

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 15 June 2009

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)

AGENDA

1. Welcome, and apologies for absence

2. Discussion with John Hindle, Environment Agency, on the impact on cycle routes in The Meadows (in particular) of their proposed Nottingham River Trent Left Bank Flood Alleviation Scheme (30 minutes)

(break: 8.00-8.15 p.m, approx)

(Andrew Martin to chair the second part of the meeting)

3. Minutes of the Pedals Meeting of Monday 18 May 2009 and matters arising / update

- Message from Colin Hazelden of BBC East Midlands Today following his slot at the 18 May Pedals meeting
- County Council Manifesto, attitude to cyclists and election results and implications for cyclists
- Many commiserations: my message to former County Councillor Chris Baron
- Pedals 30th birthday meal on Monday 1 June: many thanks to Andrew Martin
- Bar Lane-Nuthall Road junction: cyclists' safety
- Cycling Improvements in Mapperley Ward: Porchester Road / Carlton Road junction
- City cycle maps: proposed new format for 2010 revamp and possible relevance of new Northampton cycle map
- Pedals wish lists for Broxtowe, Gedling and Rushcliffe: report of my meeting of 18 May with Clive Wood and Paul Hillier, Notts CC.
- Report of meeting of 19 May with Clive Wood and Scott Wilson consultants re proposed improvements to strategic cycle route direction signing in Rushcliffe.
- Manchester Cyclenation-CTC Spring campaigners conference (30 May) feedback
- links with local Transition Nottingham Groups: planned discussion with TN Steering Group on 23 April.
- Pedals Roadshow in Beeston, Commercial Inn, Wollaton Road, Monday 28 March (7-9 p.m.)
- Proposed members' survey and Coop funding requests
- Proposed new Pedals poster designs
- Castle Marina cycle bridge replacement
- Revision of Pedals 17-point Plan: Pedals 'Action Plan' revised draft
- Report on 6 May meeting of Greater Nottm Cycling Development Group and items for next meeting on 1 July

4. Finance (Alison Russell / Susan Young to report) and including:

- Pedals business cards / membership cards
- Possible repair of the 2004 Pedals 25th birthday marquee
- Proposed contribution to costs of Karina Wells' West Bridgford Summer Gathering (6 June) expenses

5. Forthcoming meetings / events etc.

(Speakers at and other arrangements for) Pedals monthly meetings

- 20 July, 17 Aug, 21 Sept, 19 October, 16 November, 21 December etc.

Other events:

- Sat. 13 June: Bike maintenance Skill Share at Sumac-please book a place by email to Andrew: anim_al67@yahoo.co.uk
- Wheelie Big Cyclists' Breakfast & Greater Nottm Transport Partnership Cycle Forum, Wed 17 June, 10.30
- 2009 Great Notts. Bike Ride, Sunday 21 June – Freeth Cartwright Corporate Challenge
- Greater Nottingham Core Strategies: Issues and Options Consultation Seminar, Mon 22 June, National Ice Centre (1.00-4.30 p.m.)
- Request for Pedals displays at other forthcoming events (June-September) and possible volunteers including:-
- Wheelie Big Cyclists' Breakfast, Wed 17 June
- Capital One Bank Environmental Day on 24 June 2009 (to back up presentation on Pedals)
- Gamston Fair, Sat. 27 June
- Transition Nottingham Midsummer Energy Day, Sunday 28 June
- Over 50's 'Nostalgia' Day, Tues, 30 June 2009, Harvey Hadden Sports Complex, Wigman Road, Bilborough, 10:00am to 3:00pm.
- Broxtowe Community celebration event (Sat. 4 July)
- Colwick Woods event, Sun. 5 July (?times)
- Stapleford Local Traffic and Transport Sub-group meeting, Fri 31 July.
- 5 September:
- Big Day Out (The Big Wheel), Sun. 27 September

6. Pedals 30th birthday events in 2009

- **Cyclenation/ CTC national campaigners' conference** to be hosted by Pedals and Notts CTC on 14 November 2009 -
- report of first planning meeting on Tuesday 2 June
- Priority tasks and Pedals
- Friday and Saturday evening social events, Sunday rides
- emergency and back-up arrangements, etc.
- **Date for proposed late autumn meal at Crocus Café, Lenton** (e.g. late November, post campaigners conference, e.g. Monday 23 November)

7. Cycle facility and traffic management matters:

- **Major matters:-**
- Future national funding for cycling and road safety schemes etc.
- Abuses of Advance Cycle Stop lines: handling reports of examples by Trent Barton buses
- Hucknall Road strategic cycling corridor improvements: request for feedback from Steve Brewer, City Council
- Turning Point East proposals (east side of City Centre): message from Kirstie Turner, City Council
- Improving cycle link between Manvers Street and Great Northern Close and improving Nottm Station cycle access
- Blocked A52 underpass south of Sharp Hill, West Bridgford: my letter to the NEP of 28 May (unpublished)
- Gresham Park, West Bridgford: Emmanuel School cycle path
- West Bridgford Community Hub revised plans: cycle access
- Regatta Way, West Bridgford: improving cycling provision to the NWSC, Holme Pierrepont
- Abolton Lane shared path, West Bridgford (NWSC access road): finding a solution to chronic horse mess fouling
- Drawing up of a comprehensive Nottingham City Pedals wish list
- Regeneration funding for open space enhancement on The Forest: implications for local cycle routes
- Proposed West Bridgford Local Traffic and Transport Group campaign for 20mph area zones 'Bridgford 20'
- **Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):**
- Mansfield Street, Sherwood, restriction of waiting order 2009 (TMP 6780) (comments needed by 25 June)
- Alfreton Road, Western Gateway, TMP6782/M (by 25 June)
- Proposed School 20mph zones: Bar Lane, Basford (TMP6776), Bracknell Crescent Area, Basford (TMP6777), Kersall Drive Area, Bulwell Forest (TMP6778) and Listowel Crescent Area, Clifton South (TMP6779) (by 6 July)

8. Miscellaneous items

- Arrangements for chairing meetings
- Arrangements for communicating Pedals contact details
- Meeting to discuss Student Union interest in promoting cycling at Nottingham University (11 June)
- Cycling on pavement incident and fixed penalty notice – letter to the NEP on 8 June from Philip Carroll "Cycle fine unfair"
- Councillor has bike stolen from Beeston station – NEP item of Wednesday, June 10
- My holiday absence from 10-20 July (cycling in the Scottish borders)

9. Any other business

BACKGROUND NOTES (including extracts from some relevant emails)

* means feedback especially wanted please

** means help please!

1. Welcome and apologies

Apologies for absence from

Mara Ozolins, Roger Codling, Alison Russell, Peter Osborne, John Wilson,

2. Discussion with John Hindle, Environment Agency, on the impact on cycle routes in The Meadows (in particular) of their proposed Nottingham River Trent Left Bank Flood Alleviation Scheme (30 minutes)

(break from 8.00-8.15 p.m. approx)

(Andrew Martin to chair second half of meeting)

3. Minutes of the Pedals Meeting held at 7.30pm in the Globe Public House, London Road, Nottingham on **Monday, 18th May, 2008.** (taken by Arthur Williams)

Present: Hugh McClintock, Margaret Kennerley, Malcolm Kennerley, David Clark, Liz Kirk, Susan Young, Andrew Househam, David Miller, Chris Gardner, Arthur Williams, Andrew Martin, Mara Ozolins, Coral Simpson, John Bannister, Terry Scott, Martin Quarton, Henry Twigger, Roy Wilson.

Apologies were received from: Roger Codling, Alison Russell, Peter Osborne, John Wilson.

The meeting opened with a presentation by Colin Hazelden of BBC East Midlands, followed by a lively question and answer session ...

Matters Arising from the minutes of 20th April, 2009.

a) Raising the Profile of Pedals: It was agreed that the next step in raising the organizations profile was to encourage more people to be actively involved in running the proposed events such as Pedals Roadshows, talks at major worksites and liaison with local Transition Nottingham groups.

b) Cycle Maps: CycleNation are encouraging the adoption of a consistent map style, based on cyclists' preferred routes. André of Cyclenation has met Steve Brewer to discuss the next updates for Nottingham and the new guidance soon to be produced by Howard Boyd of Birmingham Pushbikes for Cyclenation. New recommendations may be launched at the CycleNation/CTC conference to be held here in Nottingham in November. Steve Brewer suggests next year having four maps to cover the City, instead of the current two, but this is still under discussion.

c) CycleNation/CTC Conference: A meeting will be held on 2nd June with André and Sam from CTC to start planning the November conference. A suggested theme is Cycle Campaigns working in partnership. The meeting will start from the station at 11 am. Other Pedals members are encouraged to join. Hugh is to confirm the booking of space at Byron House (NTU students union).

d) Co-operation with Transition Nottingham (TN): Hugh is to meet TN on Thursday 19th June. It is proposed for Pedals to have an input into the TN Energy event in Sneinton on 28 June.

e) Pedals Roadshows: The first "roadshow" event is planned for Beeston. Hugh is to liaise with Mara on the organization and publicity. The event also has the support of Andy Pooley, Community Development officer for Broxtowe Borough, as well as Robin Phillips and Mara Ozolins, local Pedals members in Beeston.

f) Co-operative Community Fund: It was suggested that an application could be made to help fund the conference. There was a discussion that the application would need to focus on a local, rather than national benefit. Hugh to follow this up, in consultation with Andrew Martin and Malcolm Kennerley

g) County council cycling wish list: Hugh has met Clive Wood, who wanted a list of items that could be implemented in the short-term. Hugh mentioned a broader point that if the Conservatives win the local elections for the county council, cycle provision could become a much lower priority. He agreed to write to Councillor Kay Cutts about this.

h) Pedals "17-point" plan: It was agreed that it was a good idea to keep the list to one page. Hugh agreed to check through Arthur's abridged version and finalise it with the inclusion of a more appropriate title 'Pedals Strategic Vision'.

i) Pedals name. No further comments. It was agreed to leave the current title unchanged.

j) Finance Issues:

Susan has had a hand-over meeting with Alison Russell; most people still need to change their standing orders to the new Co-op Bank account. It was agreed to support Susan as a third Pedals member to attend the conference in Manchester.

