towpath etc). It links both towards the town centre (via the further section of canal towpath near Buckfast Way (and Eltham Road etc.) and to several other shared paths within the Gamston area.

At present there is a short gap in the tarmac between the path from Gamston village and the immediate vicinity of Ambleside by the central refuge and you can see from the bike tyre marks on this muddy stretch how cyclists like to use it. The refuge itself provides a relatively safe area to wait when crossing towards the shared path on the west side, so the expense of a toucan crossing would not be necessary. The most useful thing would be to improve and regularise the access on the east side, from Gamston village, which is ideally a bit too narrow for shared use and part of which is I believe still a public footpath, despite most paths in the Gamston area being shared paths. When this is done the whole route could then be clearly signed, between the toucan crossing and the Buckfast Way/Eltham Road area and indeed Gordon Road and the town centre.

Let me know if you or any of your colleagues would find it helpful at some time to have a site meeting to discuss this further.

best wishes

Hugh

PS. When discussing the need for improved maintenance of cycle paths and shared paths earlier in the meeting I mentioned the longstanding problem of intruding vegetation which over many years has greatly narrowed the effective width of the shared path on the south side of Radcliffe Road between Davies Road and Ambleside. This also is an important route needing improvement, as forming part of the other main cycle route between WB town centre and the A52T toucan crossing on the Gamston-Lings Bar Road.

At present it is often quite awkward to use on a bike, especially at this time of year, and quite unsuitable for safe sharing by cyclists and pedestrians, because of the failure to ensure that the vegetation is cut back properly. Different cyclists will prefer to use this route or the other one, depending on their exact origins and destinations but both need to be clearly promoted as main through routes, since we often get comments from people who arrive at the A52 toucan crossing from Bassingfield or Gamston and then cannot easily find the best route to the town centre or through Gamston.

## **8. Miscellaneous items**

### **Events being planned for Raleigh's 125th Anniversary – message of 10 Aug from Julian Bentley:**

“Hi All

I saw a poster asking for people's stories/memories of Raleigh bicycles - apparently they are planning to stage a play about this and are going to do some other related events. I will meet one of the organisers tomorrow - and will tell them of my planned late September "Cycle City Ride" Rural Ride (a heritage/style/fun ride I've been planning for a while).

I know a lot of you probably have more to tell than me, so I could ask the woman to get in touch with you?

Julian

### **....further exchange of emails of 11 Aug on this between Julian Bentley and Dr. Carole Mallia, University of Nottingham**

“Hi Carole

Thank you for meeting me - it was very interesting (for a bicycle nut like me!).

Here are 2 email contacts for you to try:

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

[portafold@hotmail.com](mailto:portafold@hotmail.com)

From: Carole.Mallia@nottingham.ac.uk

To: dr\_jools@hotmail.com

Date: Thu, 11 Aug 2011 12:56:24 +0100

Subject: Raleigh

Dear Julian

Thanks very much for your time yesterday, I hope we will be able to work together on this project. Here are a couple of links regarding what we talked about yesterday,

<http://www.brooklandsmuseum.com/>

This is where the Raleigh collection is, and attached is a list of what they hold.  
<http://www.youtube.com/watch?v=n6y-4GBPd1o> - this is the story of Samworth with Hanby & Barrett talking about how they work.

I'm forwarding some notes from our meeting to Julian and Andy so hopefully we should hear from them soon. I know they are busy on other things in August, so it may not be an instant reply.

Best wishes, Carole

Dr Carole Mallia

Home: 0115 914 0757

Mobile: 07804 622 892 (for emergencies only)

## **9. Any other business**

HMCC, 11.8.11