

HMCC BACKGROUND NOTES TO SUPPLEMENT THE AGENDA FOR THE PEDALS MEETING AGENDA ON MONDAY 16 JANUARY 2012, 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 16 January 2012

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 (21 November 2011) and matters arising / update including
 - Pedals marquee repair and storage
 - responsibilities and future storage arrangements for all the Pedals display items and equipment and managing request for appearances at events and organisation of volunteers to help.
3. Future of Rural Rides and possible new funding bid for Rural Rides for All from 2012, with regard to:
 - our experience over the last year with the Awards for All grant, including our partnership working with Ridewise and the implications for our other campaigning work, person power and priorities
 - the aims and scope of any new bids, whether related to Rural Rides or some other Pedals activity
 - who would be involved in the detailed work on a new bid and how this work would be overseen and supported.
4. Report on recent meetings by people who have attended on behalf of Pedals.
5. Finance and Membership (Chris Gardner and Pete Elderton to report)
6. Forthcoming events / meetings
 - Pedals meetings
 - Other meetings / events, including detailed arrangements for the Pedals contribution to the Light Night on Fri 10 Feb.
7. Cycle facility and traffic management matters
8. Miscellaneous items
9. 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.

Andrew Martin has proposed that we is that we try **a circle of chairs nearer the middle of the room**, without large tables, and with the added benefit of improved lighting.

2. Minutes of the previous Pedals Meeting (21 November 2011) and matters arising / update

Minutes of the Pedals Meeting held at 7.30pm in the Globe Public House, London Road, Nottingham on Monday, 21st November, 2011.

Present: Hugh McClintock, Andrew Househam, David Miller, Terry Scott, John Bannister, Arthur Williams, Peter Elderton, Martin, Brendan O'Meara, Neil Bain, David Easley, Julian Bentley, Peter Briggs (later).

Apologies were received from: Roland Backhouse, Susan Young, Peter Osborne.

Ridewise Transition Funding (Gary Smerdon-White): Gary described the various aspects that Ridewise have been able to fund: developing links to do commercial work; developing voluntary sector activities including Bike recycling, Bike maintenance classes; projects to evaluate the benefits of cycling projects; and a project to get people into cycling as a sport activity.

Questions raised: David E. raised the idea of a bike workshop facility for people with skills but lack of space or tools to repair their own bikes – happening currently with Framework Bike Club. Framework also has the advantage of having a few basic spares – cables, chains, etc. A successful scheme works in Edinburgh.

Gary: New scheme in Broxtowe (BEST) will have some similar limits to Framework, because priority will be given to a particular group of users – in this case young unemployed.

Brendan: There is also a monthly workshop in Sneinton (BikeHood) using a community workshop facility (Hackspace). His experience is that basic training in maintenance encourages people to continue using their bike longer. Note – Brendan's email: bikehood@gmail.com

Andrew: There would be benefit in each of these organisations promoting the others, with links from Pedals websites too.

Terry: Asked about overall funding position of Ridewise. Gary replied that it has survived this year despite a poor outlook 12 months ago; useful continuing work from schools; interest from Public Health – but they would like evidence of the benefits of cycle training.

Hugh: Raised issue of further collaboration on displays and storage of display materials. Gary made clear that Ridewise is not a lobbying organization – more a promotional organization. Ridewise is happy to handle Pedals display materials, but not able to “represent” Pedals at events. Storage is more of a problem – their main storage area is not suitable for storage of paper materials because of damp. Ridewise use WeGo storage, but this requires using their courier facility and paying for it.

Matters arising from the minutes of October, 2011.

Marquee: Needs refurbishing to make it properly usable. It was agreed that it would be worthwhile: 1. finding out how much how much it cost to buy and how much it will cost to repair (Hugh); 2. cost of new replacement (Pete E).

Displays organisation: Hugh suggested picking a number of key events that we should attend and for one person to take responsibility for each of these events. Hugh to check out, if possible, what is in store at Chris Gardner's.

Cycle Facilities:

Wigman Road: There will be a site meeting at 10 am on Friday 2nd Dec.

Andrew M raised strange new facility at Alfreton **Road/Bobbersmill Lane/ Churchfield Lane** junction. Others are encouraged to take a look and make comments back to Andrew/Hug

AGM 2012: Andrew M will contact FoE and other relevant local organisations.

Rural Rides:

Continuing Funding? It needs minimum of £6-7k to run at a basic level. Funding used last year is not available. Hugh and Peter B have met David Saunders from NCVS, who will help with a standard letter to get funding in smallish amounts from various charities.

Event for RRFA leaders on 6th Dec – all members are to encourage people to attend and reply to Helen.

Andrew M to approach Framework to look at putting in a joint funding bid to support rural rides.

Cyclists' noticeboard (in addition to the one at the Station)

Hugh is to raise this at Cycling Development Group (CDG) which is meeting tomorrow.

Finance – Andrew M is still chasing up Lloyds Bank account problems.

Hugh reported back on **Sharp Hill underpass under the A52.**

Now clear for pedestrians but he and others are still working with the Highways Agency local authorities to get it upgraded to a cycle path and this is proving very slow and complex.

Ideas for contra-flow cycle lanes in response to the relaxed DfT Traffic Signs guidance

ideas for implementation now new signs are allowed. Hockley + Angel Row were suggested as prime spots. Members are encouraged to send other ideas to Arthur to raise with City Council.

Lenton Lane and Pedals media publicity

Outcome of Hugh being front person has been some negative comments in on-line feedback and emails, suggesting his involvement was much more motivated by self-promotion than promoting cyclists' interests.

It was agreed that it would be good to make alternative members names more widely known for such publicity, so that it is not always Hugh that comments on such issues, to help reduce the possible risk to Pedals reputation from this very unfortunate but very understandable perception while still doing more to raise our media profile.

Colwick Park to Industrial Estate riverside path (proposed as part of the Environment Agency Flood Alleviation Scheme).

Hugh has found it difficult to identify who is responsible. Brendan pointed out that it is a key missing link. Arthur has yet to write to Vernon Coaker, MP.

Membership Update: update – 163 memberships Database has needed a bit of sorting out. Only 27 of annual membership of 91 have renewed. Peter Elderton is still following up others. Only 8 new members this year – suggests that this is related to the lack of stalls that we went to this year.

Andrew M suggests targetting commuters at particular workplaces.

Brendan suggests that giving something away and catching people at a stall is a key way to clinch new members. David E pointed out that if people take a form away, they rarely sign up. It was agreed to give City County Forest as part of a membership pack for future stalls for new members. Also agreed to put this onto the website.

Peter Briggs asked about following up the offer to have a stall at Victoria Markets. Andrew M has somewhere the contact details for the Markets manager. However, he suggested to hold off arranging a date, given that we will need volunteers for the Nottingham Night Light event, too. It was agreed that a stall in Victoria Market would in principle be a good idea, preferably on a Saturday. Further discussion on this in January.

Forthcoming Events :

Nottingham Night Light, Friday 10 Feb: We can join in a stall organised by Big Wheel. Volunteers will be needed. Hugh agreed to reply that we do want to be involved – leave to January to decide exactly what we offer.

Great Notts Bike Ride – Perfect Motion are planning a full weekend event. Now likely to be mid-July.

Future Pedals Meetings:

The meeting on December 19th will be purely social. Please bring food to share.

Cycle facility and other traffic management matters

a) New W. Bridgford Sainsbury's – possible bike trailer scheme (bike hods) has been proposed to the transport consultant for Sainsbury's and we could also put this in our comments on the planning application likely to be submitted in the new year.

b) Trains: (i) The idea of Brompton bike docking station has been put forward – this has been successfully trialled at some stations in the South West Trains franchise area and also now proposed by Leicester City Council to EMT for Leicester Station.

ii) Brendan raised the issue that online pre-booking a bike is almost impossible. Other members present stated that this is only possible by booking at the station, although this is not what is written in some of the EM Trains literature.

iii) Hugh is chasing a survey of cyclists by EM Trains.

d) Peter Briggs raised the underuse of the SmartCard access secure cycle parking facility at Broadmarsh Bus Station – needs to be more widely advertised. PB and Hugh to raise at CDG tomorrow.

Pedals Newsletter: New system of printing is quicker than previously. Hugh reported that this has reduced workload and printing costs.

The meeting closed at 10.00 pm.

Update / matters arising

Pedals marquee and display storage and coordination with 'Ridewise over invitations to future events: message of 21 November from Gary Smerdon-White

"Hi Hugh - Some thoughts:

RideWise has looked into the possibility of storing your items at the Lenton Centre. At RideWise we are working in a fairly small office space which has to have sufficient safe working conditions for our office staff and we struggle with our kit

being jammed on top of the cupboards in the office, underneath desks, behind doors. The lock up is a bit damp and is supervised by LC staff because the Fire Dept have been on to them. It's already crowded, we are taking more bikes off premises to community centres and City Council locations and storing more flammable or perishable stuff is a bit of a problem - that's the reason our stuff which is like yours stays in the offices, so no go there.

GNTP/BigWheel keep their stuff like this at the WeGo site and might share some storage space without there being any extra costs but it would mean Pedals would have to pay WeGo every time Pedals dipped in and out if it.

Basically we have the same problems as Pedals with storage – not enough dry and safe storage at no or low cost.

Stall manning issues - having people resources to attend events

We've covered this before even when Dave was active on your behalf. We all struggle to get volunteers for such stalls so RideWise pay instructors and Helen pays specialist events staff (highly trained we might add when it comes to Kangaroos). Some thoughts we've had

- There is a will to ensure we cover all 3 interests - Pedals, RW and BW. However with Dave being the usual stall man-er I was concerned whether Pedals had sufficient knowledge and expertise to 'sell' RideWise's services and Pedals v.v.. I remember I suggested we might all share our objectives and what we do to ensure better understanding before we cover for each other – Pedals might provide a one pager to help RW and BW staff.
- Helen has offered
 - to send an advance list of events so Pedals can see what's coming up and put your resources where they feel is most appropriate.
 - to take the Pedals display board to put up in Pedals' absence with a clear understanding that BW can't staff it or give advice but could physically put displays up, use a poster signposting to Andrew/Hugh for more info and have a Pedals leaflet available on her stall. This would only cover the board/sign/leaflets and she couldn't set up a full stall for Pedals nor could either RW or BW represent Pedals as the local lobbyist.

In return Helen suggests there be a reciprocal arrangement whereby BW and RideWise get some regular space in the Pedals newsletter and 'adverts' on your website.

Something to consider – let us know what you think
Gary

...my response to Gary (27 Nov):

"Gary
Helen

Thanks very much for this message and offer of help, within your very understandable constraints. We discussed this at our monthly meeting last Monday and your offer was very much broadly welcomed.

If at all possible we still think it important to have our own 'Displays Manager' and we therefore agreed to make one more attempt to do this, at our next monthly meeting (on 16 January). If that does not work we will then consider approaching WeGo for some basic storage arrangements.

We will also then consider again your suggestions for increasing mutual cooperation over appearances at events and we are sure that we can work something out along the lines you suggest. We will get back to you again about this after our January meeting.
Hugh

Pedals involvement at the Nottm Night Light on Friday 10 Feb 2012: my exchange of messages with Helen Hemstock, The Big Wheel (22 Nov):

"Helen

We discussed this at the Pedals monthly meeting last night and agreed that we would again very much like to take part. We think that the idea of the guided ride is probably not worth repeating, in view of the very low numbers last year, but would be happy to bring along some Pedals material to the main GNTP cycling stall. Hopefully there should be at least 2-3 of us willing to help man it and we can decide definitely at our next monthly business meeting on 16 January, by which time presumably you will be in a better position to give us more detailed information.
best wishes, Hugh"

...and her reply:

"That's great news Hugh - we look forward to another successful collaboration!
Hope all is well.
Helen"

Suggested cycle information pack to encourage recruitment of new Pedals members: message of 22 Nov to Helen and Tiffany at The Big Wheel and Helen's reply:

"Helen, Tiffany

> To help us do more to attract new Pedals members it was agreed at last
> night's Pedals monthly meeting that we ought to offer more freebies to
> people joining, including some basic information pack. I reminded the

> meeting that, following a decision 2-3 years ago at one of the Cycling
> Development Group meetings, that a basic cycling info pack had been
> produced, to be handed out by local bike shops to everyone buying a bike.
>
> I don't know whether or not these are still be used but, in any case,
> wondered if there might be some potential in Pedals using these, or a
> modified version of the pack. What do you think?
best wishes, Hugh

...Helen's reply:

"Hello Hugh,
Thanks for your email - the cycling information packs did go out as you
say a few years ago, however, our reduced funding has meant that rather
than putting together a structured box pack we have reverted to
distributing individual leaflets again.

We have Big Track leaflets and a few generic pieces of cycling related
materials at the moment - in the new financial year I anticipate that it
will be added to with new pieces of print and information.

You're very welcome to use anything that we currently have - although I
suspect you already have our few bits of cycling print. Next financial
year we'll also happily share new print work.
Hope this helps.
Helen"

Pedals marquee repair

It turned out in December that the Pedals marquee was still being housed by Dave Clark, so I collected him and took it to
Metcalf's on Canal Street for repair, at a cost of £75. After some delay over the Christmas period, this should soon be
completed.

I will collect it when the repair is completed, probably by the time of our meeting. Although I can just about provide
temporary storage in the back of my garage I would if at all possible not wish to do this for more than a few weeks so **it
remains very important for us to resolve the question of new storage arrangements for this and all the other
displays items / material.**

Pedals stall / display management job description

I was asked by Andrew at our last meeting to draw up a brief job description for this role which Dave Clark used to do for
us until July. I in fact found that I already done this, for our March meeting, the first time that we thought that Dave was
going to step down from this role (he in fact changed his mind a few days later, and then again back the other way in July)

... Pedals stall / display management (from the 21 March 2011 Agenda Background Notes)

- Appealing (at Pedals meetings and via emails) for other Pedals members to help man the stall and, if possible,
ensuring a rota to cover different periods, especially for longer and busier events.
- Keeping a note at the event of any new members who joined, and whether they paid cash or made donations,
and that what happened to these is clearly recorded, with a copy to the Membership Secretary and Treasurer
- Keeping a note of any questions / issues raised that could not be dealt with on the spot and which need taking
up with other Pedals activists, or raising at future meetings, etc.
- Liaising with the next person running a stall, to ensure a handover of the stall and stocks of leaflets etc, along
with a note of where fresh supplies will be needed.

....comments from Susan Young re stalls (3 March 2011):

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

Points for decision on future stalls management and storage arrangements:

- Pedals marquee repair and storage

- responsibilities and future storage arrangements for all the Pedals display items and equipment and managing request for appearances at events and organisation of volunteers to help.

City County Forest Book Stocks and proposal to give away copies for free as part of a package of goodies for new members: exchange of messages of 23-25 Nov:

my message to Andrew Martin of 23 Nov:

"I asked Lawrence Geary about our CCF stocks. He said that he normally does a thorough stock take of stocks each January, in the run-up to the AGM. Off the top of his head, however, he guessed that he still had at least 400 copies of the book (and I have a box of 40 which Dave Clark passed on to me and which I have kept to have a few to give to Pete Elderton from time to time to send out to new members and rejoiners).

Lawrence said that we were still selling about 100 copies a year through shops and in fact he had recently delivered another lot of 20 to Waterstones, their third such order this year. At this rate it could still take another 4 years or so to run down all our stocks. He thought that the time would come (and indeed says he is somewhat surprised that it has not happened already) when the likes of Waterstones would say that they did not want any more as it was too old (the second edition is now about 6 years old, I think). We might then want to dispose of copies via some second hand book specialists.

Meanwhile, he thought we may as well carry on as we are, selling to shops, but also, as you suggested on Monday, giving away a free copy to new members joining as part of a package of free info to make joining Pedals more attractive and helping us to do better than the total of a mere 8 new members we have recruited this year, according to Pete. Lawrence also still seems quite happy to carry on looking after stocks which are down to about 1/5 of what he originally had and therefore now taking up much less space under rather few beds than they did in 2005!

I don't imagine that anyone else will be keen to take this on at this stage (even though it is now a gradually diminishing task), especially as Lawrence's contact details are still the ones on the flyers and other paperwork and he does have a well-oiled system for dealing with orders and payments etc., including making a fresh approach each spring to see whether our main outlets (now fewer than earlier) want any more copies to coincide with the seasonal uptake in cycling. The next step will be to amend the relevant wording on the website, along the lines you have suggested, and emphasising that taking out a Standing Order is a condition of getting this freebie. Hugh

...response from Andrew Martin:

"I propose that a box of 40 CCF books is taken to the Light Night and we actively give away books and recruit as if we mean it!
Andrew

....comments on this from Pete Elderton (24 Nov):

"Andrew
Given that the CCF book is the main "give away" we have, I do think we should use it as an attraction to new members. If you were suggesting giving it away anyway then we lose the benefit we are offering to new recruits. I'd like to use it in a new membership pack which will I hope make joining look immediately attractive.