Next Meetings: In June, John Hindle from the Environment Agency is coming to discuss cycle paths relating to the next stage of their Trent Left Bank flood alleviation plans. In July there will be another meeting with "breakout" sessions; focusing on future allocation of Pedals priority and lower priority roles. August will be an informal meeting; September will be a full business meeting; October Nicola Jones from Sustrans has agreed to come and in November it was agreed to invite a county councillor relevant to cycling – depending on outcome of next month's elections.

Forthcoming Events:

Capital One Environmental Day, 24th June. Hugh will be doing a presentation. Dave Clark will help with a stall. Hugh to give times to Dave. When available.

Transition Nottingham Energy Day, 28th June.

Rushcliffe4Health, 5th July. It was agreed that there were not enough volunteers to run a stall. On the same day Dave Clark has agreed to run a stall at Colwick Woods.

There was a discussion as to what has happened to the spare set of display boards in case two events happen on one day. We updated two sets last year but one seems to have gone missing.

West Bridgford Summer Gathering, Sat. 6th June: Andrew Martin to offer a Dr Bike clinic. Hugh is to contact Karina Wells.

Wheeleie Big Breakfast, 17th June. People were encouraged to sign up and get others to do so.

Andrew Martin would welcome support for cycle maintenance events to be run at the SUMAC centre on 26th May and 13 June.

On Sat. 13th June is the Lenton Festival; Liz and Dave will take the stall.

Soon, new materials will be needed, e.g. more business cards.

30th Birthday celebration meal, 1st June. Andrew Martin is co-coordinating. 22 expected.

November national campaigners' conference. Offers of accommodation for visiting campaigners are needed.

Cycle facility and other traffic management matters

a) Bar Lane, Aspley, near Nuthall Road junction (Sustrans route 6): Parked cars block the cycle route on a tricky uphill section. Andrew Martin to draft an email and send to Hugh to pass on to Chris Carter at the City Council.

b) Tesco, Beeston, planning application: Hugh has sent comments to Broxtowe planning dept.

c) Suspension Bridge: Planning permission has been granted and work should begin very soon.

d) Emmanuel School, Gresham Park, West Bridgford: This new cycle path is finally due to be opened next week, a year after its completion!

Pedals Website: Hugh appealed for members to send in photos for the website, and also to visit the website and send comments to Larry and himself.

Report on Velo-City Conference, Brussels: Hugh reported that Karlsruhe, Nottingham's twin city in Germany, is developing itself into one of southern Germany's main cycling cities and is one of 4 German cities (out of 91 bidding) selected by the Federal Environment Office to implement the first phase of their campaign to make explicit links between cycling and the need to reduce CO2 emissions.

He suggested that it would be useful to develop links with local authorities and campaigners there and encourage councillors to take an interest in these developments.

There will be an extra Velo-City conference in Copenhagen in 2010, to follow on soon after the UN Climate Change conference in Copenhagen this December, as Copenhagen City Council are very keen to underline the links between the two events.

The meeting closed at 10.30 pm.

Update:

Message of 19 May from Colin Hazelden, BBC East Midlands Today, following his slot at the Pedals meeting of 18 May:

"Thanks Hugh,
I really enjoyed it. Especially the cake.

A couple of things to pass on to your members ... I talked to Kylie and Sean (who's filming) about our chat last night. BBC Health and Safety means she has to wear a helmet. BUT, they're aware of the issue and were actually going to make a point of discussing it.

For any Pedals members on Twitter, she's Tweeting events at www.twitter.com/kyliebikeride

I tweet too: www.twitter.com/impact_tarmac

Colin"

PS. Many thanks to Dave Clark for arranging the 30th birthday cake!

Conservative Party Election Manifesto for the County Council elections: Cycling - , my message of 19 May to County Councillor Kay Cutts:

"Dear Kay

At the Pedals monthly meeting last night it was agreed that I should write to you to clarify the Conservative Party's future commitment to cycling in the event of your gaining power in the forthcoming County Council elections.

Much worthwhile provision for cyclists, particularly in the Greater Nottingham area, has been achieved over many years and we are very keen to see this commitment continue. Indeed the importance of cycling is now all the more important in view of increasing congestion, increasing concern about obesity and the consequent extra health service costs of treating this and other adverse health conditions which more cycling can help to reduce, as well as helping to reduce air pollution and to address climate change.

Although our experience shows the importance of careful attention to detail in the design, implementation, construction, promotion and maintenance of cycle facilities, provision for cyclists compared with other types of transport infrastructure is relatively cheap and cost-effective. Cycling can also be promoted by ensuring that the needs of cyclists are addressed properly and systematically in wider transport, planning and regeneration schemes, which can then reduce the need for spending on separate cycling provision. Cyclists can also benefit greatly from well-designed broader traffic management schemes including the extension of 20mph speed limit zones, which also have great safety benefits for pedestrians and most of all for the elderly and for the very young.

Leisure cycling is very important as well as daily 'utility' cycling and the County Council, with support from Pedals, has over many years achieved a strong national reputation for its work in this area, particularly the very enjoyable and successful Great Nottinghamshire Bike Ride and the Rural rides programme, both of which, as you may know, Pedals first started and which are very keen to continue to support and encourage.

At the request of County Council officers we have recently updated and revised our comprehensive 'wish lists' of cycling improvements for Broxtowe, Gedling and Rushcliffe Boroughs, covering the needs both of utility and leisure cyclists, and with reference both to cycling-specific schemes which are suitable for funding through the Local Transport Plan process, and also for cycling aspects of major projects such as the A46 and A453 upgrading proposals.

We therefore remain very keen to see further progress in promoting cycling and would much appreciate a reassurance that this will form an important part of your future transport and environmental policies, in close coordination with other local councils and agencies such as the Highways Agency.

Yours sincerely,
Hugh McClintock
Chairman, Pedals

...PS No reply yet received to this!!

I have tried to get hold of a copy of the Conservative Party's manifesto for the County Council elections having heard that it had some fairly negative comments about funding for cycling but oddly enough it does not seem to feature at all on their website and my emailing them to ask for a copy has yielded no response.

The only clue is in the election leaflet I received which contained this wording:-

"We will introduce a more open process for decisions regarding footpath alterations and cycleway extensions, always being mindful of local opinion."

Not at all promising, I fear, and aggravated by the major cuts in transport funding at national level which are anyway likely in the next few years (see article below from The Guardian of 8.6.09)

Many commiserations and very many thanks! –my message of 7 June to former County Councillor Chris Baron:

"Chris

I was very sorry to hear that you lost your seat in the recent County Council elections, being well aware of your excellent record and hard work as a County Councillor over many years and being particularly aware of your strong interest in cycling and the activities of Pedals.

We have much appreciated your support in various ways, especially in your role as Chair of the Greater Nottingham LRT Advisory Committee and I thought that the least I could do was to contact you and put this very clearly on record.

with best wishes and very many thanks for all your support
Hugh

Pedals 30th birthday meal on Monday 1 June: many thanks to Andrew Martin

Very many thanks to Andrew for arranging this very successful evening!

Bar Lane - Nuthall Road (A610) junction cyclist safety issues: my message of 19 May to Chris Carter, City Council:

"Chris

At yesterday's Pedals monthly meeting Andrew Martin said that he strongly agreed with the comments which I think I recently forwarded to you from Paul Hill about the dangers for cyclists on Bar Lane outside Sainsbury's Local in Basford. Andrew pointed out that drivers emerging from the car park are just not expecting to see cyclists. In view of his detailed local knowledge of the situation I suggested that he put more details in an email to give you a clearer idea of the problems which, I agree, certainly need to be investigated please.

best wishes, Hugh"

.....and email on this of 25 May from Andrew Martin to Chris Carter:

"Dear Chris

I last contacted the City Council about the Bar Lane junction a few years ago when the Sainsbury's shop had just opened. The main issue involves the provision of a cycle lane (part of Route 6) which runs adjacent to the pavement outside Sainsburys. However, cars are permitted to park alongside the pavement, and therefore on the cycle lane. This effectively means that cyclists riding uphill, and therefore more slowly, have to contend with cycling past parked cars whilst accelerating traffic tries to overtake cyclists as the space narrows adjacent to the central traffic island in Bar Lane.

Furthermore, for cyclists to continue along Bar Lane within the lines of the cycle lane involves cutting in after the parked cars and a chicane, exactly at the point where vehicles enter and exit the Sainsbury's car park. I feel this site has created more hazards for cyclists, especially those who are slower and less confident.

Finally, the recent development of apartments on Bar Lane opposite Sainsbury's involved the developers removing a pole with a National Cycle Network Route Number 6; this pole has not been replaced. I am copying this message to Nicola Jones of Sustrans.

Yours sincerely
Andrew Martin"

...response of 27 May from Steve Brewer:

" Hugh

Thank you for bringing this matter to my attention. I have forwarded you email to my colleagues Neil Harby and Ged Newton, who are the officers responsible for traffic management issues in this area. They will investigate this matter and get back to you with their findings.

Steve Brewer - Sustainable Transport Officer
Environment and Regeneration
Nottingham City Council - Tel: 0115 91 56596

Cycling Improvements - Mapperley ward – copy of message of 19 May from Chris Dixon to City councillor Emma Dewinton re the ASLs now added to the Porchester / Carlton Road junction -

"Myra, Emma,

I note that Advanced Stop Lines have finally been added to the Porchester / Carlton Road junction - perhaps arising in part from our discussions last year?

Unfortunately the lack of ASLs was only of secondary importance at this junction. The primary issue has not been remedied - the dangerous layout of the line markings on the uphill stretch of Carlton Road. These line markings were only changed to this layout around 3 years ago, and prior to that were perfectly safe. To re-cap, the markings favour the left filter lane, which means cyclists who aren't turning left are constantly cut-up by car drivers. I cycle this route daily and experience this problem constantly.

I do hope this issue can be sorted out.
Regards, Chris Dixon

On 15 Jul 2008, at 11:43, Myra Thomson wrote:

Hi Chris

Thanks very much for responding to my request via Hugh for constructive suggestions to improve cycling in Mapperley Ward.

The consultation at the Area Committee Meeting on the 22nd also covers Sherwood Ward so please send any comments regarding either ward – if possible in time for the meeting on the 22nd July, but they can also be forwarded afterwards.

All Area Committees are being consulted about possible improvements to the cycling network over the summer months.

John Lee (Rights of Way Officer) is following up suggestions currently, and Greg Foister is our Neighbourhood Action Officer for Mapperley. Imoegen Denton as Acting Area Manager, is the lead Officer and also keen to get the maximum input of suggestions at this stage.

Your proposal and others will be assessed – and you and the Area Committee will get feedback as to what action has been taken. I do not know personally the route which you are highlighting in your comment and diagram – but thank you very much for a remarkably clear plan of the problem.

I am very keen to see improvements where we can manage it. Not only do I cycle myself, but chairing the Regeneration Panel, I'm also responsible for corporate scrutiny in this and other areas of sustainability.

Area Committee meetings, like other Council meetings, are open to the public and you are very welcome to come along to hear the discussion on the 22nd July – 5.30 pm in the Committee Room at the Council House – tea or coffee provided!

Thank you again.
Best wishes.

Emma Dewinton
0115 960 8198
emma.dewinton@nottinghamcity.gov.uk

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

From: Chris Dixon [<mailto:chris.dixon@franklinellis.co.uk>]
Sent: 09 July 2008 16:16
To: Hugh McClintock (Dell)
Cc: myra.thomson@nottinghamcity.gov.uk; emma.dewinton@nottinghamcity.gov.uk
Subject: Re: Cycling Improvements - Mapperley ward [Scanned]

Hugh,
I have a local suggestion for a Mapperley Ward cycle improvement:

The junction of Porchester Road and Carlton Road is on the edge of Mapperley ward, and presents real difficulty for cyclists heading out of town up Carlton Road. When approaching the junction with Porchester Road, the white line markings favour the left filter lane, which means cyclists (travelling slowly uphill) who want to go straight ahead are constantly cut-up by left-turning cars chasing the green traffic lights. If the line markings were changed (very subtly, see attached) so that the cyclists could sit on the line to go straight ahead, it would massively increase the safety of this junction. An Advanced Stop Line would also be beneficial, as it would on all these sort of uphill multi-lane junctions where cyclists struggle to travel at sufficient speed to be away from the kerb.

Please see attachments which show the junction as existing and as proposed.
Regards, Chris Dixon
Marston Road, NG3

....comments of 20 May from Gary S-W

"Hi
This is the second time I've heard of this type of 'cutting up' (the other was when Sergeant Jez Ellis was injured). It sounds like the junction is not laid out well but if people did their CTC training they would know that where there is a left hand turn of any kind the road position for a cyclist is close to the middle of the nearside lane so cars cannot overtake or cut cyclists up unless they do something rather nasty and foolish, in which case all the markings in the world will not help.
Gary"

...further comments from John Lee (and Emma Dewinton) (17 May)

Thanks for this, John.
I hope that sorts the problem.
Best wishes.
Emma Dewinton
0115 9608198
emma.dewinton@nottinghamcity.gov.uk

From: John Lee
Sent: 20 May 2009 14:56
To: Emma Dewinton; chris.dixon@franklinellis.co.uk; Chris Carter
Cc: Tessa Evans
Subject: RE: Cycling Improvements - Mapperley ward [Scanned]

Dear all
I have just discussed this with my colleague involved in implementing this 'local area improvement scheme' and can confirm that the instructions and drawing to the contractor carrying out the works included the burning off of existing filter lane markings as well as the advanced stop lines. This is shown on the attached drawing.

my colleague will be going out to check this tomorrow, and, if there are any discrepancies between what's on the ground and what's shown on the drawing, this will be resolved as soon as practically possible.

Please do not hesitate to contact me if you need further clarification
Regards, John Lee
Public Rights of Way
Traffic Management
Environment and Regeneration
Tele: 0115 9156078

....comments of 21 May from Richard Cooper:

"Agree on this - the Carlton Road lines should be changed.

We appreciate the ASLs on Porchester, thanks.

A minor comment I'd have is that while I don't know what the spec. should be, but the far right hand lane ASL is unnecessary, as no cyclist (that I know) would use that lane to turn right, as cars to their left could turn across into them taking up a 'nearside line' after the corner.

Cheers, Richard."

....and comments from Arthur Williams, 22 May:

"Hugh,

Thanks. Yes, I was pleased to see the ASLs on this junction. And I agree with Chris Dixon that the proposed change to the lane markings at the beginning of the filter lane should also be implemented to improve safety for cyclists going straight up Carlton Road.

Regards, Arthur"

....further comments from Chris Dixon (27 May):

"The works were completed today and are a huge improvement. Many thanks to all involved.

Chris Dixon"

Cycle maps and proposed new format for Nottingham cycle maps from 2010: exchange of messages with Andre Curtis (Cyclenation Chairman) and John Cutler (CTC Northants and member of the Greater Nottm Cycling Development Group) about John's new cycle map of Northampton and its possible model for future maps in Nottingham

(a copy of which I will bring to our meeting and on which I would appreciate feedback in time for this to be discussed at the next Greater Nottm Cycling Development Group meeting, on Wed 1 July)

Hugh, It would be worth mentioning that we now have the following done on the same system

Tewkesbury
Cheltenham
Warrington
Kettering
Northampton

Stroud and Gloucester have five grades, same grading but different colours which is confusing as they do not use yellow for the quietest roads (which is common practice in all other maps from OS to London cycle map)

The guidance which will be issued as a national standard is currently in preparation, which aims to be as objective as possible which will mean consistency wherever you are. (Howard Boyd is currently writing it)

We often have comments as in what about the routes. Routes can be clearly shown in a variety of ways, different maps use different systems, with Kettering using the reverse side to show routes in a given area, or with Cheltenham different coloured edge markings to roads showing signed routes.

John Franklin, and or myself quite happy to come to Nottingham at an appropriate time to talk to whoever we need to convince!

Regards. Andre"

...and my exchange of emails re cycle mapping with Gary Smerdon-White (10 June)

" Gary

I think that Andre's reference about 'convincing us' was a reference to the fact that Cyclenation are now very keen to get general adoption of cycle maps based on the 'Cheltenham model', i.e. emphasising local cyclists' perceptions of the safety of different roads and streets more than 'where the facilities are'. It is this model that has influence John Cutler's work in Kettering and now also Northampton and it also now to be explained in more detail in guidance being produced for them by Howard Boyd, due out this autumn I understand, and giving detailed guidance on the 'objective data' (on traffic flows, (varying) road widths / pinch points, road surfaces, types of larger and smaller vehicles, topography etc.) that need taking into account alongside the subjective views of local cyclists.

Judging by comments at recent Pedals meetings there is certainly some interest in Pedals activists in the new Nottingham maps adopting this kind of approach. It seems to me that the particular issues that need very careful consideration in applying this locally are:-

- just how to reach agreement on local cyclists' perceptions of the safety / suitability for cyclists of different local roads, major and minor, including major junctions and whether this may be more difficult to achieve in a city or large urban area than in somewhere the size of e.g. Cheltenham, Tewkesbury or Kettering, depending on just how they rate the varying disincentives such as steep hills, high proportions of HGVs, the presence or absence of barriers such as dangerous

roundabouts etc. Even if agreement is possible, I am sure that this will involve a lot of hard work to cover an area the size even of Nottingham City, let alone Greater Nottingham if the intention is again to include areas such as Beeston, West Bridgford, etc.