I hope this is OK and in keeping with what we agree on Monday.
Pete"

....my response to Pete and Andrew:

"Andrew
I agree with Pete's point that the only free copies we give away should be as part of the new / renewing members pack and not just to anyone, as I also understand was what we agreed on Monday. The reason for this, as I discussed with Lawrence yesterday, is that we don't want to undermine those shops that are still selling copies (still c100 / year) and the important extra income that brings in for us. If that rate of sales does decline (as we have been expecting it to do for a couple of years) we can then review the situation again, including whether or not then to take up Lawrence's suggestion of using second hand book outlets. Selling them in that way could still bring in some useful income.
Hugh

.....and comments from Chris Gardner (25 Nov):

"Book sales for the last couple of years have seen revenue of around £600 each year so if that trend continues then we don't want to give too many away.

We still have our online offer which is for any family joining by standing order will receive a free CCF. Maybe this needs a push again, maybe we need to change the web offer to say 'worth £10' making it look a better offer and a true reflection of the book store price.
Chris

....PS (10 Jan) CCF stocks and sales update from Lawrence Geary

I had a brief chat with Lawrence Geary about CCF stocks earlier when we were both visiting John Wilson at the Balmore Care Home in Ruddington.

He said that we now have 480 in stock, having sold 132 in 2011, of which 80 went to Waterstones alone. Other shop and other individual orders, mostly in drabs and drabs, totalled around 50.

Allowing for various expenses of just over £100 that means that we are still getting about £700 p.a net income (total CCF income £816) which is not bad. As long as this keeps up, Lawrence suggested (and I am inclined to agree) that we keep going as pretty much as we are which would mean that we can look forward to another 3-4 years of sales, if Waterstones etc. continue to keep ordering. Of course they may not do but we can keep the situation under review from year to year.
Hugh

PS. Our total stocks must in fact be a bit more than this as I still have a (nearly) intact box of about 40 passed on to me by Dave Clark and I think that Pete has some stock for sending to new members and with renewals, as well as to web/Paypal orders sent on to him by Larry.

Need for reprint of business cards (and membership forms) for Pedals recruitment, e.g. at Light Night on Fri 10 Feb: Message of 26 Nov. from Andrew Martin:

"More stocks of business cards? Perhaps for general information, but not to recruit people! Someone at the Pedals meeting pointed out one disadvantage of the cards is that people with good intentions may never actually join after leaving the stall. The cards are useful, but not necessarily for such focused recruiting as I am proposing during Light Night, when an ideal solution would be a basic membership application form to be completed at the time.

Any thoughts or offers to make this happen, please?
Andrew

.....comments from Susan Young (26 Nov):

"If we recruit people, especially if they sign up to pay by direct debit, let's give them a CCF.

We can easily copy some A5 sheets with the details needed for membership to use at events and in addition to the business cards.

Maybe Pete could tweak the one we have to ensure the details he needs are prominent so we can check we have the information.
Susan"

New Beeston cycle stands installed – message of 5 Dec from John Delaney, Broxtowe BC:

I am pleased to report the recent completion of the following additional cycle parking stands in Beeston:-

- 6 - on the link from the pedestrianised High Road to Tesco's
- 5 - in Beeston Square outside Specsavers (the nearest to the Post Office we could get)
- 3 - in the new Station Road car park near Beeston train station (under cover, lit and with CCTV)

....comments on this from Helen Ross (5 Dec):

"Thanks Hugh

This is good news, however, please be aware that there are teenagers riding around cutting Bike lock chains, riding off and then returning later to take the bike. I watched one of them in broad daylight at the Railway station cutting a bicycle lock chain and riding off. I reported the incident to the train staff who put the bike in their compound and therefore kept it safe for the owner who was relieved to have it. They explained that this is happening a lot.

Therefore please ensure that the CCTV really does work in the new Station Road car park and will be used.

Best Wishes, Helen Ross

unofficial no cycling signs on the riverside path near Attenborough: message of 1 Dec from Neil Lewis, Notts County Council:

"Hugh

Apologies for the late reply, no news re: the signs, we've had some dealings earlier in the year with the landowners regarding a claim against the County Council. We also have some information which may suggest higher rights on the path through their landholding, we need to undertake further research. I'll let you know any progress.

Many thanks, Neil

Neil Lewis

Countryside Access Team Manager

0115 977 3169

Riverside path, Colwick - Netherfield (update on proposed extension as part of the EA's Flood Alleviation Scheme) (copy of message from Arthur Williams to Vernon Coaker, MP):

"Dear Vernon Coaker,

I am following up on behalf of Pedals (Nottingham Cycle Campaign Group) and local walkers and cyclists regarding public access to the riverside path at Colwick once the Flood Alleviation Scheme (FAS) has been completed.

From information that Pedals has been given by the County Council, it appears that the original proposal to open the remaining length of the path to public access has now been dropped, but it has been impossible to find out why, or whom to contact to press the case for this to be put into action. I quote below an extract from the Environmental Statement (October 2008) of the Trent Left Bank Flood Alleviation Scheme, Appendix D (Colwick) section D15, entitled "Trent Valley Way"

"An extension of the Trent Valley Way is proposed as an enhancement. This is a very significant improvement and will provide the missing 0.5km link in this walkway, which stretches from Nottingham city centre to Gunthorpe.

The walkway will be incorporated into the defence. This will allow pedestrians and cyclists to use the immediate riverside for recreational purposes by providing a more attractive environment. As agreed with Gedling Borough Council, it will be their responsibility to obtain landowner consent and the necessary approvals to achieve formal footpath status. These agreements must be achieved in advance of the proposed works.

Figure FF3.4 in Appendix F shows this potential enhancement."

Has Gedling Borough Council not followed this up? Has this potential enhancement been officially dropped from the plans, and if so, who made the decision, and whom did they consult? So far, no-one at the Environment Agency has been able to give a useful response. It has not even been possible to find out who is responsible for this aspect of the Flood Alleviation Scheme.

To be blunt, if this really has been dropped, then one of the key public benefits of the FAS has been removed, probably without any consultation. Since large amounts of taxpayers money have been spent on the scheme, it would seem right that it should also bring benefit to the public at large, given the relatively small additional cost of completing the riverside path. From the Colwick Park end, the path has already been made up to a good standard - see photo (this is a view looking through the locked gates). I would appreciate if you could follow this up to ensure that this section is opened up to public access, as was clearly intended in the plans set out in 2008.

Best Regards,
Arthur Williams
(Member of Pedals Committee and Gedling constituent)
Home address:
1 Mayfield Road
Carlton
NG4 1JP

....message about this of 28 Nov. from Gary Smerdon-White:

Hi

To be clear where I stand on this matter.

EA and County Councils certainly raised our expectations about what they could deliver insofar as additions to the strategic cycle network. Their communications on what's in and what's out of the scheme has been negligible.

However it is not a problem to get to the person responsible for the scheme - John Hindle. As I said at the CDG, I discussed this matter with the Regional Director of EA last week and I also said that I would follow it up with him again. They are actually very approachable although John Hindle takes time to respond.

I guess I'm saying I'm with Arthur about the main issues but not that we don't know who to contact
Gary

....and Gary's message of 28 Nov to John Hindle, Environment Agency:

"John

I chair the Greater Nottingham Transport Partnership which is a strategic advisory board on local transport plans which has public and private sector members.

As I mentioned to Mark on 21st November, expectations about extensions to the local strategic cycling network as a bi-product of the flood defence scheme were raised at various early EA consultation meetings and indeed there have been some useful additions upstream of Trent Bridge. However although there was an extremely encouraging meeting between cycling groups, County and Gedling Councils, you and other EA representatives at Gedling Borough's offices a few years ago about the area downstream of Trent Bridge, little seems to be being done.

I quote below an extract from the Environmental Statement (October 2008) of the Trent Left Bank Flood Alleviation Scheme, Appendix D (Colwick) section D15, entitled "Trent Valley Way"

"An extension of the Trent Valley Way is proposed as an enhancement. This is a very significant improvement and will provide the missing 0.5km link in this walkway, which stretches from Nottingham city centre to Gunthorpe. The walkway will be incorporated into the defence. This will allow Pedestrians and cyclists to use the immediate riverside for recreational purposes by providing a more attractive environment.Figure FF3.4 in Appendix F shows this potential enhancement."

However there seems to have been no clear detailed plan about what is being delivered and certainly no communication to the cycling groups about what is going to be provided as part of your scheme.

I'd be grateful to know what the situation is as these improvements were integral to your original proposals
Gary Smerdon-White

.....message on this of 2 Dec from Arthur Williams to Gary Smerdon-White:

"Hi Gary,

Thanks for this. I'll follow up further. I just had a very positive phone call from Neil Lewis, who is County rights of way officer, and co-ordinates the Notts County Local Access Forum. I left a message via the contact link on their website and he told me today that there is likely to be a site meeting with LAF towards the end of January. There will also be a joint City/County LAF meeting on 9th Jan at which they will discuss the issue of a connecting bridge across the water course that runs along the east boundary of Colwick Park - to enable walkers/cyclists to continue along the bank of the current river (that water course is actually the original course of the River Trent, until it was cut through by the water sports centre sometime in second half of 19th century).

I think we will need to co-ordinate with walking groups for this - I'm not totally familiar with how the LAF works, but it seems like a good place to start.

Regards, Arthur

....and my comments of 2 Dec to Arthur:

"Arthur

Thanks for this. I am just catching up with the latest flurry of emails on this issue and am very glad to hear about your very positive phone call from Neil Lewis.

It does make me realise that it is a great pity that we do not have a Pedals rep on the LAF to ensure that cyclists' interests are represented as well as walkers. I do recall in fact that, when the LAF was first set up more than 10 years ago, Pete Jarman did approach us about nominating a Pedals rep but, at that time anyway, we did not have a volunteer to take it on and so the opportunity lapsed. At that time we did of course have regular liaison meetings with the County Council on cycling matters more generally, the 'Highways South' Cycle Working Group meetings, which took place 3-4 times a year until they were, very unfortunately, discontinued about 3-4 years ago. I thought that those CWG meetings would at least provide us with another channel, via Pete Jarman, to keep abreast of developments as the FAS scheme got underway but then of course that opportunity was lost and we lost contact with what was happening.

It would certainly now be very useful if we could now be represented at future (LAF) meetings on this, including the proposed one in January.

It is also very good news, by the way, to hear about the plans for a connecting bridge to enable cyclists and walker to continue directly along the river at the east end of Colwick Park. Not least of the benefits of this

bridge would be for people on the return leg of the Great Notts Bike Ride!

If, as Gary understands, the EA do in fact have some underspent budget on this part of the FAS scheme, I very much hope that we can after all make some progress in seeing the implementation of what was agreed by way of cycling provision in the meeting, organised by Pete Jarman at Gedling Civic Centre, which several of us attended in April 2009, I think it was.
best wishes, Hugh

....and message on this of 2 Dec from Neil Lewis, Notts CC:

"Dear Hugh

I've spoke to Arthur Williams regarding the paths at Colwick in reply to a request from him to Nottinghamshire Local Access Forum. After a discussion at the last LAF meeting, forum members are planning to visit the site sometime in the New Year. I've suggested to Arthur that he also attends the meeting, I will let him know a date early next year.

Many thanks, Neil

Neil Lewis

Countryside Access Team Manager

.....and comments of 2 Dec from Gary S-W to Arthur:

"Hi

Good news but don't stop following up on John Hindle they have the money at present.

It would be as well for us all to get in with LAF - they seem to be a tool of Natural England and would seem to want to keep access to the countryside to the fore. They do seem a bit biased towards walking and (from my experience of dealing with Natural England) I'd suggest it would be as well to keep away from the bits of cycling that might be seen to have a negative effect on the natural environment e.g. downhillling and MTB. However Pedals focus on leisure and commuting should not be a problem.
Gary"

....message of 13 Dec from Arthur Williams forwarding message from Colette Roberts, Parliamentary Assistant to Vernon Coaker, MP for Gedling

"Hugh,

I've had a detailed reply from Vernon Coaker's assistant - doesn't look too promising to get this changed now, but there doesn't seem to have been much public consultation about the change of decision. With a cynical view, EA write nice promises into the proposal and then just do their own thing, but I might be jumping to conclusions until we hear more.

Regards, Arthur

From: ROBERTS, Colette [ROBERTSC@parliament.uk]

Sent: Tuesday, December 13, 2011 1:00 PM

To: 'Arthur Williams'

Subject: RE: Riverside path

Sorry I don't know. I will let you know when we hear further.

Colette

From: Arthur Williams [mailto:Arthur.Williams@nottingham.ac.uk]

Sent: 13 December 2011 12:42

To: ROBERTS, Colette

Subject: RE: Riverside path

Dear Colette,

Thank you for following this up. It does appear from this reply that the Environment Agency made the decision not to pursue the foot/cycle path without any formal consultation with Gedling Borough Council. Do you know when this statement from EA was made available to Gedling Borough?

I await the further responses.

Best Regards,

Arthur

Arthur Williams

Pedals Committee Member

From: ROBERTS, Colette [mailto:ROBERTSC@parliament.uk]

Sent: 13 December 2011 11:43

To: 'Arthur Williams'

Subject: Riverside path

Dear Arthur

We have received the following comments from Gedling Borough Council:

I am writing in response to the email from your office dated 26th November 2011 regarding the Left Bank Flood Alleviation Scheme and the associated footpath.

The Environment Agency are undertaking the flood defence work through the permitted development rights they have as a statutory undertaker and as such a planning application has not been submitted to Gedling Borough Council with regard to these works. Work at Colwick started in summer 2010 and is expected to be completed in May 2012. The Environment Agency has provided the following statement regarding the proposed foot and cycle path:

"The Environment Agency's original ambition for the Colwick section of the Nottingham Trent Left Bank Flood Alleviation Scheme was an extension of the Trent Valley Way as shown in the Environmental Statement published in 2008. The thinking behind this was that when we replaced the existing flood defences we would have the space to be able to build the new wall and install an access track for maintenance purposes. This meant in certain locations the alignment of the existing defences would have been moved to create the room for the access track. The intention was that the access track could then be used as a footpath to be designated by Nottinghamshire County Council. This was discussed with the local Councils at that time.

However, a number of the existing flood defences along this section are not now being completely replaced. Instead, we are reconditioning or improving them to reduce the risk of flooding to the properties behind.

This means that at certain points there is not the room to safely install a footpath. Consequently, we are not able to create an access track and we will be maintaining the defences by entering each of the properties that back onto them. In addition, the property owners raised safety and security concerns over creating public access to the rear of their properties. To gain their support for the proposals would have needed the installation of high security fencing along the length of the footpath. The cost of doing this meant that it was not feasible for the Nottingham Flood Alleviation Scheme to fund this work.

It may have been possible to overcome the cost implication of delivering the footpath with support from other organisations however, the physical situation on site means that it is impractical to deliver the footpath enhancement as part of the flood alleviation scheme. I understand that this was fed back to Steve Tipping at Nottinghamshire County Council with whom we had been liaising."

Further details can be obtained from the Environment Agency:

Gary Watson

Asset Systems Engineer

East Area Office

Trentside Offices

Scarington Way

West Bridgford

Nottingham

NG2 5FA

Telephone 0115 846 2664

email - gary.a.watson@environment-agency.gov.uk

I have also had a call from the Environment Agency who have confirmed that they will respond in due course. It does seem that the original scheme was somewhat curtailed due to spending cuts and the cycle path was a casualty. The City Council and the Environment Agency are responding jointly. I will of course let you know when this is received.

Colette Roberts

Parliamentary Assistant to Vernon Coaker

Member of Parliament for Gedling

Tel 0115 920 4224

...and my comments in forwarding this message to Neil Lewis and Paul Hillier, Notts CC, Keith Morgan and John Lee, City Council and Gary S-W:

"A very disappointing reply on this from Gary Watson of the EA and it is particularly disappointing that they never let us know about this change to the plans agreed at the meeting which Pete Jarman arranged back in April 2009 at the Gedling Borough Council offices.