- whether it is possible to produce maps which suit the (possibly varying) needs of both more and less confident / occasional cyclists. I get the impression, judging e.g. by the comments we get on maps when we hand them out at Pedals stalls, that the latter are more inclined just to ask for a map 'showing where the facilities are', regardless of their quality which of course varies greatly, as experienced cyclists are more likely to know.

- the general desirability of having compatible formats for both the City and County Council maps. Care was taken by both the City and County to ensure this last time round (2008) and we don't want to lose it in future. I am not aware of any interest by the County Council in revising / updating their cycle maps, even before the recent political changes there which no doubt make it even more unlikely in the foreseeable future.

Having said that, in general I am impressed with the copy of the Northampton map which John has given me and which I will take along to next Monday's Pedals meeting to get some wider feedback and I can then report on this at the next Cycling Development meeting on 1 July.

Hugh"

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

From: Gary Smerdon-White

To: 'Hugh McClintock (Dell)'; 'Steve Brewer'; 'Keith Morgan'; 'Chris Carter'

Sent: Wednesday, June 10, 2009 11:02 AM

Subject: RE: Northampton cycle map possible relevance for Nottingham

Hugh

I don't understand what Andre is getting at when he says he needs to 'convince' us. How have we become 'demonised' again when Nottingham are about to improve the existing maps whilst Leicester hasn't even got any?

The development of national mapping standards (properly consulted upon) is welcome.

My understanding is that route finding is the issue when we look at John's Kettering map and Andre doesn't seem to have any strong views about what is best for routes. I know there are misgivings about the appropriateness of the Kettering route map when applied to a City.

I suggest a comment back to Andre asking for his views on City Route Finding would be a pre-requisite to any visit.

We'll of course discuss this at CDG

Gary"

Pedals wish lists for Broxtowe, Gedling and Rushcliffe - priorities for possible LTP funding – my exchange of emails (25-28 May) with Paul Hillier and Clive Wood, following my meeting with them about this on 18 May:

...My message of 25 May:

"Clive

Paul

As you requested at our meeting last week about priorities for possible LTP funding of schemes included in the recently revised Pedals wish lists for Broxtowe, Gedling and Rushcliffe Boroughs, I now attach a short list of Pedals suggestions for priorities for ones which would seem suitable candidates for LTP funding and shorter term implementation.

best wishes, Hugh

PEDALS WISH LISTS FOR BROXTOWE, GEDLING AND RUSHCLIFFE BOROUGHS PRIORITIES FOR POSSIBLE LTP FUNDING, May 2009

BROXTOWE BOROUGH

A1. Comprehensive signing of path on north bank of River Trent west of City/Broxtowe Borough boundary towards Rylands, Attenborough and Long Eaton, including feeder links and the Attenborough loop path west of the Attenborough Wildlife Centre and parallel to the railway.

A5. Cycle lanes on the A6005 between High Road (Toton) junction and Attenborough, especially in the vicinity of the traffic signals.

GEDLING BOROUGH

A1. Continuous cycle path on the north bank of the River Trent between Colwick Park and Stoke Bardolph past Netherfield Industrial Estate, railway bridge over the Trent, Netherfield Lagoons and Stoke Bardolph weir, as an integral part of the Environment Agency's River Trent Left Bank Flood Alleviation Scheme (section between Colwick Park and railway bridge) and Nottinghamshire County Council's proposed path improvements between the railway bridge and Stoke Bardolph weir

A2. Enabling cycling in opposing directions to one-way streets, especially around Mapperley Plains shopping, e.g. on Haywood Road.

RUSHCLIFFE BOROUGH

A2. Comprehensive lighting and signing of improved path on south bank of River Trent between County Hall and Wilford, rebuilt as part of Environment Agency's River Trent right bank Flood Alleviation Scheme in 2006-7, and including signing of feeder links in the Gresham Park, Compton Acres and Wilford areas.

A3. Upgrading and widening the rather neglected and effectively narrowed (because of poor maintenance) riverside path between Trentside and The Hook / the NWSC, now intended to be part both of The Big Track extension and Sustrans National Cycle Route 15 being developed across the south of the county between Newark etc. and the East Midlands Airport / Castle Donington area, with particular respect to width, surfaces, drainage and signing and including the now very uneven surface of much of the cycle cut-through under Trent Bridge between Trentside and County Hall.

A5. New cycle path/shared path cantilevered on to the side of Ladybay Bridge, with connections to the cycle facilities at the Trent Boulevard/Radcliffe Road junction and to the proposed riverside path on the north bank of the Trent between Trent Bridge and Colwick Park to be created as part of the City Council's regeneration plans for the area.

A7. Providing a continuous shared path on the west side of Regatta Way, extending southwards towards the Radcliffe Road junction the existing shared path north of the central refuge, and connecting safely and coherently to the an extended shared path on the north side of Radcliffe Road past Ladybay between the Grantham Canal path (east of Gertrude Road) and the Regatta Way junction, with more direct and coherent links between this path, the extended shared path on the west side of Regatta Way and the Gamston area, with its multiplicity of feeder links, including ones providing safer routes to and from the east side of West Bridgford (east of Melton Road, etc.) and Edwalton.

(HMCC, 25.5.09)

...reply from Paul Hillier of 28 May:

"Hi Hugh,

Thanks for the list. I'm a bit surprised about its contents though. At our meeting Clive and I highlighted a number of issues associated with the schemes you've included which we noted would make delivery difficult, particularly in the short term:

Broxtowe A5. This scheme will likely involve carriageway reallocation which would be very expensive, would have a negative impact on capacity (and hence on bus journey times) and may well not be politically popular. Regardless, I doubt we could design and construct this year.

Gedling A2. This requires a change in Council policy which doesn't fall within the remit of the LTP to achieve. Whilst I'm happy to suggest it, I can't ensure that it happens nor when.

Rushcliffe

A3. We haven't determined responsibility/ownership of this. The likelihood of works this year is, therefore, slim.

A5. This is a scheme being promoted by the City Council. As noted at the meeting, the cost is so high that its delivery is dependent on the acquisition of developer contributions associated with the Southside regeneration scheme. Definitely not likely for the next few years.

A7. There is already a facility on Regatta Way which was installed as is for a reason (which I can't off-hand recall). Even if it is feasible, I can't justify works here as a priority given the number of facilities required where none are present.

You're welcome to reconsider your "bid" in light of these observations but if not you should be aware that very little of it will be deliverable this year or possibly even next.

On a more positive note, I am about to commission feasibility studies into the potential for upgrading NCN6 through Hucknall and also to look at the Radcliffe Road approach to the Lady Bay Bridge junction (as we discussed), as well as doing design work for a cycle path on Tythby Road in Bingham (to connect to the new cycle path over the bridge).

Regards, Paul Hillier

Local Transport Plan Officer (Greater Nottingham)

Nottinghamshire County Council

Tel: 0115 977 4866 Fax: 0115 977 4054

...and my reply to him of 28 May:

"Paul

Thanks for this response. I am sorry to hear that you were rather surprised by its contents.

I do indeed recall that we discussed a number of issues associated with these but still thought that, despite these potential problems, these were the most feasible candidates from the ones which we in Pedals had identified as priorities, especially given that the problems associated with most of the others tended to be that much more complex.

I do also recall that you said at the meeting that it would be helpful to have some response within about a week, a target which I tried to meet, even though it did mean that I was not able to give this as much thought as I would have liked. In view of your response I now think it would be best if I leave making a further response until we have had a chance to discuss this further at our next monthly meeting, on Monday 15 June, and I will then get back to you again.

Meanwhile I note and much welcome the positive points in your last para.
best wishes, Hugh”

...further exchange of emails between me and Paul Hillier on 29 May:

From: [Paul Hillier](#)

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

Sent: Friday, May 29, 2009 8:39 AM

Subject: Re: Pedals wish lists for Broxtowe, Gedling and Rushcliffe - priorities for possible LTP funding [Virus checked]

And the fact that you *were* able to get something to me so quickly is much appreciated. My apologies for not mentioning it in my last message.

As far as deliverability is concerned, it isn't a problem as such, just that we'll struggle to be able to achieve much of this for you, particularly in the current year. As long as you're aware of this, all is good.

Best wishes, Paul Hillier
Local Transport Plan Officer (Greater Nottingham)
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054

From: "Hugh McClintock \ (Dell)" Hugh.McClintock@ntlworld.com

To: "Paul Hillier" <paul.hillier@nottscc.gov.uk>

Date: 29/05/2009 02:28PM

cc: "Clive Wood" <clive.wood@nottscc.gov.uk>

Subject: Re: Pedals wish lists for Broxtowe, Gedling and Rushcliffe - priorities for possible LTP funding

Paul

Thanks for this further response.

One further thought I have had on the matter is that it might possibly be easier if you could please identify from the lists (preferably the priority sections but, if not, the other ones) the schemes that you think you might realistically be able to deliver in the current year, to make quite sure that we don't again suggest ones that you are sure you cannot, for whatever reason.

If you think you might be able to do this, and could give me such a (tentative) list before the Pedals meeting on Monday 15 June I could then give you a final response afterwards based on what people think then about suggestions on such a 'realistic' list.
Hugh

“Good idea. I'll see if I can do this.

Paul Hillier
Local Transport Plan Officer (Greater Nottingham)
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054

Meeting of 19 May with Clive Wood, Notts County Council, and Scott Wilson, to discuss their proposals for improving strategic cycle signing in Rushcliffe: message to Steve Jones, Countryside Section, Communities Department:

“Steve

I had a very useful meeting this morning with Clive Wood and Jonathan ? from Scott Wilson to discuss their proposals for improving cycle route signing in Rushcliffe

One of the changes we agreed on was the need to sign the Vale of Belvoir as a destination from West Bridgford including connecting links e.g. via the Grantham canal and also from Sustrans (proposed) Route 15, including places on it east of Radcliffe.

One thing not included in the draft proposals which I thought was an important omission was signing of the route via Sanday Lane between Holme Pierrepont and the Vale of Belvoir via the existing shared path on the road south of the Holme House traffic signals on the A52 towards Stragglethorpe and Cotgrave etc. Clive's response was that he would be reluctant to sign and promote this, even though its status as a cycle route had now been clarified following last year's public inquiry, until its surface had been improved. He did not know whether there were now any plans to do this so suggested that I check this with you directly. Are there indeed any such plans? While I can see the sense of ensuring some at least minimum surface improvements before promoting this route but do feel that it would be a sad missed opportunity if, because of its current poor condition, this route was to be ignored in the current comprehensive exercise to

improve local cycle route signing, and particularly in view of its key importance as a quiet and pleasant route to and from the Vale of Belvoir.

I look forward to your comments
Hugh

...and his response of 29 May:

"Original Message ----

From: [Stephen Jones](#)

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

Cc: [Jane Baines](#)

Sent: Friday, May 29, 2009 3:17 PM

Subject: Re: improving cycle route signing in Rushcliffe - implications for Sanday Lane etc.

Hello Hugh

The answer to your question is not necessarily a straightforward one and may pose questions as well as answers.

We are working with our highways colleagues and the HA to ensure a safe controlled crossing of the A52 at the end of Sanday Lane.

Sustrans like to see clean, surfaced routes as part of their networks. I am not sure that Sanday Lane will be improved much more than it is now. It has been much improved over what it was. It is also a means of access to the fishing lakes and is also a pedestrian escape route in times of flood. We have not had discussions with Sustrans yet about this route or Holme Lane, I am sure that will happen soon.

We are in discussion with the local residents of Holme Pierrepont about traffic management on Holme Lane so again we will need to see the outcome of that one too.

More discussion when I return from leave.

Kind Regards, Stephen Jones

Communities

Nottinghamshire County Council

Tel. 0115 9774207

...and my response to this:

"Steve

Thanks for your response on this.

The issue that Clive and I discussed was not whether or not Sanday Lane would be part of Sustrans Route 15, or any other Sustrans route, but rather whether or not it should be signed as a part of one of the main routes between West Bridgford and the Vale of Belvoir. Clive agreed with the principle of including the Vale of Belvoir as a destination on cycle route signs leading out of WB, including this one, while at the same time making clear that he would be reluctant to encourage people by signing to use this route as long as its surface was unsatisfactory.

In view of what you say this implies that it would in practice be best now not to include it but it does also seem a pity to miss this chance, offered by a new strategic cycle signing project, not to include it, given its basic great value as one of such key routes.

Hugh

Manchester Cyclenation-CTC Spring campaigners conference (30 May) feedback

Andrew Martin, Susan Young, Roger Codling and I all attended this well-organised and well-supported conference (with over 100 people attending, after a great surge from only about 30 2 weeks earlier!) and we picked up some useful information from the content of the plenary and workshop sessions as well as a host of ideas on conference organisation that we can learn from for our Nottingham conference on 14 November.

The Manchester venue (Friends Meeting House) was a bit cramped which made various things a bit more awkward and we should have much more space to play around with.

One good aspect of the conference was that that event was not too speaker-dominated and there was plenty of opportunity for questions and other comments from participants, both in response to the plenary sessions speakers (which included 10-minute slots from several different speakers) and the workshops, of which 3 rounds were run, one before lunch and two in the afternoon.

Andrew, Susan and Roger may well wish to add their comments on Monday.

links with local Transition Nottingham Groups: discussion with TN Steering Group on 23 April.

This meeting did eventually take place, though I had only limited times both because of some very bitter internal discussions which dominated much of the meeting and because a similar 10-minute slot to discuss liaison with TN had also been given to another group; Tom Veitch of Eco-Teams.

A few ideas were banded around such as Pedals, along with other groups, taking it in turns to organise roadshow of all local environmental groups, in different areas, something that I felt was far too much for us to take on, especially with our conference coming up and with our very limited general volunteer person power.

However, it was at least a brief opportunity to raise our profile and give them a bit of an idea of our role and concerns and there were a few suggestions that I think we can usefully act on, if we wish, and these included:

- Publicising events like the forthcoming Pedals Roadshow in Beeston, via local TN groups as I have now done via the Beeston TN group.
- Having a stall or other presence at the Transition Nottingham Midsummer Energy event at Green's Mill on Sunday 28 June (details still to come)

Proposed Pedals Roadshows in Beeston, Commercial Inn, Wollaton Road, Monday 28 June

With help from local members Mara Ozolins and Robin Phillips this has now been fixed for 7-9 p.m. on Monday 29th June in the top room of the Commercial Inn, Wollaton Road, Beeston (in the town centre). It will include a 'History of Pedals 1979-2009' slide show presentation by myself, plus questions and then, in the second half, a general discussion on what can be done to improve cycling locally and how Pedals can assist these efforts.

I have also promised a 5-10 minute slot to Keith Morgan of Nottingham City Council (and a regular cyclist who lives in Beeston) to talk about his proposals for improving cycle parking at various bus stops on the west side of Nottingham.

Since the original idea of these roadshows was to improve contacts between local Pedals members in 'outlying' area and those of us who come more to the main meetings

Proposed members' survey and Coop funding requests it would be very useful if there were other 'regulars' besides myself who could come along too, to avoid (yet again!) the impression that I can all too easily give that Pedals is primarily "a Hugh McClintock self-promotion campaign" rather than an organisation whose main purpose is clearly to encourage cycling!

Is there anyone else who hopes to be able to come please?***

Before we plan any more such roadshows (e.g. in Sherwood?, Arnold?) we need to evaluate carefully how this one went, not just how many people came (both local Pedals members and other cyclists as well as 'regulars' but also the format, content and timing).*

The roadshows were also proposed as a way of helping to raise Pedals profile, as we all agreed some time ago, was very important. However, I would emphasise again, doing this needs not only fresh ideas but lots of fresh offers of help, if we are really to make the most of opportunities both in terms of new ideas like the roadshows (and presentation at major worksites, as I am doing at Experian on 24 June) but also the many opportunities we already have in responding to requests for stalls at various local events.

These requests are particularly numerous in the May-July period but this year, just as much as before if not more so, we are having great problems in finding enough people to man stalls at most of the events we are invited to! Dave and Liz are by far the most regular people at turning out at these events but they do need wider support and all the more so if we are really serious about 'raising our profile' (and also getting rid of our still fairly large stock of unsold 'City, County Forest books', vital if only for financial reasons!)

If on the other hand we decide that we are just too short of willing volunteers, and time, to do this, because of other commitments, we will need to be much more realistic about our 'raising the Pedals profile' aims.*

But for Dave and Liz's sterling efforts with stalls I would be tempted to suggest that we drop the idea of stalls altogether as it does sometime seem to be too much hassle to try to arrange and find people (and update the display boards and the stocks of leaflets etc), especially when we get so many requests, often quite pleading, and have to turn down quite a few, especially when we get more than one on the same day, as can easily happen at this time of year!

Proposed new Pedals poster designs

At the AGM people seemed keen to find new designs to replace the poster which Larry Neylon, at rather short notice, got a (non-cyclist!) friend of his to do last year but I realised after the last meeting that noone had in fact produced any sketches for new designs!

Does anyone please have any such sketches/drafts to bring along this time?***

Castle Marina cycle bridge replacement: official opening on 9 June

Thanks to those of you who turned out in response to the fairly last minute request I had from British Waterways for a group of cyclists to show up for the official opening by Councillor Jane Urquhart on Tuesday 9th June. This went well, despite the NEP Photographer arriving 20 minutes late!

I have already had several very positive comments about the improved bridge!

Revision of Pedals 17-point Plan: Pedals 'Action Plan' revised draft – now called the 'Pedals Strategic Vision'

I had only a few minor comments in response to the agreement at our last meeting to revise it along the lines of the 'bullet point' format suggested by Arthur Williams.

The finalised version, updating our general campaigning aims, is now on the website at: http://www.pedals.org.uk/pedals_plan I have also circulated it various people at the City and County Councils including the other members of the Greater Nottm Cycling Development Group.

Report on 6 May meeting of Greater Nottm Cycling Development Group and suggestions for next meeting on 1 July

The full minutes of this meeting (drafted by Gary Smerdon-White) were circulated a couple of weeks ago, to follow up my brief report at our last meeting, and they are also on the Pedals website.