It still leaves unclear just how much of the path will now be completed, in addition to the new stretch built already for about 1km east of Colwick Park past the Crossland Estate. Does this now mean that the stretch of path nearly completed beyond that (past the fence) will now just stop and lead nowhere?

I would be interested in your comments please before we take this further.
best wishes, Hugh

...comments from Gary S-W (14 Dec) on the message from Gary Watson of the Environment Agency:

"Hi

I can understand why and how plans change (where I live they have not had to do all they planned e.g. a pumping station, drainage changes). However EA's handling of expectations at the Jarman meeting and beyond, consultation and communications have been very poor - maybe that's the thing to concentrate on in order to get further albeit smaller improvements than first were proposed.

Gary"

Nominating a Pedals rep for the Nottingham Local Access Forum; message of 5 Dec from John Lee, City Council:

"Hi Hugh, The Nottingham LAF are recruiting for new members next Jan so would like to invite a rep from pedals to submit an application. Roger Codling has recently retired from the forum so this has left a bit of a hole in the cycling representation so let me know and ill forward the application pack.

Regards, John Lee

Public Rights of Way Officer

Traffic Management

Development Department

Loxley House

Station Street

Nottingham

NG2 3NG

Direct Line: 0115 8 765 246

....and my reply:

"John

Thanks for this. It would indeed be a good idea to have a Pedals rep on the LAF, particularly if Roger Codling has now retired (which I did not know about, not having seen him for some time). If you could please send me an application form I will raise this at our next Pedals monthly business meeting, on Monday 16 Jan.

Thanks and best wishes

Hugh

....response from John Lee (5 Dec):

"Thanks Hugh, lets get the ball rolling then – we will be setting up an panel made up of forum members to consider the applications following at our meeting on Jan 11th 6.30 – 8.30 Loxley House – we have the pleasure of 2/3 members from Notts County LAF, a rep from Natural England and the regional LAF coordinator looking at the future of LAF's so it may be worth while sitting in on this to get an idea of the forums business.

Regards, John."

East Midlands Train cycling survey of early 2011: telephone discussion with Marc Turley, Commercial Director of East Midlands Trains

Eventually, after some help from Conrad Haigh, Integrated Transport Manager for ATOC (Association of Train Operators) I managed on 16 December to get in touch with Marc Turley, recently appointed Commercial Director of East Midlands Trains.

He rang me to say that the main reason that their Cycling Survey (carried out in February 2011) had not been formally followed up was that the people involved with it had moved on to other things. However, they did have a number of further cycling initiatives in the pipeline, particularly at Nottingham and Leicester Stations and that they had installed various kinds of cycle parking at many other stations too.

I said that it would be useful to have some information in writing on these plans and possible further developments and suggested that he try to let me have these in time to circulate before the next meeting of the East Midlands Cycling Forum, taking place in Derby on Sat. 11 February. This he said he would now try to do.

He also said that he had a general aim next year to have better communications with EMT passengers and that this included those people with an interest in cycling. I mentioned to him that we had been disappointed that the cycling survey had not been better publicised, even among people already known to have an interest in cycling such as Peter Briggs, who had attended both their last Stakeholders Meetings, including the one held jointly with South West Trains in October 2010, where Peter had raised various cycling issues and promised they would get back to him but noone had yet done so.

I also reminded Marc that five of us (including myself from Pedals, Alastair Meikle from the Chesterfield Cycling Campaign, Keith Morgan from Nottingham City Council, Andy Salkeld from Leicester City Council and Paul Fulwood from Passenger Focus had had a meeting at the EMT offices in Derby in January 2008, soon after EMT took over the Midland Main line franchise, to discuss a range of cycling issues, and that they had then seemed willing to have annual such consultative meetings. However, when we came a year later to try to arrange a second meeting, it proved impossible to fix a date and it seemed that the key EMT people involved had moved on. We were keen now to renew the interest, particularly in view of the increasingly strong cycling record of their fellow Stagecoach Operator, South West Trains, which has recently one several awards for this work.

.....comments on this (21 Dec) from Dave Holladay of Transport Management Solutions who works with the CTC on Public Transport Issues:

“David Horne has shown some interest in the Brompton hire option and as he is now top man with EMT I hope to build on this and other initiatives. Sheffield has now got more racks under cover and it would really be good to keep on top of the Loughborough developments, perhaps even adding in some temporary arrangements to replace the big line of railings that has gone.

Do give some thought to the LSTF Tranche 1 bids which are active in your area, and perhaps we can plot who the key players are for each one, and how geographically extensive they are

Nottingham - Nottingham Urban Area LSTF

Leicester - Fit for Business

Note also that there is a Peterborough scheme

I also listened in on a Webinar that featured Loughborough's campus carbon reduction strategy, but can't help thinking that a combined bus/bike regime to link with the town and station is something to develop.

As no major change to access arrangements I am in the area every second Saturday, and it may fit with catching up on issues.

Dave Holladay

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

Report on RRFA Celebration evening on 6 Dec.

This went very well, with well over 40 people attending and lots of interest in keeping the programme going and developing it, despite the big uncertainty over future funding support, even for a basic electronic-media based programme, and allowing for the fact that we now need less funding to run the programme (£6-7k p.a.), with the set-up costs in taking over the programme from the County Council last year now having been met.

One comment from the floor, from Lionel, was on the need for a far more serious effort next year to target ethnic minorities (and other minority groups) for increased participation in rides.

Andrew Martin commented on the gender imbalance among riders and leaders which we need to address.

Many thanks were expressed to Graham Hubbard for all his detailed work when Ridewise first took on the programme and setting up the website etc., to Gary S-W and Peter Briggs for all their work on the Awards for All funding bid and to Helen McCullen for all her excellent work since May on Promotion and Marketing. Funding for this ran out in December and we now have to submit a detailed monitoring report to our funders.

...message of 6 Dec to Pedals activists:

Please find attached a copy of the Rural Rides for All 2011 Summary Report, which can also be downloaded from the Ridewise and Pedals websites.

It was produced by Helen McCullen, now coming to the end of her Awards for All-funded RRFA Promotion and Marketing Sessional Worker post, in time for the Celebration Evening on Tuesday evening at the Lenton Centre. We had about 47 people, mostly ride leaders, for this very enjoyable evening, and there was much appreciation of all the efforts by a lot of people, from Pedals and Ridewise, in keeping the programme going since the County Council pulled out a year ago.

There was also praise for the efforts of particular individuals including not only Peter Briggs, Graham Hubbard, Gary S-W and Helen McCullen, but also the 3 ride leaders (Dave Earnshaw, Mark O'Reilly and Julian Bentley) who won awards for different categories of achievement with their rides. These awards were presented by Mark Dennison from BBC Radio Nottingham who regularly cycles in to the BBC studios from Barkestone in the Vale of Belvoir.

Making it much easier in the new Ride admin for people to offer rides at short notice has clearly helped greatly with up to date communications, along with all the other electronic improvements, taking much more advantage of email, the internet and Facebook, as well as helping to keep running costs down. There are now, for example, a lot more rides being offered in the next few months than has usually been the case in the winter months.

Gary in his presentation at the start of the evening made clear the very uncertain financial situation regarding future running of the Rides programme, with no sponsor yet in prospect. Even to operate on a minimum basis still needs about £6-7k p.a. Meanwhile, everyone was encouraged to keep up their involvement with the programme and to make fresh offers to lead rides, on the basis that we are determined somehow to keep it going!

Ridewise and Pedals are both considering various ideas for bids for future funding support. We had been told by NCVS that we were very unlikely to be eligible for a further Awards for All Grant in future but in fact Richard Bacon from NCVS, who was there on Tuesday, said that he thought we might after all stand some chance of success with this if we could put together a bid with a clear aim of targeting more minority groups on rides, especially from ethnic minorities.

This followed a comment from the floor, from Lionel, after Gary's presentation, that we needed to make much more of an effort to do this, especially for BME groups, and perhaps also for women and other groups. In doing this we could also involve Murat Basaran who has been responsible for the Cycling for Health project-based Community Rides, which have attracted relatively high BME numbers.

If people from Pedals are therefore happy for us to pursue this suggestion, again in close cooperation with Ridewise and NCVS, it would be useful to know asap and preferably well before our next monthly business meeting which is of course now not until 21 January.

Comments on this suggestion would therefore please be very welcome asap, before we take it further, as well as any further suggestions re possible sources of sponsorship and funding.
Hugh

Possible future funding bids and implications for Pedals general campaigning work and priorities

We need at this meeting:-

a) to review our experience over the last year or so with the Awards for All grant and our partnership working with Ridewise and the relationship of these efforts to our broader campaigning work, personpower and priorities

b) to decide whether or not, in the light of this, we should embark on a fresh funding bid, with or without Ridewise or other possible partners and whether related to Rural Rides for All or some other more specific Pedals purposes

c) If we do decide to work on a new bid, its proposed purpose and scope, who should be involved in work on this, the proposed arrangements for keeping Pedals as a whole involved in this work and supporting it, and what would be the best management arrangements for overseeing the work and any person appointed to help with it.

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

**Greater Nottm Cycling Development Group meeting, 22 Jan:
Notes (from Gary S-W already circulated)**

Matters arising:

Broadmarsh bus station cycle parking facility: issues raised by Peter Briggs on early closing of the facility etc."
comments of 12 Dec from Gary S-W:

"Hi

And I did discuss it with him.

As I expected the problem is that Andy is at the early stages of implementing a CityCard based bike hub - testing secure parking devices, checking out use etc before going onto full implementation and wider promotion. These early problems at the Broadmarsh bus station are created because Andy's team supervise everything during a slightly extended normal working day but then hand over to Broadmarsh Centre security people out of hours – Octavian are the contractors. Andy is not happy with this contract (or the performance of Octavian) and agrees changes are needed but his hands are presently tied into the contract and that's unlikely to change until Capital Shopping take over properly from Westfield. However the good news is that Capital Shopping Centres are an active GNTP member and active travel planners whereas Westfield were not and CapShops have signalled up that what they've been doing at Victoria Centre will be extended to Broadmarsh. Cap-Shops need some time to sort out a few things but I'll bring this up next time I see them – I'm also going to a Cap-One retail forum to speak sometime after Christmas.

So I've done what I said, understand the issues, haven't resolved them , have a plan to move on and will continue to follow-up
Gary"

....comments on this from Peter Briggs (12 Dec):

"Gary this is a very helpful response. I got the impression that it was the out of hours security company that was not very cooperative and clearly this is recognised, but on the occasions I have used this facility the consumer-facing personnel have been from this company.

Clearly in relation to the bigger picture there is both enthusiasm and good will.

Peter”

Other matters arising from the CDG meeting notes:

Lenton Lane parking obstructions

The City Council plan to address this by bringing forward the proposed traffic regulation orders to prohibit car parking which they had intended to introduce when the tram is introduced on this route.

Proposed cycle routes alongside the tram extensions to Clifton and Toton

The County Council are now being difficult about including anything more than footpaths alongside these NET extension routes, in view of their anti-tram and anti-cycling stance!

(Highways Agency) East Midlands Road Users and Environmental Committee meeting, Leicester, Fri 25 Nov:

This was a useful opportunity to raise the profile of some of current Trunk Road concerns, including:-

- The A52 (Bramcote Island to Dunkirk Island) Non-Motorised User Study (I pressed for a meeting of all interested parties to consider this afresh)
- Upgrading of subway under the A52 at Sharp Hill between West Bridgford and Ruddington: need for clarification of the complex legal and landownership and access issues.
- Lack of provision for safe crossing movements by cyclists and pedestrians across the A52 by the RSPCA junction, Radcliffe on Trent (raised with the HA by Michael Bedford of Radcliffe, with support from Pedals)

signing of cycle routes at the new A46 / A52 Saxondale junction (the subject of my subsequent email to Jeremy Dixon of A-One Plus):

“Jeremy

Just a brief note following up the brief discussion at Friday's meeting about the need to ensure that comprehensive and coherent good cycle route signing is an integral part of the comprehensive signing for the final version of the new Saxondale A46 / A52 junction, including direction signs for the two Sustrans NCN routes passing through the junction, e.g. Route 15 (Nottm-Whatton etc.) and Route 48 (extending north from Leics, where it is now signed, into Notts.).

As you mentioned that Steve Wren of the Highways Agency (for whom I do not have contact details) will be dealing with this matter, it would be very helpful if you could please ensure that he liaises with myself for Pedals and also Nicola Jones of Sustrans on this matter, as well as with Notts. County Council.

best wishes

Hugh

....comments from Peter Osborne, 1 Dec:

“Hugh - I did a signing ride with some Sustrans rangers back in October along route 15. It is a mess in the A46-A52 area which is hardly surprising. We plan to make route 15 a bit more of a priority next year, but the roadworks are not scheduled to finish until April 2012. I expect you have heard that the A453 has been given the go ahead - another big project for Pedals, Sustrans and others to deal with.

Peter”

....and my response to Peter (2 Dec)

Peter

Thanks for your comments. I am glad to hear that you and your fellow Sustrans rangers plan to address this soon and hope that this will help to ensure that all the cycle signing is firmly sorted out by the time of the full opening next April.

Yes, I am indeed very much aware of the A453 go ahead. Pedals consultations about the details of that scheme go back more than 20 years, I recall, and we now want to ensure that the much better cycling provision that we (along with CTC and Patrick Davies, formerly of Sustrans Leics/Derbs, had negotiated by 2006) does indeed materialise in the implemented scheme.

best wishes, Hugh

Nottm Community and Voluntary Service (NCVS) AGM, 29 Nov: my message of 29 Nov to Andrew Martin

While it is fresh in my mind I thought I would give you a report back on this morning's NCVS AGM, where I went to represent Pedals.

The theme this year was on 'Working with local businesses'. This is something we have done only patchily in the past (e.g. getting Raleigh to print our newsletter for the first 8 years or so of Pedals existence, and then later getting Nelsons to sponsor the newsletter for 3 years until about 3 years ago).

Maybe we could do more of this in future, particularly in working with the more willing local bike shops. Although getting funding out of businesses (big or small) is increasingly difficult it was pointed out (by a speaker from Notts. Wildlife Trust) that getting support in kind has actually risen in recent years. We should consider the potential for this as well.

It is also important, in approaching businesses, to think about what we can do to help them achieve their corporate aims, not just what we want out of them. It is also vital to take care with the exact wording (and spelling!) and general tone of approaches, having done your research on the background and aims of the organisations you are approaching, and also to use your networks effectively, it was emphasised.

We are still waiting to hear from David Saunders, who Peter Briggs and I met a couple of weeks ago, about his suggestions for local charities to approach for smallish grants (for future RRFA or other Pedals projects), and his promised suggested wording of suitable begging letters, and I did not get a chance today to have a chat with him to remind him, as he was busy with other people. However, I did find myself chatting to a local accountant, David Parrish (of RSM Tenon), who runs a charitable trust and who encouraged me to approach them. I have his contact details. (I hope that we could some further news on this before our next RRFA Management Group meeting next Tuesday; I may chase David again in a few days if I have not heard by then).

Groups represented at the meeting were encouraged to discuss with the many NCVS folk present what (other) particular needs they had which NCVS might help them to address and I took the opportunity to raise with a couple of them (including Helen Voce, their (cycling) CEO who is about to leave and go to live in Germany) our related problems of event/displays management and displays, marquee and displays items storage.

Helen suggested that we email in with a brief request about this to go on their website and thought there was a good chance that someone would send a helpful response, although we would need to be prepared to make some payment (as with our other idea, discussed at the last meeting, of reaching some agreement with WEGO (formerly Pedal Express)).

We could also ask through them for a volunteer to coordinate our displays, if we really cannot find anyone among our own ranks to do this, even after we have discussed this again at our next meeting in January, with reference to the job description which you asked me to produce (I have in fact now dusted down the one I drew up back in March when we first thought that Dave Clark was stepping down).

I also got chatting about this to someone else from NCVS, Chris, who was updating our records on their database, and who in fact had met me some years ago at Nottm University. He had recently joined NCVS and said that there was some space we could use in the basement of the shared house he was now living in, in Sherwood, I think it was. That was a kind offer but, whatever we work out, we must be sure that we can easily fetch and return the stuff when we want, and that is kept in good condition and not allowed to get damp or otherwise deteriorate. We can reach Chris via volunteercentre@nottinghamcvcs.co.uk. In theory we could also use them to find a replacement Treasurer for Chris Gardner, from the AGM, but in that case even more, I think it far preferable, if we can, to find someone from within our own ranks.

There is a lot more help on offer from NCVS if we want it, despite their major cuts, but it would need people to prepare the ground by briefing them clearly on just what sort of help we could do with.

We can discuss all this further at our January meeting, and with particular reference, I suggest, to:-

- a) future RRFA and other possible grant bids (and further communications on this from David Saunders, as well as with Ridewise etc.)
- b) the related problems of getting a new Events / Displays Manager and finding long term storage solution for our Displays items and material.
- c) our other general main volunteer and admin needs and where NCVS might best be able to help us with these in so far as we think we do need external support.

Hugh

Report on 2 Dec Wigman Road site meeting: my message to Ben Biddulph and Sandra Bell, Nottm City Council:

“Ben
Sandra

Thanks for a useful site meeting on Wigman Road this morning which I think was well worthwhile, despite us all hanging around so long in the cold!

Please find attached a copy of the recent (DfT commissioned) Transport Research Laboratory report on Infrastructure and Cyclists Safety (PPR580) , which I mentioned at our meeting and which includes, in the section on traffic-calming (page 25), clear advice about the need to avoid problems for cyclists at road narrowings. In doing this it draws attention to the previous (2004) TRL report (by A Gibberd et al) 'The effect of road narrowings on cyclists', TRL Report 621, which discussed these issues in a lot more detail.

Once you have had a chance to discuss the possible options we discussed for remedying the situation we look forward to discussing these further with you.

While appreciating the need for a balanced solution which addresses the needs of all road users, we hope that these points of particular concern from cyclists can be fully taken into account in the detailed design of future schemes, to help

maximise the potential of further 20mph schemes which we very much welcome in principle, so that they can achieve their maximum benefits for cyclists.

best wishes

Hugh

for Pedals

16 Dec meeting with John Delaney, Broxtowe BC, to discuss the detailed alignment of the NET extension line through Broxtowe Borough:

Hugh to report (Peter Briggs had intended to come but then was unable to do so)

Several of us, including myself for Pedals, Gary Smerdon-White of GNTP and Ridewise, Joanna Ward from the Sustrans UCycle Team and Broxtowe Borough Councillor Steve Barber had a very useful meeting to discuss the current details of the latest NET extension plans in Broxtowe.

...Main issues covered in discussing the detailed alignment between the Toton Park and Ride site and the Broxtowe-City boundary (Queen's Road East and junction with University Boulevard):

A52 Gregory's roundabout to Toton NET Terminal Park and Ride site:

- Need for good shared paths to link between the toucan crossings across the eastern 'arm' of the A52 roundabout, the east side of Toton Lane, and the Park and Ride site, allowing for future links to possible housing sites to the west.

Through the Toton NET Terminal Park and Ride site and connection to Inham Road (Chilwell)

- Need for cycle lockers next to the tram stop as well as cycle stands for shorter term use.
- Need for clearly marked and coherent cycle links through the park and ride site, both a peripheral route around the south side (for those wishing to avoid any mixing with motor vehicles in the park and ride site) and directly through it, past the tram stop, for those wanting the most direct route.
- Need for the proposed path between the tram stop and Inham Road to be a shared path and not just a footpath, with links to other local routes including the Erewash Valley Trail.

Through the open space in the Chilwell area between Inham Road and Cator Lane via Bramcote Lane

- Already agreed that the cycle path will be realigned in connection with the introduction of the tram line
- Need at the Bramcote Lane crossing to have a toucan crossing and not just a pelican crossing
- Need at the Cator Lane crossing to have a toucan crossing and not just a pelican crossing

Cator Lane – Castle College

- Agreed that a direct link would be useful, particularly for students riding to and from Castle College, one of the local FE Colleges now to be included in the Sustrans UCycle Project.
- Scope for including a cycle path alongside the tram on this stretch to be investigated by John Delaney but space constraints etc. may mean that this is very difficult, at least in terms of a path alongside all of this bit of the tram route
- May be more feasible to include a link a bit away from the tram line, by using Brookland Avenue, Gwenbrook Avenue and upgrading the twitchell to Lime Tree Avenue (JD also to investigate this)
- If this is not possible cyclists will have to use Cator Lane and High Road.

High Road by Castle College

- This may well be difficult for cyclists as the current proposed cycling provision, encouraging right angled crossings of the tram tracks, is rather fragmented and messy and most cyclists will probably be inclined to take the most direct route, involving a shallow-angled crossing of the tram tracks which could be dangerous, especially in wet or icy conditions.

High Road: Castle College to Chilwell Road junction with Middle Street

- Likely to be the most difficult section for cyclists on the whole of the two extension routes, because of lack of space on this section for more than very limited cycle lanes and the lack of practicable alternative back street routes for cyclists to use to cover all of this stretch, without using much longer and hillier and/or busier roads.
- Risks for cyclists can to some extent be reduced by a combination of these measures:
 - Diverting general through traffic from the High Road onto Queen's Road
 - Restricting kerbside car parking on the High Road, making the movements of general traffic more predictable
 - Signing a back street route via Hall Croft and Dovecote Lane to Middle Street (with links to Church Street, with a toucan crossing) to help cyclists avoid at least some of the High Road tram tracks.
 - Encouraging cyclists to use the electronic signs at tram stops to see when trams are likely to be coming through and then to ride in the relatively safe gaps between them
 - Using rear mirrors to help them see when a tram is coming up behind them
 - Making use of pull-in areas such as minor road junctions and loading bay when a tram is coming up behind them

- Following the advice in the Pedals-NET Project Team advice note published in 2004 (and perhaps needing revision) on how to reduce the risk of getting your wheel stuck in tram tracks, and ensuring that this advice is widely publicised among local cyclists, e.g. by Pedals, Ridewise and Sustrans as well as the County and Borough Councils.

Middle Street (Chilwell Road to Humber Road)

- Cycle paths / lanes already included in the plans for this stretch, although not apparently on the southside, west of Humber Road: important for the cycle paths / lanes to be continuous
- Likely that more confident cyclists will tend to keep to the road, to avoid the rather indirect and slower arrangements at the main junctions (e.g. Styring Street, Station Road, Tesco entrance and the Regent Street junctions)
- County Council now opposed to any inclusion of Advanced Stop Lines at signalled junctions (despite the clear advice on their value for such situations in the DfT 'Cycle Infrastructure Design' Report (Local Transport Note 2/08 of 2008).

Fletcher Road – Lower Road – Queens' Road East – University Boulevard

- Cyclists will still be able to get through by the restriction for general traffic (? Rising bollards) between Fletcher Road and Lower Road
- The reconfiguring of the Queen's Road East / University Boulevard junction will involve major changes in the cycle route, including the removal of the Queen's Road east toucan crossing, and the introduction of ASLs on the carriageway as well as some shared path surfaces
- It will be important to make clear to cyclists what routes they should now take in different directions, including the off-road options (using the shared paths) for less confident cyclists
- A dropped kerb will be needed on the (northside) University Boulevard cycle path just north of the new junction to facilitate access to it from the Beeston and Queen's Road East direction

A6005 Queen's Road: Meadow Lane and Station Road junctions

- Both these junctions are to be improved, to enlarge capacity for general traffic diverted from the Middle Street and High Road routes. However, the County Council do not propose to include any cycle facilities such as Advance Stop Lines in these plans as they are now opposed to any further use of such measures, very regrettably.
- Meadow Lane junction; This is very well-used by cyclists riding to and from Chilwell School but space is very tight and it would help safer cycling to school in particular if cycling improvements could be included.

Transition Sherwood Bike Group meeting on Monday 9th January at 6pm; invitation of 5 Jan from Angela Hayes Arthur Williams has offered to attend on behalf of Pedals:

"Hi there and Happy New Year. I am writing to let you know that we (Sherwood Transition Bike Group) had a good meeting on December 5th. We had a lively and interesting discussion which focused on a few themes - bike maintenance, cycling confidence and road safety. We would love to let you know what we are planning and to learn from your experience and expertise, especially in relation to creating bike friendly routes in our patch and beyond.

It would be great if someone from Pedals was able to come to one of our future meetings - the next one is at 6pm in the Sherwood Enterprise Centre, 486 Mansfield Road Sherwood, NG52FB. If this is not possible then it would be good to have a chat anyway - my numbers are 0115 8410988 or 07886103366.
Thanks, Angela"

Nottingham City Local Access Forum meeting on Wed 11 Jan

Roger Codling from Notts CTC has represented the interests of cycling on the City Local Access Forum since it was set up about 10 years ago following the Countryside and Rights of Way Act 2000 but has now decided to step down. John Lee from the City Council asked me if would take over this role on this Forum which meets 3-4 times a year, starting from the 11 Jan meeting. (There also occasional subgroup meetings and site meetings involving different members).

Several of the 11 Jan meeting were people I had had some previous contact with, if not in person through emails. For example, Chris Thompson from the Ramblers' Association is someone who I first met many years ago but our contact had rather lapsed for various reasons. However, he is evidently keen to work together on some issues, such as trying to get as much as possible still built of the riverside path on the new flood embankment between Colwick Park and the railway bridge across the Trent between Netherfield and Radcliffe on Trent. I told him of our recent attempts, via Vernon Coaker MP, to get some clearer news on how much of this will still be built and that we were soon intending to pursue this again directly with the Environment Agency (Gary Cooke). Chris recommended that we involved County Councillor Darrell Pulk, one of the County Councillors for the Gedling area.

Chris also mentioned later in the meeting that the RA are keen to have a campaign to get more use of the network of paths in the city. They have been trying themselves, with great difficulty, to carry on the Guided Walks programme which the County Council used to run, until they dropped it as part of their cuts two years ago, at the same time as they ended their involvement in Guided Cycle Rides. I explained to Chris and others at the meeting the efforts Pedals and Ridewise

have since made to try to continue the Rides programme, and the current continuing great financial uncertainty over their future.

Incidentally, another of the points Chris made was that Guided Walks need to do far more to attract people from ethnic minorities, so I told him that the very same point had been made recently in relation to recent Rural Rides experience!

Among others at the meeting with whom I had had some previous contact were Tom Huggon, an extremely knowledgeable and experienced environmental lawyer (formerly of Browne Jacobson) and one of two others that I had had some contact with, at least by email, at the time our campaign for the reopening of the Wilford Suspension Bridge, 2-4 years ago. Had we been previously represented directly at this Forum, or had a better system for being directly informed about its deliberations, on a regular basis, we could no doubt have worked closely with other people with interests in rights of way issues, and the same applies to some other issues. At least we now have a chance to do this better in future.

A particular case in point is certainly the Riverside path (Colwick Park-Netherfield issue) and, related to that, the meeting discussed the proposal for a new foot (and ?cycle) bridge on the east side of Colwick Park across the old loop of the Trent on the City/Gedling Boundary. For some years, I gather, the Forum has been wanting to find a project on which they could work together with the County LAF and agreed on this.

To take it further there is soon to be a site visit, in which I offered to be involved. However, I should emphasise that it is far from clear yet whether the County Council LAF will in practice be in any position to respond positively to this, given the particularly vicious cuts inflicted in the last year on the County Council Rights of Way section and the even their basic rights of way maintenance and claims processing work.

The earlier part of the meeting was taken up with presentations from two people from Natural England, Eizabeth Barnoff and Fiona Groves, who are involved with LAFs and improving access to Greenspace regionally. They talked about Natural England's new website for LAFs, developed in association with Defra. This website called 'Huddle' is intended to help LAFs learn from the detailed experience with similar access issues in other parts of the country. The initial intention is that each LAF will have a 'Huddle Champion' who accesses the site on behalf of other people in their LAFs and then reports back on what they have learned. From March however, it should be possible for more people from each LAF to be registered and to access the site.

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

Susan Young and Andrew Martin have been stepping up their efforts recently to tackle the still continuing and appalling behaviour by Lloyds TSB bank in completely unauthorised payments from our old bank account, despite frequent assurances that they would stop doing this. The matter has now been taken up with the Financial Services Ombudsman.

Chris has reminded Andrew Martin and me of his wish, as mentioned last August, to step down from being Treasurer from the AGM in March, so we need to be prepared to help find a successor.

6. Forthcoming events / meetings

- Pedals meetings

Mon 20 Feb:

Heidi Duffy from Notts Constabulary is coming to discuss the 'Think Bike' car sticker campaign of their Notts Road Safety Partnership.

How long should we allow for her talk and questions? 30 or 45 minutes?

So far we have no other meetings fixed, apart from the AGM at the Friends Meeting House on Saturday 31 March, for which Andrew and Susan propose this year that we include some food as well as a ride in the afternoon.

Another suggestion of Andrew's is to invite representatives of other local groups to this meeting, so we could perhaps discuss this as well.

The AGM will of course concentrate on 'strategic matters', including the election of a new Treasurer, so the normal Pedals monthly meeting that month (Monday 19th March) will deal only with more detailed regular business. We need to give all our members at least one month's notice of the AGM and mentioning a) the vacancies, b) the food and c) the ride.

Do we want now to arrange speakers or other special subject discussions for other future meetings?

Proposed Pedals stall at the Victoria Centre, ?March 2012:

It was agreed in principle at our last meeting to organise this sometime early this year, and not too close to the Light Night on 10 February but not clear if anyone is taking charge of this both in terms of making a definite booking, and arranging what to bring and who to man it?

The person to contact to arrange bookings, Andrew Martin says, is Roy Abbott, Market Officer, 0115 9156970.

- Other meetings / events

Wed 18 Jan: Invitation to the address by Parliamentary Under-Secretary of State for Transport, Norman Baker MP congratulating the city on securing financial close of NET Phase Two at The Council House at 10.00

I have been invited to attend on behalf of Pedals.

Wed. 25 Jan: Broxtowe Partnership Transport Group:

Peter Briggs will be attending.

Thurs 26 Jan at 10.00: next Greater Nottm Cycling Development Group meeting at Loxley House

We need some discussion on what items we want to see on the agenda.

Keith Morgan of the City Council tells me that he has produced some comprehensive signing plans for the whole of The Big Track (extending the ones installed in the autumn near Trent Bridge and Meadow Lane canal lock and bridge).

Peter Briggs has suggested that we have some discussion on the recent Transport Research Laboratory report on Cycle safety and infrastructure.

I think it would also be timely to have some discussion on the latest position about cycling provision in the A453 (M1 to Clifton) widening plans announced soon after our last meeting, as well as the NET extension plans, on which construction work will be starting very soon.

Friday 10 Feb: Nottingham Night Light and Pedals contribution; message of 9 Jan from Tiffany Jackson-Bieeu Big Wheel

"Hi Hugh, We've sent off all we needed to for Light Night. Just wanted to update you on what we have planned although we will send you the press release shortly in case you'd like to run info about it on your web site.

We will have our stall with all the info we usually have as well as slap wraps, glo sticks, t shirts and prize draw for bike lights and a Halfords voucher. We will also have a Circus Cyclist act who will be illuminated he performs on a penny farthing, mini bike and unicycle.

We will also have Ridewise instructors there and the fun bike set up, and will hopefully have Rickshaw rides available.

Please let me know what you require and confirm that you can be set up by 5.30pm

Kind regards,
Tiffany Jackson-Bieeu
Big Wheel

East Midlands Cycling Forum, Derby on Sat. 11 February:

Who is interested in going please to this meeting, being organised by Dave Clasby of the Derby Cycling Group? I am intending to go and I know that Peter Briggs is also interested.

Save the date: 28 April 2012, Central London - biggest every cycling protest – message of 20 Dec from Mustafa Arif to Cyclenation Forum:

"Delegations of support from the rest of the UK most welcome. What happens in London can often affect the rest of the country.

This will be the weekend before the Greater London Mayoral election on 3 May 2012. The London Cycling Campaign is seeking a commitment from the candidates to "make London a more liveable city by making our streets as safe an inviting for cycling as they are in Holland."

Details to be announced in January 2012 following conclusion of discussions with authorities.

In the meantime, please start spreading the word that there will be a big event in central London on Sat 28 April 2012 to demonstrate for better cycling facilities and which your members may be interested in supporting. It would be nice to see a few other campaign groups organise trips down. Don't forget, you could also make the most of the weekend by coming into London on Friday evening to join Critical Mass.