The next CDG meeting is on Wednesday 1 July and among the items I want to raise our:-

- Cycle maps revision (including possible relevance to Nottingham of the new Northampton map produced by John Cutler)
- Update on the Movers and Shakers Project (when I last heard Gary was still trying to do pin down one of those involved, the Olympic Gold Medallist Canoeer Dr. Tim Brabants for a launch date which he could make)
- City Centre cycle route signing and the Parksmart car parks signing scheme
- Encouraging Nottingham to learn from the experience of promoting cycling in some of its Continental twin cities, e.g. Karlsruhe and Ghent.
- Nottingham's experience in promoting 20mph zones around schools etc. and its possible relevance for application elsewhere, e.g. the current 'Bridgford20' campaign for 20mph areas in much of West Bridgford.
- Plans for our autumn campaigners' conference on Sat. 14 Nov including the possible display area and a possible related seminar on Cycling and Health on the previous day, Friday 13 November.
- Other possible items including those arising from the GNTP Cycle Forum on Wed 17 June
- Any other suggestions please?*

4. Finance (Alison Russell / Susan Young to report) including

Pedals business cards

What do people think of the new Pedals business cards which we have been using instead of membership forms for the last few months?

Susan arranged a limit supply of these and we now need to decide if we are going to continue with this format and, if so, how best to arrange a proper print run and of how many copies.*

Possible repair of the 2004 Pedals 25th birthday marquee

Dave Clark tells me that the roof of the Pedals marquee, which he had made in 2004 and which was especially adorned with our special 25th birthday logo, has now shrunk and can no longer fit on top of the rest of the marquee. He has therefore been using another one and wonders what we should do about the 2004 blue and white one.*

Proposed contribution to costs of Karina Wells' West Bridgford Summer Gathering (6 June) expenses

Up until now Karina Wells has been solely responsible for organising this very popular and successful local environmental event (and despite very poor weather for the last two years), where Pedals has had regularly had a much visited stall.

She has asked the groups who took part if they would be willing to make a contribution to her expenses. Susan Young and Dave Clark and I all support this request and I proposed that we make a donation of £20.*

5. Forthcoming meetings / events etc.

(Speakers at and other arrangements for) Pedals monthly meetings

- 20 July, 17 Aug, 21 Sept, 19 October, 16 November, 21 December etc.

Next month (20 July) we are having on another break-out session, this time focusing on Pedals tasks, higher and lower priority, and how they should best be allocated after I step down as Chair at the AGM next March.

It may seem a long way off to talk about plans for the **Christmas Social event on 21 December** but Dave Clark has twice asked me if it would be possible to change the format this year and drop or give less prominence to the idea of a quiz, even if we still have some kind of slide show to go with our festive eats, drink and informal chatting.

I wonder what other people think, bearing in mind that we are also this year proposing to have another meal together, probably in late November after the 14 November conference is out of the way, and not too long before the Christmas party/social season.*

Other meetings / events:

Sat. 13 June: Bike maintenance Skill Share at Sumac

please book a place by email to Andrew: anim_al67@yahoo.co.uk

Wheelie Big Cyclists' Breakfast & Greater Nottm Transport Partnership Cycle Forum, Wed 17 June, 10.30

I gather that a good number have now registered for both events, which is encouraging.

Although advance registration is best people, so do please encourage this (via The Big Wheel website: <http://www.thebigwheel.org.uk/> but it is possible just to turn up on the day although people doing that run the risk of finding no food for them!

GNBR: Freeth Cartwright Corporate Challenge, Sunday 12 June: message of 26 May from Victoria Gaskill, Freeth Cartwright and my response:

"Dear Victoria

Thank you for your message which I have just seen, having been away the last couple of days.

Pedals is indeed very keen to be involved as we have been since we started the GNBR back in 1982. However, I think that our members prefer to register as individuals and then go with their friends and family, rather than to be part of a team and as such I think that most will have registered some time ago for this year's event.

I will however mention your email at our next monthly meeting, on Monday 15 June, in case anyone has any further thoughts on the matter.

best wishes

Hugh

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

From: [Victoria Gaskell](mailto:Victoria.Gaskell@ntlworld.com)

To: Hugh.McClintock@ntlworld.com

Cc: [Marie Quinn](mailto:Marie.Quinn@ntlworld.com)

Sent: Tuesday, May 26, 2009 2:42 PM

Subject: Freeth Cartwright Corporate Challenge

Good afternoon Hugh

I am sure you and your group are well aware of the Great Notts Bike Ride, taking part this year on 21 June 2009. I am helping to organise the Corporate Challenge element of this, which was introduced by our law firm last year in order to get local businesses on their bikes to raise money for charity. The event last year was a huge success, attracting over 150 corporate riders and raising approximately £15,000 for the charities.

The details for this year's event are below, I do hope Pedals can be involved in some way. Not only is it a fantastic team event, but a great opportunity for businesses and groups such as yourselves to promote themselves in numerous marketing and networking opportunities before, during and after the event.

Please give me a call if you would like any more details - my direct dial is 0116 248 1129.

I look forward to hearing from you

Kind regards, Victoria"

Greater Nottingham Core Strategies: Issues and Options Consultation Seminar, Mon 22 June, National Ice Centre (1.00-4.30 p.m.)

I have been invited along to this event at the Ice Centre, about the wider development challenges for Greater Nottingham.

Request for Pedals displays at other forthcoming events (June-September) and possible volunteers

How many of these can we take on?*

Ones I know of include these but Dave Clark may be able to fill in a few gaps as he is approached directly by organisers about quite a few others, I know, and I find it hard to keep up with all these requests and who may and who may not be able to help with stalls at any of them!

Wheelie Big Cyclists' Breakfast, Wed 17 June

Dave had said he would bring the stall along but has since told me that he may have to work that day. Can anyone else please help run this, for the captive audience we should have as people enjoy their free breakfasts?* I can help set it up but will not be able to take it down as I will need to be getting along to the GNTP Cycle Forum just afterwards where I am doing a presentation on highlights of Pedals history.

Also these please other opportunities for displays to help 'raise Pedals profile':-

Capital One Bank Environmental Day on 24 June 2009

(to back up presentation on Pedals)

Gamston Fair, Sat. 27 June

(Dave Clark may be able to give us more details including the times)

Transition Nottingham Midsummer Energy Day, Sunday 28 June

(I may be able to help a bit with a stall at this event and would suggest that we give this some priority if we are serious about developing closer liaison with Transition Nottingham)*

Over 50's 'Nostalgia' Day, Tues, 30 June 2009, Harvey Hadden Sports Complex, Wigman Road, Bilborough, 10:00am to 3:00pm.

A lower priority, I suggest. Murat will probably be taking a display on the Cycling for Health project, I understand.

Broxtowe Community celebration event (Sat. 4 July)

(Dave Clark may be able to give us more details including the times)

Colwick Woods event, Sun. 5 July

(the same day as the Rushcliffe4Health event that we have decided we do not have enough people to turn out for)
(Dave Clark may be able to give us more details including the times)

5 September: ?

(Dave Clark mentioned this to me briefly but I need reminding of the details including the times)

Big Day Out (The Big Wheel), Sun. 27 September

(details later of this important event but I know already that I will be away that weekend).

And any more event stall requests that anyone knows about please?*

And also (other meetings)

Stapleford Local Traffic and Transport Sub-group meeting, Fri 31 July.

(Not about a stall but is anyone interested in attending this event. If so, I can then forward details)

6. Pedals 30th birthday events in 2009

Cyclenation/ CTC national campaigners' conference to be hosted by Pedals and Notts CTC on 14 November 2009 including:-

Report of first planning meeting on Tuesday 2 June (circulated on 10 June along with first draft of programme)

We already have started work on the programme and inviting speakers and aim to finalise this in time for the flyer (to be designed for us by GNTP/The Big Wheel) to be ready and put on the web, along with an online booking form on the Pedals, CTC and Cyclenation websites by 31 August)

I am responsible for overall coordination of the plans for the conference including local liaison and liaison with CTC and Cyclenation nationally.

Early priorities include:

- Getting volunteers for the key tasks (see below)
- Sourcing possible caterers
- Sorting out offers of accommodation for visiting campaigners, both with local Pedals members and also deals with hostels and hotels.

- Getting Pedals views on some other specific items such as ideas for the Friday and Saturday evening social events, and the Sunday rides.
- Drawing up a written contract with the venue (NTU SU) covering a range of matters which Sam, Susan and I have identified, especially in terms of equipment, times, etc.

I am compiling a detailed list of all the tasks to be undertaken, in advance of the conference and on the day, including who is responsible for each one, and will also include a list of possible problems and contingency/back-up measures for a range of matters from dealing with breaking projector bulbs through to half of us going down with swine flu just before the conference!

Roger Geffen from CTC (Policy and Campaigns Manager, and Sam Walton's boss) is keen to include in the programme making a special award to Don Mathew who is retiring from the national scene after a very long career as a cycling and other transport campaigner with many organisations including Friends of the Earth (where I first knew him in the early 1980s), CTC, Sustrans and the Campaign for Better Transport (CBT) and the National Transport Activists' Roundtable (TAR), the parent body of EMTAR some of whose meetings I attend to represent Pedals.