Many thanks, Mustafa

7. Cycle facility and traffic management matters

City Council Cycling Action Plan Review Comments – my message of 2 Dec to Keith Morgan, City Council, in response to his request of 22 Nov for detailed comments:

“CYCLE ACTION PLAN REVIEW 2009-2011 - Pedals comments, December 2011

Page 1

Commuter cycle routes:

Hucknall Road:

- This corridor still needs the major improvement of safer crossings of the Outer Ring Road (Valley Road) near the City Hospital

Ucycle project related schemes:

Still needed are:

- Safer cycle track crossing by the University Park west entrance at the at the adjoining Broadgate / University Boulevard / Woodside Road roundabout
- Contraflow cycle access alongside the campus north exit on to Clifton Boulevard just south of the Derby Road roundabout
- Upgrading of the cycle path on the west side of Clifton Boulevard (between Derby Road and the Dunkirk island) with particular respect to making better use of the limited space now provided for cyclists and pedestrians, and the proposed NET Chilwell-Toton extension overbridge, and revised arrangements on Science Road to accommodate the tram extension.

Clifton:

- Important to keep up pressure on the Highways Agency to fund the rest of the proposals, on the trunk road section of Clifton Lane, between the Clifton Bridge mini-roundabout and the Silverdale roundabout, and including improved signing of the connections to other routes including the riverside path nearby.

Future cycling corridor improvements:

- Important to ensure close coordination with the County Council on those corridor routes extending outside the city, e.g. the A612 corridor, where some shared paths have been created but junctions can be problematic for cyclists.

Ring Road Major:

- Very important that this does include cycle path enhancements, with particular regard to the junction crossings and side road entry treatments, as well as improved enforcement to discourage drivers from parking on the paths.

Strategic Cycle Network:

- Important to develop a long-term vision for this, even if current funding problems mean that little investment is likely in the near / foreseeable future.
- Possible cycling improvements in the A52T corridor between Bramcote and Dunkirk islands, as well as links alongside the NET route to Chilwell-Toton and the Erewash Valley Trail and Bennerley Viaduct
- Proposed route alongside the NET extension route to Clifton on the stretch past Wilford between Wilford Lane and Coronation Avenue, connecting to the two existing shared paths (Coronation Avenue-Wilford Lane and Ruddington Lane-Ruddington) and including an upgrading of the current informal route to the South Nottingham Industrial Estate from the Compton Acres (Acorn Bank) to Ruddington Lane (Wilford) cycle path.
- Improved cycle links to local FE Colleges, as part of the extension of Ucycle Project funding to cover FE colleges.
- Need to have regard to a series of further potential Big Track links (with minimal use of obstructive access controls such as A-frame barriers, and with comprehensive, coherent and consistent signing including local

directions signing) including:-

- Riverside path extension on the north bank from Trent Bridge and the Meadows Lane canal lock through to Colwick Park and from Colwick Park via the Netherfield Industrial Estate and railway bridge over the Trent (between Netherfield and Radcliffe on Trent) towards Stoke Bardolph and even Newark.
- South bank extensions and improvements towards the NWSC (Holme Pierrepont) and Radcliffe on Trent, with links to the proposed route enhancements along the Grantham canal as part of the Grantham Canal Restoration Project, as well as possible NWSC-Colwick Park cycle-pedestrian bridge
- Improved links along the Fairham Brook corridor between Clifton Bridge and Clifton-Ruddington towards Rushcliffe Country Park and potential housing growth areas south of Clifton, as well as Gotham, etc.
- Improved riverside paths on the south bank of the Trent west of Wilford and Clifton Bridge through to Barton-in Fabis and Thrumpton and with connections to the cycling provision planned as part of the A453 dualling scheme between Clifton and the M1-East Midlands Airport (part of Sustrans NCN Route 15)
- Proposed Sustrans Leicester-Nottingham NCN route, extending northwards from the Connect 2 Project schemes in the Watermead Country Park area north of Leicester (due for completion early in 2013).

Important to work closely with Sustrans as they develop ideas for this, including possible route options ('braids') on the approaches to Nottingham, e.g.

a) via Keyworth, Plumtree and Gamston, with a possible link between Plumtree and Rushcliffe Country Park via upgrading of the bridleway between Plumtree and Flawforth, east of Ruddington.

b) via Wysall, Bradmore, Ruddington, with further potential options on this route

i) via Ruddington Lane and the proposed route alongside the NET extension past Wilford and ii) between Ruddington Village (and Ruddington Business Park and Rushcliffe Country Park) via the subway under the A52T at Sharp Hill and the major new housing development at Sharp Hill, north of the A52T and by the A606, West Bridgford / Edwalton, with links via the new housing spine path to Boundary Road (near Rushcliffe School and the Rushcliffe Leisure Centre) and the Green Line through to Melton Road and West Bridgford town centre, etc.

Page 2;

On-road facilities including cycle lanes and ASLs:

ASLs:

- Important wherever possible to include good approach cycle lanes, as part of wider measures to improve junctions for cyclists
- Also vital to improve level of enforcement and respect for these by all drivers
- Improved maintenance of markings also a vital part of increased respect by drivers; several ASLs (and approach cycle lane) marking are now badly eroded, e.g. on Arkwright Street, on the southern approach to the Queen's Road traffic signals near Nottingham Station.

Cycle lanes:

- Continuity through junctions does help less confident cyclists in particular
- Important to ensure that these are not obstructed by parked cars

Improve links with other types of transport:

- Need for comprehensive series of safe and signed access routes from different directions, including the Sneinton Greenway and Manvers Street.
- Provide cycle hire at Station including possible Brompton Dock as tried successfully at several SWT stations and now proposed at Leicester Station.

Page 3;

Embedding cycle improvements within major transport and development schemes

The Hub

- Expand the Secure Bike Compound at an early stage, while ensuring adequate spacing between stands for people leaving and fetching their bikes, all with regard to security and good lighting / surveillance and shelter, as well as ease of access to and from the compound, with minimal risk of conflict with other station users.
- All cycle parking (and cycle hire) facilities must be clearly signed both externally and internally.

NET Phase 2:

- Pay particular attention to potential problem areas for cyclists at junctions, e.g. Waterway Street / Meadows Way, by the University Park south entrance, Abbey Street/ Gregory Street, Lenton) and generally on narrower streets with no or very limited space for cycle lanes or cycle paths alongside, e.g. Meadows Way and Chilwell Road (Beeston) / Chilwell High Road
- Ensure provision of new routes for cyclists alongside the tram extensions where possible, particularly on the Wilford Lane-Ruddington Lane stretch (past Wilford) of the Clifton line and the Chilwell-Toton stretch of the Toton line.

Regeneration Zones:

- Provide safe, coherent and attractive links between the north end of the London Road canal path and the Lace Market and City centre via the Island site and across the London Road roundabout, etc.
- Complete the riverside path from Trent Bridge to Colwick Park via Trent Lane, etc.

Improving the City Centre for cyclists:

- Ensure that clear routes are signed and marked across the city centre (with connections to surrounding routes), both in west-east-west and north-south-north directions.
- Ensure that an improved direct route for cyclists is created between Carrington Street and Listergate as part of any Broad Marsh redevelopment plans, to create a more direct and less steep approach for cyclists from the Station and the south of the city.
- Provide a clearer and safer layout for two-way cycling at the junction of George Street and Carlton Street, so that cyclists heading east (downhill) are not faced with a choice of riding the wrong way on the road or the wrong way on the uphill cycle lane on the south side of Carlton Road.

Page 4:

Improve the information available to cyclists;

- Publicise Cyclestreets as well as the Transport Direct cycle journey planner
- Ensure that paper maps are kept up to date and reprinted to meet ongoing demand
- Improve the contents of the notice board in the Station Bike Compound, with regular updates and provide at least one further non-electronic notice board, e.g. in the Wilford Bridge area, an important cycle routes hub.

Make further improvements to The Big Track and other off-road routes:

- See comments above on 'Strategic Cycle Network
- Ensure that all of The Big Track includes comprehensive signing of local destinations, as well as main local feeder routes.

Page 5:

Improve links to local facilities including better lighting and bike parking at destinations:

- Ensure good quality cycle parking (undercover is possible) is available, in small clusters (if space permits, to improve convenience) at all local and District shopping centre, retail parks and health facilities, site with careful regard to security, convenience and ease of access.

Investigate the potential to introduce local recycling schemes

- This work needs to be more widely publicised, and with the support of more local community groups.

- Potential also to link this work more widely to local self-help bike repair schemes, e.g. in Sneinton and Beechdale / Bilborough, as well as the FHA Bike Club at Bulwell.

Page 6:

Deliver more safe routes to schools and deliver 20mph zones outside schools

- Pedals strongly support the wider delivery of these zones, especially if they are well-enforced.

General / other improvements:

Infrastructure:

- Small-scale improvements, the need for many of which was identified on the Pedals comprehensive wish list, is very important, in reassuring cyclists that their needs are being respected, and this must include close attention to detailed design and construction, as well as monitoring of any (early) problems
- Very important to take care to avoid creating further general road layouts that are problematic for cyclists, e.g. (sudden) pinch points and / or cycle lanes and cycle paths that suddenly terminate, leaving it unclear how best safely to continue.
- Other traffic management schemes such as pavement build-outs and bus lanes must be designed with full regard to their probable impact on cyclists.
- In the case of one-way streets the general rule, in view of the revised DfT Traffic Sign guidance (2011) should be that contraflow cycling is the norm, in the interests of promoting more permeability for cyclists, unless there are particular local circumstances making this inadvisable.
- Cycle parking: important to give more attention to secure and easily accessible provision of cycle storage in blocks of flats.

Travel Plans:

- Enforcement and monitoring, with penalties for non-compliance, are very important if these are to fulfil their potential
- Need to ensure systematic and regular feedback from (Workplace) BUGs (Bicycle User Groups) and to encourage the creation and maintenance of further BUGs, to help generate more comprehensive feedback from cyclists, both regular and occasional.

HMcC, 1.12.11

Nottingham 20mph area pilot scheme (Sherwood and Mapperley area) - article in Nottm Post of 25 Nov including brief plug for Pedals: my email of 27 Nov to Pedals activists and comments from Rod King of the Twenty's Plenty for Us Campaign:

"We got a brief, but prominent, plug for Pedals in this item in Friday's Nottm Post, giving strong support to this pilot scheme by the City Council. I sent a note about this to Rod King of the national 'Twenty's Plenty for Us' campaign who has now also much welcomed the move and offered his assistance. I have suggested that he write to Cllr. Jane Urquhart, City Council Transport Portfolio Holder, to offer his congratulations and offer of assistance.
Hugh

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

From: [Rod King](#)
To: Hugh.McClintock@ntlworld.com
Sent: Friday, November 25, 2011 8:08 PM
Subject: RE: Nottingham 20mph area pilot scheme - article in Nottm Post of 25 Nov

Excellent news. How can we assist?

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

From: Hugh McClintock [Hugh.McClintock@ntlworld.com]
Received: Friday, 25 Nov 2011, 19:41
To: Rod King [rod.k@20splentyforus.org.uk]
Subject: Nottingham 20mph area pilot scheme - article in Nottm Post of 25 Nov

Rod

This may perhaps be of interest:

<http://www.thisisnottingham.co.uk/Speed-limits-slashed-20mph-city-s-roads/story-13951517-detail/story.html>

best wishes, Hugh

...subsequent message from Rod King to Cllr. Jane Urquhart

"Dear Councillor Urquhart

I am delighted to hear that Nottingham is planning a major roll out of 20mph limits for the Sherwood area :-

<http://www.thisisnottingham.co.uk/Speed-limits-slashed-20mph-city-s-roads/story-13951517-detail/story.html>

At 20's Plenty for Us we have considerable understanding of implementations elsewhere in the country. We have experience in not only the community campaigning aspects but also the technical and implementation issues. We also have briefing sheets on most of the aspects of Total 20 implementations on our website.

What the city council is doing for its residents is an important step and we would be pleased to assist it in whatever way we can.

Once again my congratulations to you and your colleagues for this important initiative.

My best regards

Rod King

07973 639781

Rod.k@20splentyforus.org.uk

Re: Aspley Lane Road Safety Scheme - Extension to 20mph limit to include cul de sacs - message of 7 Dec from Jen Williams, City Council and my response (12 Dec):

"Hello Hugh,

Thank you for responding and supporting to the proposals in my letter of 17 Nov.

I have just been drafting you an email as there have been some late changes that we have been asked to include within the scheme and as these changes include cycle facilities I thought you should know as soon as possible so that you can give me any comments or suggestions.

Late last week we have been asked to upgrade from the proposed cycle logos at junction mouths along Aspley Lane and to include on carriageway cycle lanes in both directions along Aspley Lane from Western Boulevard to Melbourne Road.

These cycle lanes will form a link from the Western Boulevard shared facility to connect up with NCN6 on Melbourne Road.

From Western Boulevard the existing shared facility from the Ring Road shall continue onto Aspley Lane prior to the Puffin pedestrian crossing. This shall be a physical build out /waiting area for cycles to join the carriageway and there shall be a give way for cyclists to give way to traffic. There shall be cycle logos across Trentham Drive junction mouth and not a dedicated cycle lane due to inadequate carriageway width. From Trentham Drive to Melbourne Road we have removed the proposed parking bays and have included a dedicated cycle lane to join up to the existing ASLs at Melbourne Road junction.

In the other direction from Melbourne Road to Western Boulevard there shall be a dedicated on carriageway cycle lane that then joins up to the existing bus lane.

I apologise for late changes to the proposals but I welcome any comments or suggestions regarding the proposals of the new cycle facilities. Again, I apologise for the short notice as the scheme is due to be constructed on January 10th.

I have attached a plan and if you could let me have your feedback as soon as possible it would be greatly appreciated.

The other major change to the scheme is that it will no longer be 20mph limit with camera enforcement along Aspley Lane (Melbourne Rd to Western Blvd) but a 30mph limit with camera enforcement. The proposals to have 20mph limits on the cul de sacs leading off from Aspley Lane still stand.

Kind regards, Jen

Jennifer Williams

Senior Officer - Accident Investigation

Traffic & Safety

Nottingham City Council | Loxley House | Station Street | Nottingham | NG2 3NG | Tel: (+44) 0115 8765229

....and my response of 12 Dec to Jen Williams:

"Jen

Thanks for this. In view of your request for some comments asap I am responding now without allowing as much time as I would like to get comments from other Pedals activists.

Having a 20mph rather than 30mph limit on this road would be preferable but if, on Police advice, this element of the scheme is now to be mostly abandoned, then it would be best for the cycling provision on Aspley Lane to take the form of continuous cycle lanes rather than part cycle lanes, and part shared path provision (towards the Western Boulevard end). It is also important that cycle lanes should be continuous across junctions with side roads, including Trentham Drive.

Another point to consider carefully is how to best to enhance the safety of cyclists on the shared paths on the west side of Western Boulevard where they cross the Aspley Lane junction as this now can be quite difficult and unsafe at times and might be made more difficult by the current proposals. It would be best if there could be some incentive for drivers to slow down at this point, e.g. by raising the level of the shared path where it crosses this side of the Western Boulevard / Aspley Lane junction.

We do hope that it will still be possible for these views to be taken into account before construction starts.
best wishes
Hugh
for Pedals

....response from Jen Williams (13 Dec):

"Hello Hugh,
Thank you for your response. I shall forward on your comments to our Engineer in Highway Design to incorporate your suggestions as much as economically possible and feasible (depending on the carriageway widths).
Thanks again, Jen
Jennifer Williams
Senior Officer - Accident Investigation
Traffic & Safety

PS. I had a phone call about this on 9 Jan from Martin Clough (tel. 929 4002), who, though no longer a cyclist, said he was concerned about the proposed build-outs as part of these plans, on which work was due to start on 9 Jan. I said that we would keep a close eye on this and review it our next meeting.

Road Safety proposals: Hucknall Lane; my response of 13 Dec to the consultation letter from Paul Williams, City Council:

"Paul
Thanks for consulting us about these proposals.

We would like to emphasise the importance, in the detailed design of the proposed features of taking full account of the advice in the recently published DfT / TRL Report on Infrastructure and Cyclists' Safety (a copy of which is attached) and also the earlier TRL report (2004, no 621) by Gibbard et. al on Cyclists and Road Narrowings.

It is also very important that every effort is made to provide good feeder lanes to Advance Stop Lines for cyclists, and to ensure that they are well respected by drivers, if they are to achieve their full potential to be of real value to cyclists.

best wishes
Hugh McClintock
for Pedals

Sustrans NCN Route 6 (Bulwell); message of 18 Dec from Andrew Martin:

"Hello Hugh
You will recall my mention of the idea to reroute NCR6 in Bulwell to run alongside the new Riverside Centre and thereby avoid the bridge over the Robin Hood line and NET Line 1. Perhaps you could arrange a site visit with Keith Morgan, (and others e.g. Highway Design, Road Safety?) and the two of us for a day in January before the next Pedals and CDG meetings.