Priority tasks and volunteers needed for these Pedals and Notts CTC roles please including:-

- Confirming in writing with venue all arrangements including availability of equipment in house and use of rooms, hours of availability (including setting up and taking down / clearing up etc) (Hugh and Susan, in consultation with Andre Curtis, Cyclenation and Sam Walton, CTC HQ)
- catering arrangements / (sourcing) suppliers
- accommodation for visiting campaigners: getting offers from local Pedals and CTC members, and then matching offers and requests
- handling of bookings, including acknowledging bookings and dealing with follow up information requests from people coming
- procuring T-Shirts/sweat shirts for volunteers to wear on the day
- coordination of displays and stalls- possible displays by Pedals, CTC, Ridewise, GNTP The Big Wheel), NHS Nottingham City / Cycling for Health Project, City and County Councils, Raleigh, Pedal Express, local bike shops, etc.
- GNTP (confirmed) and other possible sponsorship (in terms of money or in kind, as promised by GNTP for designing conference flyer)
- Preparing map with directions by bike, on foot and by tram from Nottm Station

Nearer the time:

- Briefing all those volunteering to help on the day (including reserves in case of sickness, etc.)
- plenary and workshop IT needs supervision including advance liaison with NTU and speakers, and with reference to back-up arrangements, e.g. spare projectors, projector bulbs and flip charts (with paper and marker pens)
- security and lighting coordination, including advance liaison with NTU
- confirming numbers with the caterers including Vegan and veggie options
- allocating space to exhibitors and liaising about their space needs and equipment
- preparing and assembling material for and stuffing conference packs including badges, lists of delegates, programme, speakers bio notes, conference evaluation forms, and sponsors' material

on the day:

- setting up the registration desk etc. from 8.00 (time tbc)
- keeping an eye on the cash box we will need to take payments from people registering late or just coming along on the day!
- ensuring that enough tables and chairs are in place and moving them during the day as necessary, e.g. for workshops, and including tables for display of leaflets etc
- ensuring signs are put up inside and outside the venue

- directing to people to bike storage and overseeing this including in the different venues, supervising bike storage including helping those leaving early to retrieve their bikes
- liaising with the caterers about serving arrangements, including clear labeling of Vegan and Veggie options etc.
- about 10 people to man the registration desk and act as 'Meeters and Greeters' including making a note of those turning up (crossing off names on the list), giving them their conference packs, and directing them to bike storage (if needed), tea and coffee, and toilets, etc.
- ensuring equipment (electronic and other) in place for workshops at the times needed (but not earlier, in the interests of security)
- coordination of timekeeping in plenary and workshop sessions
- handling media enquiries
- chairing sessions (Hugh in the a.m.) and Andrew Martin in the p.m.
- keeping at least one person on the registration desk all day, to deal with miscellaneous enquiries and to help check that equipment is not "disappearing"
- collecting in conference evaluation forms
- Supervising taking down and clearing away at 5 p.m.
- Ensuring that all equipment is safely returned

Also needing early discussion (before report back at the teleconference on Tuesday 16 June with Andre Curtis (Cyclenation) and Sam Walton (CTC))

- arrangements for marking Pedals 30th birthday during the conference, Friday and Saturday evening social events, Sunday rides, emergency and back-up arrangements, etc.

We need to make good progress with all of these at our meeting so that I have some definite news to report back at the teleconference on Tuesday 16 June with Andre Curtis and Sam Walton. These will be held regularly from now on and at weekly intervals in the 3 months before the conference.

Susan suggests, and I agree, that we need to arrange very soon a special meeting with those of us most involved at the local level in organising the event. We should fix a date on Monday please*

Date for proposed late autumn meal to be arranged by Susan Young at Crocus Café, Lenton (e.g. late November, post campaigners conference, e.g. perhaps the evening of Monday 23 November?)*

7. Cycle facility and traffic management matters:

Major matters:-

Road safety, cycling and bus priority schemes across England are under threat (article from the Guardian of 8.6.09)

Road safety, cycling and bus priority schemes across England are under threat amid fears that the government is preparing to cut its £2.1bn local transport budget.

Local authorities are braced for transport funding cuts from 2011 onwards because of the squeeze on the public finances, the County Surveyors' Society (CSS), the leading body representing local transport officials, told the Guardian.

The president of the CSS, Brian Smith, said the Department for Transport's (DfT) spending priorities were Network Rail, the owner of Britain's rail infrastructure, and train operators. According to one source, cuts of 35% are being mooted in local transport grants. The Highways Agency, which maintains the motorways, is also expecting cuts in its £2bn trunk roads budget.

"When you recognise how much of the DfT budget is committed to supporting Network Rail and subsidies for train operators, it is clear that the hit is going to be on the Highways Agency and local transport spending," said Smith.

Local authorities receive government funding for transport from two sources: the regional funding allocation, which awards about £765m a year; and the local transport plan, which adds a further £1.35bn. Smith urged ministers to brief local authorities as soon as possible about the scale of the cuts.

Last week Gordon Brown dismissed a report by the Institute for Fiscal Studies claiming that public spending will be cut by more than 2% after the election. However, the chancellor, Alistair Darling, has stated that from 2011 public spending will

rise by no more than 0.7% in order to pay down the national debt. In recent years the DfT has been used to a budget increase of up to 3% a year.

According to one transport industry source, the DfT is increasingly concerned that it will have to impose cuts on local transport spending across the country. "The DfT officials are very worried about it," said the source.

Environmental campaigners said the expected reductions could cause "real damage" to local communities. "We are already seeing cuts in bus services and ... without government support the kinds of improvements in local transport that authorities want to make will not happen," said Stephen Joseph, executive director of the Campaign for Better Transport.

Local transport funding was already struggling before the recession. In Manchester, local authorities are now seeking funds to pay for projects that would have been bankrolled by a pay-to-drive system that was rejected by voters.

A compromise arrangement thrashed out by Manchester authorities, part-funded by a top-slicing of local authority transport budgets, threatens road safety, cycling and walking schemes across Manchester, according to a report for the Association of Greater Manchester Authorities. The report admits that Greater Manchester's road safety strategy might be reviewed and that cutbacks on cycling and walking schemes "could potentially have a negative effect on health-based targets".

Individual Manchester authorities also raise concerns in the report, with Salford admitting that the number of local road safety schemes "would probably be halved" and Trafford stating that spending on important walking and cycling plans "would need to be reconsidered."

The Campaign for Better Transport said the cutbacks raised in the report could be repeated across the country as tighter public spending conditions filter down to local transport schemes.

The government's road pricing policy was supposed to help councils fund transport schemes by allowing them to pocket the proceeds from pay-as-you-drive systems, but public antipathy to the idea has left local authorities dependent on taxpayer funding.

Abuse of advance cycle stop lines (cycle boxes) by Trent Barton buses – my message of 21 May to Keith Wright, Trent Barton buses:

"Keith

Following our discussion yesterday about the best way to report incidents of Trent Barton buses ignoring advance cycle stop lines (or "cycle boxes") I saw a perfect example this morning (Thursday 21 May, at 11.58) so here are the details, as requested. It was approaching the City Centre and waiting at the traffic signals at the junction of Carrington Street with Queen's Road / Sherrif's Way, registration number YJ07 VSM. The bus concerned was occupying most of the ASL.
Hugh"

...and his reply of 22 May:

"Hugh

I have spoken to the driver this morning sorry.

Keith W

Keith Wright

Brand Manager - Nottingham

Broad Marsh Bus Station

Nottingham

Nottinghamshire

NG1 7LS

DDI: (0115) 9799696

Fax: (0115) 9799898

Hucknall Road cycle maps and encouraging feedback on cycling improvements on the Hucknall Road corridor – my message of 29 May to Steve Brewer, City Council:

"Steve

To encourage Pedals activists to respond to your request for feedback on the Hucknall Road corridor cycling improvements it would be helpful if you could please let me have 20 copies of the Hucknall Road cycle map, mentioned in your 'Improving Hucknall Road / Arnold Road' leaflet which I received today, and I can then hand them out to people at our next meeting, on Monday 15 June.

Thanks, Hugh"

Turning Point East proposals for the first phase – update of 8 June from Kirstie Turner, City Council:

"Hello Hugh

Further to our discussions last year regarding the consultation for the Turning Point East scheme I would like to take this opportunity to update you with regard to this scheme.

Following the public consultation last year, we would like to implement the first phase of Turning Point East and we are commencing consultation on the proposed traffic and Legal Order changes. You should receive a consultation leaflet within the next few days.

For cyclists the first phase will include Advance Stop Lines at all traffic light junctions and create a new link between Beck Street and Heathcoat Street to help cyclists travelling between St Ann's and Hockley. This was one of the areas that was discussed at the meeting last year.

The plans for Turning Point East are part of wider regeneration proposals for the Sneinton Market and Eastside Gateway area. The City Council has been working with Nottingham Regeneration Limited to seek external funding to develop these regeneration proposals. These proposals will include improving the cycle links between Hockley, St Ann's and Sneinton.

If you have any queries regarding the consultation or the Turning Point East scheme, please do not hesitate to contact myself or Neil Harby, whose contact details can be found on the back of the leaflet.

Kind Regards, Kirstie

Kirstie Turner

Technical Officer

Major Transport Projects

Lawrence House, Talbot Street

Telephone Number: 0115 9156024

e-mail: kirstie.turner@nottinghamcity.gov.uk

PS. I received the leaflet on 10 June and will bring it to our meeting on Monday. The cycling proposals include Advanced Stop Lines at all traffic light junctions to make it easier for cyclists travelling through Phase One of TPE and also a new link to be created between Beck Street and Heathcote Street to help cyclists travelling between St. Ann's and Hockley.