I am free on most days except Tuesday 10/1/12.
Andrew"

PS. Meeting now fixed for Tuesday 17 January at 1.00

Request for feedback: Sneinton Square etc. and links

Any comments please on these recent changes?

Network Rail plans to replace Trent Lane and Meadow Lane (Sneinton) rail crossings by new footbridges: my message of 6 Jan to Brendan O'Meara and Arthur Williams:

"Brendan
Arthur

I wonder if either of you are aware of Network Rail's new plans to install footbridges at the Trent Lane and Meadow Lane level crossings in Sneinton, as featured in the Nottm Post today at <http://www.thisisnottingham.co.uk/Plans-revealed-replace-level-crossings/story-14344472-detail/story.html>

Both of these are of course on cycle routes and I see that there is some reference to the provision of ramps to help disabled access, which cyclists could probably also use. However, it would be a good idea to see the plans and make sure. Are either of you able to get along to the Exhibition in the Greenway Community Centre next Wednesday at 5pm please?

best wishes, Hugh

... comments from Arthur Williams (9 Jan)

From: [Arthur Williams](#)

To: [Hugh McClintock](#) ; [righttoride](#) ; [Dave Holladay](#)

Cc: [Brendan O'Meara](#) ; [Linda Cottrell](#) ; tom.hughes@ntu.ac.uk

Sent: Monday, January 09, 2012 12:29 PM

Subject: RE: Network Rail Cycle/Walk bridges for Nottingham (Sneinton)

Dear All,

Without having seen the plans, but as a general comment, the bit of Meadow Lane that I find most dangerous is not crossing the railway, but crossing the entrance to the drive-in KFC. It seems that many drivers that use this facility have absolutely no regard for cyclists. Any comments from others?

Arthur

.....and my response to Arthur of 9 Jan:

"Arthur

Yes, I know the problem you mean on the cycle path near KFC. Indeed lots of bits of the Daleside Road cycle path in this area are substandard. The City Council have recognised the need to make improvements to it as part of their next Cycling Commuter Corridor Improvement Project but any work on developing this has now, I gather, been deferred by a year because of the spending cuts.

Hugh

...PS. My comments after visiting the Network Rail exhibition on 11 Jan at the Greenways Community Centre, Sneinton:

The proposals for both new bridges (Trent Lane and Meadow Lane) do include ramps with an apparent gradient of about 1 in 20, which should be acceptable for cyclists as well as DDA (Disability Discrimination Act)-compliant, and there will be connections with the Sneinton Greenway on the stretch of former railway which crosses both roads not far from the still operational railway (to Newark).

Lighting is included in the plans although it is not clear how good this lighting will be. I mentioned this in the written comments I made at the exhibition and also commented on the need for good signing of the new arrangements, and for clear links to the Daleside Road cycle paths to the south.

These proposals were also discussed a bit later on that evening at the meeting of the Nottingham Local Access Forum and I gathered that a subgroup of 4 members of the Forum had been on a site visit about two weeks earlier. It seems that they do have some broader concerns than ours, e.g. about the apparently over-engineered design of one of the proposed bridges (Meadow Lane) and the poor relationship of the design of the new bridges to some of the older local railway architecture, one element of which, an old signal box, is due to disappear as part of the proposals. These comments, when finalised, will be submitted by the LAF Planning subgroup to the City Council as comments on the Network Rail planning application.

....comments from Arthur Williams (12 Jan):

"Hugh, Andrew,

I went to the consultation yesterday evening and met Tom Hughes there, too. We both liked the plan for the Trent Lane crossing, which makes use of the previous railway bridge supports and will enable those on the Greenway to cross over the railway without having to drop down to street level. Network Rail said that it's hoped that this scheme will get implemented within the next 12 months. Both Tom and I had some doubts about the proposals for Meadow Lane – I think Tom even more than I. I'm going to go and have another look at the site and the proposed layout again before I put forward further comments. I'll try to circulate something before Monday.

Unfortunately I'm probably not going to stay longer than the first hour at the meeting this coming Monday as Regina is away.

Regards, Arthur

PS. Something I meant to add is that the timing for the Meadow lane scheme is much later, because the projected time plan for the new signalling system is summer 2013, so the Signal Box will be needed until then.

Wooden fence on the bandstand end of the new shared path across the playing fields north of Victoria Embankment recently completed as part of the Environment Agency's Flood Alleviation Scheme on the Embankment: my message of 8 Jan to John Lee and Keith Morgan, City Council:

I wonder if either of you can tell me please the latest position about the completion of the new shared path across the playing fields north of the Victoria Embankment as part of the Environment Agency's Flood Alleviation Scheme?

I have noticed that most of this path appears to have been complete for some weeks now and yet a new wooden fence has been installed right across part of it near the band stand area towards the Suspension Bridge end?

it does seem odd for part of a new path to be built and then shut off to users; do you know what is in fact going on?
Hugh

PS. Encouragement to use the whole of this new shared path, including the bit further west alongside the Victoria Embankment before it veers across the playing fields on the new flood embankment would also be greater if there could be some resurfacing of the bits that have deteriorated badly because of tree root growth. Is this in hand, do you know?

....reply of 9 Jan from Fliss Walker, City Council:

"Hi Hugh,

The current wooden fencing is temporary and will be replaced with an appropriate metal fencing around the bandstand enclosure in due course. There will be a gate in this fencing. It is likely that in the future access into the bandstand area will be controlled, however walkers and cyclists can turn right on the footpath just before the bandstand area which leads to the road near the kiosk.

With regards to resurfacing of footpath, I am unsure which area you are referring to specifically. Work is starting this week on resurfacing of the footpath that leads from Wilford Grove to the bandstand. As and when funding becomes available we are resurfacing the footpaths which are in a poor condition.

Regards, Fliss Walker,

Parks Development Officer (Parks & Open Spaces), Sports, Culture and Parks, Communities, Nottingham City Council,
Sport, Culture & Parks, Woodthorpe Grange, Woodthorpe Drive, Nottingham, NG5 4HA, T: 0115 9152709

....and my reply of 9 Jan to Fliss Walker:

"Fliss

Thanks for your reply. I am glad to know that the current wooden fencing is only temporary and will be replaced with metal fencing in due course. I wonder just when that is likely to be?

On your point about walkers and cyclists approaching this area on the new path being able to turn right towards the Victoria Embankment (and Suspension Bridge) I would point out that there appears now to be no longer any hard surfaced cum dropped kerb link to the road since a) the old path alongside the playing fields from Wilford Crescent East to the Embankment (on the east side of the Suspension Bridge cafe) has been shut off by the new flood embankment, and b) the link on the west side of the cafe from the new path to the road now appears also to have been closed and the hard surface (on the last 2-3m between the footway and the road) removed and normal kerbing rather than dropped kerbing installed.

The length of path needing resurfacing which I referred to is the older path, which has the new flood wall running between it and the roadway, from by the old pub site through to where the new flood embankment leaves the road to cut east across the playing fields. Several parts of this are badly damaged by tree root growth.

I also notice that some poor sections of the footpath on the riverside of the road, between the paddling pool and the Suspension Bridge, have now been resurfaced which is very welcome but there are still some rough bits on this path which also need resurfacing for the benefit of people (especially children) who prefer to cycle on a traffic-free path, a little nearer the river, rather than on the roadway.

I might also mention that, despite the relative lack of hard frosts so far this winter, much of the carriageway has become quite badly potholed again. Potholes are of course particularly hazardous for cyclists after dark on roads such as this which are unlit, so it would also be very helpful please, and prevent cyclists slipping on such hazards, if these problems could be addressed sooner rather than later. The problem will no doubt become even more hazardous when we do get some really wintry weather!
best wishes, Hugh

Researchers look at potholes – article of Wed 14 Dec in Nottingham Post:

<http://www.thisisnottingham.co.uk/Researchers-look-road-potholes/story-14133000-detail/story.html>

"RESEARCHERS in Nottingham will study how repairs are carried out to potholes in the road and how successful they are.

In a six-month project Nottingham Trent University and the University of Nottingham will evaluate the current approaches and design guidance.

Dr Mujib Rahman, senior lecturer in civil engineering at Nottingham Trent, said: "Generally potholes and other types of distress, such as rutting and cracking, on the road surface are a sign of major underlying problems that require structural rehabilitation.

"However, budgeting constraints often lead to patch repair and filling in order to maintain the road in a safe and serviceable condition.

"It is anticipated that this project will be the first stage in a much larger programme of research, generating early data to enable the key features of pothole deterioration to be identified, and allowing comparison of repair materials."

As part of the study, a pavement section will be constructed and pothole repairs tested under different conditions.

It comes after a grant was received from the Institute of Civil Engineers' Research and Development Enabling Fund."

My message of 5 Jan to Notts. County Primary Care Trust: Comments on the proposed Wilford Lane (West Bridgford Practice Relocation) Health Centre proposals from Pedals (Nottm Cycling Campaign)

In response to the consultation on the proposed West Bridgford Practice Relocation and the proposals to relocate five GP practices to a new purpose built surgery on Wilford Lane, we would like to make the following comments on behalf of Pedals (Nottingham Cycling Campaign).

Our first comment is that, while understanding the need to close existing sub-standard surgery premises and the potential to provide expanded local health facilities, we are concerned about what is perceived by many people to be a location which is fairly remote both from the main housing areas it serves and the town centre and the other local facilities available there. This is bound to mean increased inconvenience for many patients, as well as a strong possibility of generating extra car journeys, with consequent environmental damage. This would be far less likely if it were still possible to find a site much closer to the town centre.

If however, after further consideration and analysis of all the responses to the recent consultation, the view is still taken that there is no realistic alternative to using the proposed site on Wilford Lane, we think it very important that implementation of the proposals includes a comprehensive set of measures to minimise the use of cars by patients and staff, and that these alternatives are strongly and consistently promoted. As well as encouraging cycling and walking, this includes the introduction of a dedicated bus service or other arrangements to enable more trips to be done by bus without changing buses to meet the concerns that many people without cars now have about access.

It is now almost 20 years since the publication of the British Medical Association's Report on 'Cycling - Toward Safety and Health', in March 1992. As well as emphasising the very great public health benefits of encouraging more cycling, in terms of "life years added" this made a clear recommendation that health institutions at all levels should take a lead in encouraging healthier transport. Experience since then suggests however that progress in this regard has been only patchy, and that much more could be done to learn from the experience of some health organisations, such as Nottingham City PCT, which have been among the most committed health authorities. The need for strong promotion of 'active travel' has become all the more important in recent years, with increased evidence of physical inactivity contributing to a wide range of health problems, particularly coronary heart problems and obesity.

In the proposals at the consultation meeting, although we recognise that cycling was mentioned, it seemed to be in only a rather token fashion, particularly with regard to what cycling organisations think should be done by health organisations in the light of the BMA's recommendations and subsequent good practice. For example, 'cycle access' was mentioned but largely only in terms of providing cycle parking (important as this certainly is). One of the maps did show some of the local cycling/walking paths (along with bus routes) but not others and omitted for example the nearby riverside path, a largely very good route, that now extends on the south bank of the Trent from Ladybay through to Wilford and which has been much improved in recent years. Many other local routes were also not shown.

If the proposals do go ahead, including the new health centre on Wilford Lane, it will therefore be very important, as part of a wider set of green travel measures, to develop the cycling aspects much more, to take fully into account all the many existing cycle facilities in this largely flat area, and the potential to improve and extend them, including new access links (between the site and the riverside path west of Rivermead Flats) and in the Compton Acres area west of Loughborough Road. There is already a quite extensive local cycle network (covering much of the West Bridgford and Wilford areas), use of which could be strongly promoted to patients and staff, and which, with some extra and upgraded links, would enable many of them to cycle to and from the site safely and easily without using Wilford Lane. Some paths may need some improvements such as better surfaces and lighting, to encourage safe use after dark as well as during daylight hours.

Being such a busy road, Wilford Lane is now quite intimidating for many people to cycle on, especially if they are less experienced and confident cyclists, and may well become more congested and intimidating following completion of the NET extension tram crossing of Wilford Lane, a bit to the west, as well as the possible implementation of the proposed Sainsbury's development on the former Chateau restaurant site, a little nearer on Wilford Lane.

A comprehensive set of measures, including infrastructure improvements, and active promotion of cycling (for example, in information to patients and staff, etc.) is very important, in addition to well-designed, well-located, well-implemented and well-maintained plentiful secure and convenient cycle parking. This should be located close to the main entrances, both to help reduce the risk of theft and vandalism, and to convey a message that cycling is being seriously promoted and that car travel need not be an automatic choice, particularly for shorter trips. Cycle stands located towards the rear of car parks, on the other hand, may well mean an increased risk of theft and vandalism, less convenience and imply a view that cycling is still only a low status and unimportant form of travel.

While we recognise that improved access by bikes, however good, will not meet the needs of all patients, especially the very young and the very old, and those living further away, we do think that it would be possible to achieve a substantial increase from the current (and not insignificant) levels of 5% at local health centres quoted in the exhibition. This potential would be all the greater if it was used as a base for other forms of local cycling promotion, including Ridewise training and guided local community bike rides, as well as 'Doctor Bike' bike clinics to encourage bikes to be kept in good repair and give basic advice on bike maintenance.

To help achieve significant increases Pedals would be very willing at a convenient opportunity to arrange a meeting to discuss our ideas in more detail.

Hugh McClintock
for Pedals (Nottingham Cycling Campaign)
162 Musters Road,
West Bridgford,
Nottingham NG2 7AA
tel. 0115 981 6206, 07880 962135

.....response from Paul Midgley (5 Jan):

"Dear Hugh

Thank you for sending this through so promptly. You make a number of good points and I would be keen as one of the patient representatives on the development group to include Pedals in developing our bike-friendliness and ease of access – should we be fortunate enough to progress to the stage where funding has been approved.

I hope to see you again soon.

Kind regards

Paul Midgley

Chair, Musters Medical Practice

Patient Participation Group

07944 404797

paul.midgley@nhis.info

...My message of 5 Jan to Paul Midgley: Travel Actively Monitoring Report Year three - relevance to WB Practice relocation issue

Paul

Further to our earlier exchange of emails about the WB Practice relocation by coincidence, and its implications for travel,

I found on my return from the consultation meeting that this message had arrived in my inbox. Highly relevant of course to the whole business of health organisations getting more seriously involved in promoting active travel, so do please pass it on to other members of the development group!

Hugh

....further response from Paul Midgley (6 Jan)

Thanks for this Hugh

I was at the second consultation event yesterday evening and mentioned our conversation to Helen Limb, the patient and public involvement manager, and others, and there was a genuine interest and enthusiasm to engage Pedals in the development process if we get funding approval. I will keep you informed of developments.....

Kind regards, Paul

Paul Midgley

Chair, Musters Medical Practice

Patient Participation Group

....and my reply to Paul of 6 Jan:

"Paul

Thanks for this further message. I am very pleased to know of the strong interest and enthusiasm from Helen Limb and others to engage Pedals in the development process if you get funding approval. I am sure that we will be very willing to help and look forward to hearing from you and Helen again in due course.

It does seem a very good opportunity through close partnership working to ensure a high profile for active travel, and cycling in particular, as an integral part of the changes and the development of the new health centre.

best wishes, Hugh

..message of 6 Jan from Lynne Sharp, Head of Governance and Integration, Principia Rushcliffe CCG, NHS Nottinghamshire County

From: [Sharp Lynne - Head of Governance and Integration - Principia](#)

To: Hugh.McClintock@ntlworld.com

Cc: [Sullivan Lisa](#) ; [Joanna Posnett](#) ; [Limb Helen - Patient & Public Engagement Officer - NctPCT](#)

Sent: Friday, January 06, 2012 5:13 PM

Subject: FW: Comments on the proposed Wilford Lane (West Bridgford Practice Relocation) Health Centre proposals from Pedals (Nottm Cycling Campaign)

Dear Mr. McClintock

Thank you very much for taking the time to respond and for your helpful comments and suggestions.

I see that Jo Posnett is on your distribution list and I wondered if you had already had chance to speak to Jo about the cycle route provision in the area?

As you are no doubt aware, a green travel plan is a requirement of a planning application and it would be helpful to get the benefit of your extensive knowledge of the area in anticipation of producing this document – this of course is subject to the proposal being approved by PCT.

Is this something you would be willing to help us with?

Kind regards

Lynne

Lynne Sharp

Head of Governance and Integration

Principia Rushcliffe CCG

NHS Nottinghamshire County

Easthorpe House

165 Loughborough Road

Ruddington

Nottingham

NG11 6LQ

Tel: 0115 8837866

Mobile: 07880 796612

email: lynne.sharp@nottspct.nhs.uk

...my reply of 8 Jan to Lynne Sharp, NHS Notts:

"Dear Lynne Sharp

Thanks for your very positive and welcoming message about the Pedals response to the Practice Relocation and Health Centre proposals. I can assure you that Pedals would indeed be very pleased to work closely with you on the details of the possible cycling elements of the green travel plan for this development, should the proposal receive funding support from the PCT.

I did indeed have a brief conversation at the Consultation Meeting with Jo Posnett of BSP Consulting about the cycling potential and mentioned that I would be happy to follow this up with more details on the current local cycling provision and suggestions for ways in which this could be improved and expanded, including a possible short link between the rear of the site and the traffic-free riverside path between Ladybay and Wilford which forms part of Route 15 of the Sustrans National Cycle Network, which has a series of links to other local cycle routes and shared paths, especially in the Gresham Park and Compton Acres areas.

In our earlier comments I mentioned that the BMA Report 'Cycling - Towards Safety and Health', published in March 1992, included a strong recommendation that health organisations, at all levels, should take a leading part in promoting healthier travel and this now seems a very good opportunity for the Notts PCT to help do that, on a comprehensive basis, with various other partners. Since publication of the BMA report, the need for stronger encouragement for active travel, and for wider integrated transport and health planning has of course grown all the stronger as emphasised in the recent (December 2011) report by University College London UK Transport Research Centre 'Transport, Physical Activity and Health: Present knowledge and the way ahead - a scanning study commissioned by the Department for Transport', (<https://www.ucl.ac.uk/news/pdf/transportactivityhealth.pdf>). This, we would suggest, is also very relevant to the development of green travel plan for this development, in case you are not already aware of it.

I look forward to hearing from you further in due course. Do let me know if you and your colleagues, including Jo Posnett, would find it helpful to have an early meeting about this and, if so when.

best wishes

Hugh McClintock

for Pedals

...comments of 11 Jan from Paul Hillier:

Hugh,

Thanks for the comments. Very timely. I'm concerned (both personally and professionally) about this proposal and will be leaning heavily on my development control colleagues to ensure that they remain strong in negotiations with the PCT when the time comes.

Having a list of potential improvements will certainly strengthen my position in such discussions, as I'll be able to point to definite, real potential improvements rather than simply relying on vaguaries.

Any further thoughts you have will be greatly appreciated.

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

...and my response to Paul Hillier of 12 Jan:

"Paul

I am still waiting for further comments on the feasibility of my draft suggestions and will probably wait until after next Monday's Pedals meeting to finalise them in the light of the comments I do get. When I have done this I will put them on a map and send a copy to you and other interested parties including Cllr. Rod Jones and also Andrea Baxter at Rushcliffe BC, who Rod has suggested that I should also keep informed about this. I will also then mention our specific ideas to Lynne Sharp of the PCT and Paul Midgley, Chair of the Musters Medical Practice Patient Participation Group, both of who have been very encouraging about Pedals involvement.

As I see it now the most useful extra / improved cycle (and pedestrian) links to improve direct (and mainly traffic-free) access to the site would be:-

- a link (of no more than about 100m in length, I estimate) between the new health centre site and the riverside path (part of Sustrans NCN Route 15) west of Rivermead Flats etc, just to the west of the Greythorn Drive pumping station, if the agreement of the Environment Agency can be obtained.

- a toucan crossing of Wilford Lane just south of the site and a direct link between Wilford Lane and the north end of Northwold Avenue (and Collington Way) preferably via Bruce Drive and in or around the allotments area to the south, or via Gresham Close and the NFFC Academy with a direct link between the car park at the south end of their site and the rough (?unused / underused) land between the David Lloyd car park (on the west side) and the Collington Way housing area on the east side. The latter is a bit longer but might be more feasible than trying to get a direct link through the allotments

- extending the shared path on the north side of Wilford Lane just east of the Gresham Park Road that was built a few years ago, so that it extends to the main (Wilford Lane) entrance to the new Health Centre site, as well as connecting to the shared path along the south side of the playing fields between Gresham Park Road and the toucan crossing at Bede Ling on Wilford Lane, with its links to Rugby Road, the Arena and Compton Acres, etc. An alternative to extending the shared path on the north side of Wilford Lane through to the new main entrance would be to upgrade the present footpath along the north side of Greythorn Dyke from a point in Gresham Park Road just north of the Wilford Lane roundabout to join with the proposed link path to and from the riverside path and provide a cycle/ped access from the rear of the Health Centre site, via a small bridge over the Dyke.

Another thought I had though perhaps a bit harder to justify as it is rather further from the site of the proposed development is to make use of developer contributions to get proper lighting on the riverside path, especially the stretch between the Suspension Bridge and the Rivermead Flats, etc, which, as you will recall, is something that Pedals had very much hoped the County Council would find some funding for 2-3 years ago, and which we would still very much like to see to encourage usage after the path after dark as well as in daylight hours!
best wishes, Hugh

PS. One other thing that I forgot to suggest earlier was that, as part of the new Health Centre's travel plans and cycling promotion, it would be very useful if they could be encouraged to produce an updated version of the very useful West Bridgford Cycle Map, first produced by Mike Harbron at RBC in 2003 (and revised in 2004).

Many people found this very useful, being just the right scale for a useful local cycle map for a place of the size of West Bridgford and it was a great pity when stocks ran out a few years ago. As part of Karina Well's Green Streets Initiative 2-3 years ago Karina and I did try, via Paul Phillips, to interest the Borough Council in doing a reprint. At first there was some interest, I recall, but then any interest was stifled by a legal view that RBC should not do any further map, because of concerns about opening themselves to possible legal action if any of the details on the map were considered to be inaccurate or misleading. This did seem very surprising, I might say, because I always thought that the producers of such maps covered themselves by an appropriately worded legal disclaimer, clearly displayed!

I do know of examples of PCT elsewhere in the country (e.g. Northampton) taking the initiative in producing cycle maps so there are precedents for us to quote to Notts. PCT in this case. Having another map of this scale, fully updated, would be a very useful complement to any infrastructure work such as improved / extended walking/cycling routes, and also complement the larger scale County Council maps such as the one for South Nottinghamshire which you got Paul Rea to produce a few years ago when the County Council had more money for such ventures!
Hugh

...message of 12 Jan from Rushcliffe Borough Councillor Rod Jones:

Hugh

I'd be interested to know what responses you get. Hopefully they would be supportive.

Just so you know, I have spoken with Planning today. I am told that Planning Officers have been sent, an email you sent to Paul Phillips in RBC. So they are aware of the drift and your dedication. Andrea Baxter in Planning is the officer

dealing with discussions and with any application. So I think your message has got through. Again I think a map is all you need to reinforce the ideas and you can send it direct to her.

I suggest that your first aim should be to get the applicants fully conversant with your suggestions. They obviously have lots of other things on their plate. If they go ahead, being able to refer to a map of these potential routes would increase the chances of them engaging with the written description.

Rod

...and my response to Rod (12 Jan)

"Rod

Thanks for your further encouraging message. No responses yet from Basil Nicholls and Irving Korn but I will let you know if/when I do. It would be very useful to have their comments on the feasibility of my suggestions since I can well appreciate that the constraints on achieving them may be rather greater than appears from looking at maps, Google Earth or site visits!

Thanks also for speaking to your Planners about this. I will certainly keep in touch with Andrea Baxter about this. I don't appear to have her email address is; is it by any chance andrea.baxter@rushcliffe.gov.uk? Please let me know before I start to contact her or copy relevant emails.

As I mentioned in my earlier email just sent to Paul Hillier, copied to you, I certainly intend to reinforce our suggestions in the light of further comments, and, as you suggested earlier, to put them on a map. I hope to be in a position to do this sometime towards the end of next week after our next monthly Pedals meeting, next Monday. When I do this I will send copies to you and Andrea Baxter, as well as Paul Hillier and Andy Barnes who, as you may know, deals with travel plans at the County Council (and is also a keen cyclist, by the way).

Hugh

8. Miscellaneous items

Columns for the Nottingham Post - invitation to Pedals: message of 19 Jan from Adam Moss of the Nottingham Post and my response:

"Adam

Thanks for this message which I am circulating now to Pedals Committee members and which I will bring to the attention of our next monthly meeting, on 16 January. I am sure that we will be interested in taking advantage of your invitation to make some contributions and will get back to you after the meeting to discuss it further.

best wishes

Hugh

for Pedals

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

From: Adam Moss

To: Hugh.McClintock@ntlworld.com

Sent: Monday, December 19, 2011 10:17 AM

Subject: Columns for the Nottingham Post

Dear Hugh,

The Nottingham Post is on the lookout for new columnists.

From early in January, we plan to publish at least a page every day on a different subject, with two columns of 350 words.

The reason I'm contacting you is that we would like to invite someone from Pedals to write a column about the club and its work. We will be running a regular health page, as well as a page on volunteers and I would imagine there's scope for someone from Pedals to contribute to either or both pages.

I'm simply collecting expressions of interest at the moment, but there will be scope for people to contribute columns as a one-off or as a regular writer.

If you are interested in finding out more, please email me back or give me a call at the Post on 0115 948 2000 to discuss the matter further.

I look forward to hearing from you.

Adam Moss

Online booking of bikes on East Midlands Trains – message of 6 Dec from Peter Briggs:

"<http://www.eastmidlandstrains.co.uk/yourjourney/pages/carparkingandcycles.aspx>

If you follow this link you will see that you can now book a cycle place on a train by email giving 24 hours notice. I can only assume this has just appeared. Did you know about it?
Peter

raising the profile of cycling in the travel advice section of letters sent about appointments to QMC patients:, my message of 27 Nov to Helen Hemstock (The Big Wheel) and Joanna Ward (Sustrans UCycle Project):

“Jo
Helen

I have noticed recently, in two different QMC appointment letters that the advice on cycling in the travel advice part is very weak and could surely be increased if the QMC is now really being serious about promoting cycling as a serious option for travel to its site for (some) patients / visitors, as well as for people who work there and students. These letters are:-

a) The map of the QMC Campus on the back of a QMC campus Directorate of Ophthalmology Directorate letter show the location of bicycle racks but does not show any local cycle routes or cycle access points.

b) The map and 'How to find us' section on the back of a letter from the Nottm NHS Treatment Centre. This shows only roads and (Medilink and other) bus stops but not cycle routes and not cycle stands! The wording below the map gives advice on 'How to find us', with car at the top, and then the Medilink bus shuttle, car parking and 'by bus' but no reference to cycling at all!

Even though, I know, the Treatment Centre is run by Circle on behalf of the NHS rather than by the NHS directly, it is surely appalling that cycling gets no mention at all, particularly in view of the QMC's involvement in the Sustrans UCycle Project, and almost 30 years since the much publicised and (I thought!) very influential BMA report 'Cycling: Towards Safety and Health', which, among other things, recommended that health institutions should be in the lead in encouraging healthier transport!

Who is best placed please to put this right?
Hugh

Sustrans Free Range Kids Campaign: message of 7 Dec from Simon Geller, Cyclenation Secretary asking for comments from local campaign groups:

The Board is minded to give its official support for the Sustrans Free Range Kids campaign. I wonder whether members of groups have any thoughts in this?

<http://www.sustrans.org.uk/freerangekids/about-free-range-kids>

Simon

--

.....comments from Chris Gardner (8 Dec):

“Hugh,

Not sure how Pedals should respond but as a member of a school travel plan can say that I will certainly be reviewing the information and determining where we can apply. From what I have read so far I know that we have already had success with some of the ideas which have come from my time with Pedals and linked exposure.

The idea of children riding to school very much depends of course on the parents and their willingness to let their children do so as well as the headmaster of a school who perhaps feels obliged to ensure the child leaves school safely.

Maybe Pedals respond that they support the campaign and would like to see more children riding to school in line with any school travel plan.

Chris

....comments from Andrew Martin (10 Dec):

Hello all

I generally support this Sustrans initiative.

I regularly cycle past schools at the start and end of the school day and observe appalling driving standards from parents. My response would include a proposal for a properly enforced 'zero tolerance' policy for all drivers who contravene driving and parking regulations especially near and outside school premises (e.g. double parking, parking on zig-zag yellow lines and zig-zags near crossings, using a mobile phone whilst driving, small/young children in passenger seats without child seats etc).

Andrew

.....comments from Gary S-W (8 Dec):

“Hi

Obviously you need to consider the Pedals perspective and not mine, RW or GNTP/BW.

Its possible City and County Road Safety might be opposed?

From RideWise who want more people cycling more safely I think our stance might be (I'll check round) that

- It's a no brainer in principle
- Sustrans clearly understand that the families and children must have the skills and infrastructure to deliver the vision
- But it is crucial that the deficiencies in skills and child/cycle safe infrastructure particularly on roads are respected and that no child is put in greater danger from the campaign

Interestingly RW ran a Families cycling event at Sneinton CofE during the period the children were doing BikeAbility – 30 have signed up for cycle training, brilliant! However I'm fairly certain Francis's team don't know about it and they have been averse to us doing such stuff in the past. In City schools I believe there is a virtuous process

1. Start early with LifeCycle
2. Do balancing and tricycling with young ones at Afterschool clubs
3. Pre- BikeAbility
 - a. Family event incl Dr Bike for families and sign up for parent/carer cycle training
 - b. Dr Bike for kids
4. BikeAbility L1 and L2
5. Post BikeAbility - Family led rides

Gary"

[CycleStreets-toolkit] Cyclescape: Moving into beta, and design screenshots (developing an online toolkit for cycle campaigners): my message of 12 Dec in forwarding this message to Pedals activists:

"Any comments please on how this Cycle Campaigners' online tool kit is being developed by Cyclestreets?
Hugh

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

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

To: "CycleStreets toolkit stakeholders" <toolkit@lists.cyclestreets.net>

Sent: Monday, December 12, 2011 2:41 PM

Subject: [cyclestreets-toolkit] Cyclescape: Moving into beta, and design screenshots

> Dear Stakeholders,

> Here's the latest quick update on the Cyclescape project.

>

> Our developers have been working very hard getting more and more of the

> website ready, and our designers (Supercool) have also been flat-out

> providing the excellent design material. You can read more about the latest

> progress, and see the screenshots, below.

>

> Moving into beta:

> <http://blog.cyclescape.org/2011/12/12/moving-into-beta/>

>

> Design screenshots:

> <http://blog.cyclescape.org/2011/12/12/design-screenshots/>

>

> Martin, ** CycleStreets - For Cyclists, By Cyclists

> Developer, CycleStreets ** <http://www.cyclestreets.net/>

>

> CycleStreets has secured £27,000 of funding as a winner of Geovation. Geovation is an Ordnance Survey initiative and forms part of the Ideas in Transit project with funding from the Technology Strategy Board and the Department for Transport.

>

> For subscription changes to this mailing list, contact us

> info@cyclestreets.net

....comments from Adrian Juffs (12 Dec):

"Hugh

From the limited amount to look at it seems logical/intuitive/clear.

Probably worth Pedals having the discussion sooner rather than later about how (if) it will be used by Pedals (as a Group and also by Pedals Members), how it might benefit Pedals, and how it will be managed within Pedals, implications for Pedals website.

Good way to get a feel for how it actually works will be for Pedals folk to

try it - perhaps let Cyclestreets know if Pedals members are prepared to test/trial it as it is now.
Adrian

Nottingham Urban Area Local Sustainable Transport Fund web page: message of 23 Dec from Gary Smerdon-White on behalf of GNTF (Greater Nottm Transport Partnership):

"Dear Transport Colleague

Please find information leading you to the LSTF Main Bid the City Council has submitted in association with partners such as Notts County Council, Derbys CC, GNTF and Sustrans.

We need to respect that Jennie will now be very busy on the Key Component Bid and discussions with DFT on the Main Bid so if you'd like more information I am happy to try and help if I can
Gary SW

From: Jennie Maybury [mailto:Jennie.Maybury@nottinghamcity.gov.uk]

Sent: 23 December 2011 11:36

Subject: Nottingham Urban Area Local Sustainable Transport Fund web page

Dear All

Thank you for your support over the past year with the preparation of the various stages for the Nottingham Urban Area Local Sustainable Transport Fund bid.

The full LSTF Business Case comprising five cases – Strategic, Economic, Commercial, Financial and Management - is now available to download from the City Council's website using the link below.

www.mynottingham.gov.uk/lstf

A detailed description of the combined LSTF bid programme including both the Key Component (funding secured) and the Main Bid elements is set out in Section 6 of the Strategic Case.

Please feel free to circulate this link to your wider networks as relevant.

We expect to hear whether the Main Bid has been successful in June 2012.

Best wishes for Christmas.

Kind regards, **Jennie Maybury | Principal Transport Planner (Travel Demand Management) |**

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Vision Zero (road safety in Sweden and now the Netherlands) : message of 19 Dec from Roland Backhouse:

"<http://www.verkeersnet.nl/6494/ook-brabant-gaat-voor-nul-verkeersslachtoffers/>

Brabant (NL) is also aiming for the Swedish "Vision Zero" (In NL, Limburg was first, followed by Zeeland). Priority is cyclists, young drivers and the elderly. Emphasis on change of behaviour: everyone should ask themselves "what can I do to reduce the number of traffic accidents?". Slogan: make a point of zero.

Roland

Kitemark for cycle lights: message of 19 Dec from Roland Backhouse:

<http://www.verkeersnet.nl/6490/industrie-pleit-voor-keurmerk-fietsverlichting/>

(Dutch) manufacturers of cycle lights want to introduce a kitemark. In France and Germany there are legal requirements on light strength and distribution, but not in NL (at the moment). 3-star system proposed. For front lights: 1 is "be seen" (4 lux), 2 is "see" (7 lux), 3 is "see in country roads" (literally "polder roads", 10 lux). Similarly for rear lights. Lights must be permanently fixed and should have an indicator for when the battery is almost empty. 70% of lights in NL don't meet the 1-star standard. At the moment, nothing in the plans about how robust the lights are.

How Britain has failed cycling

Cycling Weekly: 'Thursday, 5 January 2012, by Keith Bingham

We might wish to discuss the local relevance of this, if there is any time!



We've been fooled. In the 40 years I have reported on the tortuous business of cycle campaigning, no British town - with perhaps the exception of the London Cycle Network, and that's mostly on back streets - has yet managed to build a half-decent cycle network worthy of the name.

Over this same period the Dutch have revolutionised cycling, reversing a decline in the 1960s with a nationwide strategy that has resulted in 28 per cent of trips being made by bike today, compared to less than two per cent in Britain. But Britain has shunned Dutch expertise.

The Dutch authorities spend between £10 and £20 per head of population on cycling. Less than £1 per head of population is spent on cycling in England, with only the Cycling Demonstration Towns and London bucking the trend.

So much for all the government talk about backing cycling to make the nation fitter, addressing the serious obesity problem and reducing congestion.

"There are none!" Roger Geffen, campaigns and policy director of the CTC, the national cyclists' organisation, told me when I asked him to name six towns which have built cycle networks linking places people need to go.

It was my hope he would reveal the first stirrings of the creation of a cycle network along the lines of the quality networks they have in Holland or Scandinavia. How naive could I be?

Geffen told me he is not aware of any one town where they are getting it right. Bits and pieces are OK, but that's it, he said.

The London-wide network, several hundred kilometres in the making and a work in progress for nigh on 30 years, struggled for a long time to get decent funding.

It has painstakingly been developed with cross-borough cooperation under the auspices of the London Cycling Campaign. But as it's mostly on back roads, the main roads still form a barrier in places.

Transport for London's Superhighways are meant to address this. They are a step in right direction. But don't let all the PR hyperbole about them lure you into a false sense of security. "Super"! Not really; there are no traffic lights with cycling phases at any of the major junctions.

Could do better

"London is at least putting significant investment into cycling," says Geffen. He describes their bike hire scheme as "phenomenally successful".

"Its pro-cycling advertising campaigns are models of best practice, and it does pretty well on other promotional activities too, such as cycle maps and cycle training. TfL is now also beginning to take the issue of lorry safety very seriously - and not before time."

He says, however, there are still some serious political constraints which will need to be overcome if London is to make the fundamental transformation into a genuinely cycle-friendly city.

Geffen picked out other cities doing good things: "Leicester, Cambridge, Edinburgh, Bristol and Sheffield are all cities which are making serious efforts to boost cycle use, and are beginning to show positive results."

"Cambridge of course is way ahead in terms of actual levels of cycle use, thanks to a long tradition of cycling there, together with a network of narrow streets and historic buildings which meant it never opened itself up to mass car use in the 1960s.

"Yet Cambridge is still a long way short of the levels of cycle use in comparable Dutch cities, [such as Groningen]. As for the others, they have even bigger challenges.

"In short, even in Britain's most pro-cycling cities, we still have a long way to go."



Fear of traffic

Although more and more people are taking up leisure cycling in the UK, the numbers commuting instead of using the car or other modes has hardly changed in 10 years, according to national statistics. And won't unless the roads are made safer.

In 2010, only 1.5 per cent of all trips were made by bike... bad winter weather responsible for a slight drop on 2009.

And of this 1.5 per cent, three or four per cent represent commuter or utility trips made by bike. Not much different since 2001. Yes, London has seen big increases, but the capital is bucking the trend as people seek to avoid paying stupendously high public transport fares.

The problem, says CTC, is that putting in decent cycle lanes is seen as expensive at £800,000 per kilometre. The money available doesn't come close.

"There are cheaper options," says Chris Peck of the CTC. "For instance, speed reduction of traffic, traffic management, reduction in parking" - a highly controversial measure.

"Even so, cycling is growing, trade is booming, and the attitude towards cyclists has improved in the last few years," he adds.

Big project-itis

But Peck agrees there is no getting away from the fact that the overall standard of build of cycle facilities falls well short.

It is a fact that the pre-war cycle lanes of the 1930s and 1940s are often better than those built today, and even these early lanes had their faults, such as no right of way at junctions. It's the same today.

He says one of the big problems has been, and still is, the lack of political will.

I recall Philip Darnton, chair of the excellent Cycling England - the government body staffed by cycling experts that was killed off in the cuts this year - telling me he had encountered "institutionalised discrimination" against cyclists in his dealings with local authorities.

I recall transport minister Steven Norris was very fond of saying that MPs suffer from "big project-itis", as he called it. In other words, cycling issues were seen as too small to be associated with, compared to dreaming up, say, headline projects like a satellite system to monitor your car's mileage, or a new rail route.

And because cycling was seen as too small, the funding to make every town cycling friendly, though less than one per cent of the multi-billion pound transport budget and very good value indeed, was seen as too expensive.

I can think of only one of the many transport ministers I have interviewed - and all of them spoke eloquently of how important it was to create the right conditions for cycling - who ever personally got involved. This is Lord Adonis, who saw to it that Network Rail put cycle parking hubs in a few major stations. Even so, 300 parking spaces at, say, London

Waterloo and Leeds, pales into insignificance alongside the 14,000 bike spaces provided at Utrecht station in Holland - and this is to be increased to 20,000 for a small town a fraction the size of London.

The idea that a cycling strategy properly applied could help deliver the balanced and sustainable transport MPs witter on about has been lost in the fog of government.

When over a decade ago John Prescott proposed radical changes to introduce a sustainable transport policy it upset the motoring lobby so much that he was moved off transport and his proposals binned.

Chris Peck says that transport minister Norman Baker, like Adonis, is a good guy, doing his best amid a raft of financial constraints.

So, it seems fairly certain that the persistent low level of utility trips made by bike can be put down to a combination of fear of traffic and a lack of decent comprehensive cycle networks in the towns.



Fools at the helm

What has brought us to this place? Could it be that transport decisions are made by people still hard-wired to the post-war image of the bike as working class, only to be begrudgingly accommodated with crap facilities as befits its station? Is it written in the Department for Transport Old Testament of the 1960s, when cyclists and pedestrians were designed out of road schemes, "Thou shall not provide for cyclists"?

Former transport minister and petrolhead Philip Hammond joined the ranks of the stupid when he recently suggested raising the motorway speed limit to 80mph. He must know that will influence drivers to push it that bit faster off the motorway, too.

I mean, what's all that about? I have it on good authority that Hammond did a deal with the Lib Dems. He'd lower the limit to 20mph on residential roads if they wouldn't oppose him increasing motorway limit to 80 - to placate the motoring lobby!

And we wonder why so many people are still deterred from cycling. The recent - zillionth - cycling report on the matter, by a Prof Colin Pooley, attempts to answer this question yet again. He made quite a stir by suggesting planners ignore established cyclists when seeking views! It was this report which prompted me to review the issues.

Apparently, the report should have said, don't only talk to enthusiasts.

But the report was clear: the main reason deterring a great many people from cycling is fear of traffic. So, nothing new there. The report calls for segregated cycle lanes, which will be far more difficult to deliver given that the authorities have made a pig's ear of far simpler facilities.

Sadly, on the evidence of the great many other reports the government has paid only lip service to the prof and his fellow academics, who might as well be pissing in the wind. What we need is a report that examines why, in 40 years, government transport specialists - local and central and every single one of the host of transport secretaries of state - have managed to fail cycling so miserably.

Their legacy: on-pavement cycle lanes with lamp posts blocking them; telephone boxes, bus shelters, even trees in them!

As for cycle lanes on the roads, where they ought to be - with few notable exceptions - they end abruptly, or run into parking bays, and generally don't go anywhere useful.

Some 20 years ago, the Dutch, in the English version of their wonderful Bicycle Master Plan, wrote in the foreword: "First of all let it be said that the Dutch don't have a problem with bicycles."

It was a clear jibe, for the Dutch clearly knew that the Brits do have a problem with bicycles.

Whereas the Dutch would rip out junctions and build from scratch to incorporate cycling facilities, in Britain we get crap add-on facilities if we're lucky.

The recent demonstrations over lack of planning for cyclists and walkers in the new road layout planned for Blackfriars Bridge in London is proof that prejudice is alive and well among those dinosaurs, the transport engineers.

Knee-jerk prejudice

It seems to me that this problem is deeply rooted in the British psyche, and this is the major reason why it has proven to be so difficult to establish rights for cyclists.

It ought to be quite simple.

Cut out frantic driving, cut the speed of traffic and we won't need any special cycling facilities!

OK, that's never going to happen, not with the mentality of most drivers who consider the road their own.

We need cycle lanes down every major road in towns and cities, not the few sprinkled here and there, which end suddenly. London Cycling Campaign are to call for this in their 'Go Dutch' campaign in 2012.

But as things stand, advance stop zones are often as good as it gets, but even these often have no cycling lane leading into them.

This lack of recognition of cyclists' rights led John Grimshaw MBE, a civil engineer, to form Sustrans (Sustainable Transport) and start building traffic-free paths for cycling and walking on disused railway lines.

He'd hoped that his 1,000-mile plus National Cycle Network, now well established across the country, would be a catalyst for the creation of quality cycle networks within the towns the NCN passed through.

Surrey, he told me, proved to be one of the most difficult authorities to reach agreement with. Even now, the NCN 22 through Headley near Box Hill includes a blind junction exposing cyclists to fast-moving traffic.

Britain has proved incapable of rising to the challenge.

The other network of merit is the National Byway, a signed route along quiet country lanes which when finished will be



some 3,000 miles long, linking sites of historical interest.

Cycling England's demise

If we take a look back over the past 15 years we can see how cycling policy has endured fits and starts.

The creation of the government body Cycling England in 2005, chaired by Philip Darnton, the ex Raleigh chief, and with the impressively forthright Grimshaw, gave us hope.

But it was poorly funded. Nevertheless, Cycling England launched its 'Cycling Development Towns', which encouraged small projects and generated impressive increases in cycling use.

This was the proof of the pudding, but government failed to seize the initiative and substantially increase the budget. Instead, transport minister Ruth Kelly served up £140m over three years. Although the most generous funding yet, it was still about a third less than the Dutch, who are currently investing €100m in new cycle highways over the next two years. And then of course, Cycling England fell victim to government cuts and the bonfire of the quangos.

And yet cycling is booming in recession-hit UK. According to a British Cycling and Sky-commissioned report, it's worth £3bn a year to the UK economy.

The pastime has never had it so good, with city-centre mass rides on closed roads attracting upwards of 60,000 people of all ages - but they have to brave hostile roads to get there - and charity rides aplenty.

As for the sport, the huge success of the track riders at the 2008 Beijing Olympics was followed this year with Britain topping the medal table at the road World Championships in Copenhagen - crowned by Mark Cavendish's historic victory in the elite road race.

Yet, despite all of this, despite an impressive increase in cycling use in London - up 91 per cent in 2007, compared with 2000 - cycle use remains low compared to rest of the Europe.

London proudly declared that 500,000 journeys a day are made by bike in the capital, yet it is still only two per cent of all journeys. Amsterdam racks up 37 per cent; Groningen a massive 57 per cent.

What is it with the British government? With civil servants? What is it that they just don't get? When we look back even further, to the mid-1990s, we recall how the CTC declared the battle for minds won. The government at last agreed to take account of cyclists' needs, to encourage people to take up cycling, to save the nation's health, to cut congestion and therefore pollution. Campaigners thought that at last, cycling was to have its day. But no.

Strategic error

It never happened, not even when the National Cycling Strategy was created under the Conservatives in 1996, and launched with a huge press conference in London. This was the first ever transport strategy, a historic moment.

A breakthrough, at last. But there was a catch. There was no money for it!

I recall transport journalist Christian Wolmar demanding Sir George Young, the secretary of state for transport, to tell us where the money was.

"Well, where is it?" said Wolmar.

"Where's what?" replied Sir George, a lifelong cyclist, by the way.

"The money, there's no money," countered Wolmar.

Sir George told us it didn't need any money as such, because transport planners would be required to include cycling within the budget already provided for general transport development.

It never happened, not on a realistic scale.

In fact, when, to induce local authorities to apply for grants to build 'integrated' transport facilities, such as for cycling, many of the local authorities siphoned the money off into ordinary road building schemes.

The government raised hopes yet again by endorsing a brilliant design guide, setting out how to build a cycling infrastructure into the road system. Turns out this is as close as it would get to emulating the best of what we see abroad.

So what happened next? Nothing. Local transport engineers took no notice of the guidelines.

And because the Department for Transport's jurisdiction extends only to trunk routes, they have no say what happens with over 90 per cent of the rest of the road infrastructure which remains the legal responsibility of each local authority. Government can only advise and recommend, but not even they can tell local authorities what to do with their own roads.

How the Dutch got it right

Ironically, Holland was once governed in much the same way. But I learned they changed the law to give government control over local authorities to implement the cycling infrastructure which ever since has been the benchmark.

The wonderful design guide, when made available to the local authorities, went onto the shelf, never to be seen again.

When the CTC and other campaigners realised they had ridden up a blind alley, they had to start all over again, and work on local mandarins to heed government advice on cycling.

Now, some were easier to persuade than others and they had a genuine interest in making the roads safer for cycling. But they have been thwarted by bureaucracy, lack of joined-up thinking between transport, health and education, and by bloody-mindedness. By institutionalised discrimination against cycling.

Years went by before a greater enlightenment spread to the local authorities. Then came another twist in the story. For the cycling movement had reckoned without each area's transport chiefs, a breed of dingbat largely against giving up any part of their highway for bikes! Still are in most areas.

Local transport chiefs prefer not to follow official guidelines on how to build cycling infrastructure, saying they know best. Result: an ad hoc load of mostly substandard facilities, which in some areas present more of a danger to cyclists than he or she faces on the road.

Remember the Kyoto Protocol of 1997, formed under the United Nations Framework Convention on Climate Control?

This spawned the idea that much could be achieved at local level by local people getting involved, with ideas on how to reduce pollution.

Cycling and walking groups were among those created.

The local authorities said they welcomed their input, and would encourage them. But if my excellent local group is a typical example, their suggestions are ignored and like, hamsters in a wheel, they are going round and round in bureaucratic circles, getting nowhere fast.

No idea

I've met councillors, MPs, who believe they are doing what's right for cycling. I recall a local councillor, nice bloke, declaring how proud he was of what his council had achieved - cycle lanes on pavements with lamp posts stuck in them, and horribly surfaced.

Most cycling networks are pinched, narrow, squeezed into the existing road infrastructure, unlike those in Holland, where at the design stage of a major road junction they will ask, "How will the cyclist and moped rider cope?" In Holland they have ripped out junctions and built from scratch to put cycling facilities in place.

Infuriatingly, much of the UK's hopeless cycle lanes have ended up where they were never intended to be, on the pavements, as so-called shared paths, as local authorities have done what comes easiest to them.

Today, the much-admired Danish and Dutch models remain an elusive dream. Will the UK ever develop anything remotely similar?

No chance. Others may hold hope but, in my view, this is as good as it gets.

9. Any other business

Hugh, 12.1.12