Comments are asked for by 6 July.*

...and my email of 10 June to Kirstie Turner and Neil Kirstie / Neil

I have now had a chance to look at your letter of 8 June and the 'Proposals for the first phase' leaflet which arrived today and would be glad if you could please clarify two points before we consider this further, at next Monday's Pedals meeting, and before your deadline of 6 July:

- Beck Street - Heathcoat Street changes: will this route be two-way for cyclists when the one-way working on Heathcoat Street is introduced between Cranbrook Street and High Cross Street? This would be consistent with what you say in the 'Cyclists' section of the leaflet about "creating a new link between Beck Street and Heathcoat Street to help cyclists travelling between St. Ann's and Hockley.

- In the section of the leaflet about Lower Parliament Street you say that "To be able to create pedestrian and cycle improvements in the area, the bus lane on Lower Parliament Street, between Cranbrook Street and Broad Street, will need to be removed." Just what are the "pedestrian and cycle improvements" you propose by doing this?

We are glad to see that you propose ASLs at all traffic light junctions to make it easier for cyclists travelling through Phase One of TPE but, as always with ASLs, wonder whether they will have anything more than a short stub approach lane, and also how well they will be enforced to discourage motor vehicle abuse..

Hugh

link between Great Northern Close and Manvers Street and improving cycle access to and from Nottm Station – my exchange of messages with John Rhodes (Pedals member and Developer of the Rivercrescent Development (4-5 June)

" Hugh,

I have to admit that due to other pressures, I have not got much further with this.

I met the present owner of the site at a net working event earlier this year and informed him in a friendly way to expect an application to re-open the route. He did not seem phased by this. I will speak to Tom Huggon next week about the background to the historic link from Sneinton to the old station. I think it would be a good idea to join forces with this. We now have several cyclists living at River Crescent.

Regards, John

From: Hugh McClintock (Dell) [mailto:Hugh.McClintock@ntlworld.com]

Sent: 04 June 2009 17:20

To: TPD

Subject: Re: link between Great Northern Close and Manvers Street and improving cycle access to and from Nottm Station

John

Did you ever get any further with this?

best wishes, Hugh

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

From: [TPD](#)

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

Cc: ['Jon Trotsky'](#); ['Hayden Reed'](#); ['Dave Holladay \(CTC\)'](#); ['Chris Carter'](#); ['Keith Morgan'](#); ['Steve Brewer'](#); ['Arthur Williams'](#); ['John Lee'](#); ['Neil Harby'](#); ['Gary Smerdon-White'](#); ['Chris Beattie'](#); ashley@trentpark.co.uk; ['Paul Riley'](#)

Sent: Friday, October 03, 2008 2:25 PM

Subject: RE: link between Great Northern Close and Manvers Street and improving cycle access to and from Nottm Station

Hugh,

I am still keen to pursue opening up the link that used to exist between Manvers Street and the old Low Level Station, especially since I will soon be living at River Crescent and would like to enjoy cycling mainly off-road to the city centre, via the canal towpath.

I have to admit that due to pressures of delivering River Crescent on time and also marketing in the present financial climate, I have not had the time to pursue this desired route. However, I would like to revive this interest. Could John Lee please re-send the appropriate application forms and I will make more effort to find the time open up this important link. Regards, John Rhodes"

blocked A52 underpass near Sharp Hill (West Bridgford) - reuse important for cyclists as well as walkers – my letter of 28 May to the NEP (apparently not published!):

"It is not only pedestrians who are keen to see the reopening of the underpass under the A52 between Sharp Hill and Ruddington (NEP letters, 26 May) - cyclists would also like to see this route upgraded to provide a safer crossing of this busy and dangerous four-lane stretch of the Ring Road (A52) between the Nottingham Knight and Lings Bar roundabouts.

Until the underpass was blocked about two years ago it was possible, although not easy, for cyclists to make use of it, despite the lack of a proper approach route on the northern side. Local cyclists who knew of its existence valued it as a much safer crossing than trying to negotiate the two nearby major roundabouts.

For many years in fact Pedals has been calling for this subway to be upgraded as an part of proper and attractive cycle route, with good links on both sides to and from Ruddington and the Edwalton (Melton Road) side of West Bridgford, including a connecting link to and from the cut-off stretch of Landmere Lane near Wheatcrofts on the north side of the Ring Road and the other existing stretch of Landmere Lane on the south (Ruddington) side, with suitable measures to reduce the risk of conflicts between cyclists and motor vehicles using this as a cut-through in busy periods.

We consider this to be a useful route whatever scale of housing does or does not go ahead in the Sharp Hill / Edwalton area, for various reasons including the major traffic problems associated with the Ruddington Fields Business Park. This has grown steadily since it was first developed in the early 1980s and these problems have been made worse by the complete lack of consideration then given to promoting safe cycle access for employees and visitors. Completing this route would be one useful way of addressing this need.

This wider value of a reopened subway, as part of a much longer route, needs to be fully considered just as much as the very significant local problems for people forced to 'run for their lives' when crossing this dangerous road at this particular point, a point we have emphasised to Rushcliffe Councillor Rod Jones in praising his very useful work in starting to achieve more secure rights of way in the Sharp Hill area.

Yours sincerely,
Hugh McClintock
Chairman, Pedals
162 Musters Road
West Bridgford
Nottingham
NG2 7AA
tel. (0115) 981 6206"

Gresham Park (West Bridgford) – Emmanuel School cycle path saga – latest exchange of messages involving David Litchfield (26 May), Jonathan Shewell-Cooper and Jane Baines, Notts CC

" Jane,

Following your encouraging email below I was pleased to find on Wednesday and Thursday last week that the path in question was open on my journeys into and home from work. At last this interminable problem was solved.

On my journey to work this morning, however, the gates were locked, and were still locked when I came home. As the school is closed this week, I assume the path will also be closed all week.

I first raised the issue of this path, which cuts out a large loop for anyone cycling from the Trent Bridge area to Compton Acres/Wilford Lane/Silverdale/Ruddington, on 3 July 2008. This is the 29th email I have sent to a variety of people in various organisations trying to get this resolved. It has been a complete pantomime.

I'm sorry to write in these terms, but this has been an incredibly frustrating impasse. Are you able to tell me when this extremely useful path will finally be open, or do I need to get down there with my own blowtorch and get rid of the gates myself.

I work for the County Council and you can ring me on 73236 if you want to talk about this. (You may remember me as I used to pester you about getting hedges on the old path cut back)

Thanks.
David Litchfield
17 Saltney Way
Wilford
Nottingham

Begin forwarded message:

From: "Jonathan SC (Scfish)" <jsc@scfish.co.uk>
Date: 18 May 2009 08:42:45 BDT
To: "Hugh McClintock (Pedals)" <Hugh.McClintock@ntlworld.com>, David Litchfield <davidlitch@prima.net>
Subject: [Fwd: Re: Closing Gresham Footpaths]

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

Subject: Re: Closing Gresham Footpaths
Date: Mon, 18 May 2009 08:31:50 +0100
From: Jane Baines <jane.baines@nottsc.gov.uk>
To: Jonathan SC (Scfish) <jsc@scfish.co.uk>
CC: Clive Wood <clive.wood@nottsc.gov.uk>

Jonathan

The closure is to enable the construction of the path from Coronation Avenue to Wilford Lane. I believe most of this is to be lit. The only section not at the moment Footpath no 7. This section is to have the infrastructure installed but not connected. All the news paths are to be adopted and maintained by Highway. The alternative route will be open completely. It is about to be adopted this week and therefore the lockable barriers will be removed.

Jane

Jane Baines
Area Rights of Way Officer
Countryside Access
Planning Sustainability
Communities
Nottinghamshire County Council
Tel 0115 977 4802
Fax 0115 977 2414"

-----"Jonathan SC (Scfish)" <jsc@scfish.co.uk> wrote: -----

To: Jane Baines <jane.baines@nottsc.gov.uk>, clive.wood@nottsc.gov.uk
From: "Jonathan SC (Scfish)" <jsc@scfish.co.uk>
Date: 18/05/2009 08:21AM
cc: "Alistair Higham (Football)" <Coachingedgeuk@aol.com>
Subject: Closing Gresham Footpaths

Jane & Clive,

I have seen the notice of closure signs up around the foot paths on Gresham Park - closing a number of the paths from 1st June until 28th August. Why are they being closed? Is this to put up lighting so they are no longer dark paths in winter?

Secondly I note that the recommended alternative route is the path to the west of the Nottingham Emmanuel School that is locked outside school hours. Will this path now remain open 24 hours a day?

regards
Jonathan

... further comments from Jane Baines (27 May):

"David

I have been in touch with the responsible people and the gate is now open. It will be chained open and the structure will be removed shortly.

Sorry for the inconvenience
Jane Baines
Area Rights of Way Officer

West Bridgford Community Hub - your letter of 27 May re the Revised Plans – my message of 29 March to David Marsh, Notts County Council:

"Dear David Marsh

Thank you for your letter of 27 May (ref. 8/09/00110/CTY) enclosing a copy of the revised layout plans for the West Bridgford Community Hub including siting and landscaping.

We are pleased to see the inclusion of cycle parking adjacent to the main entrance and would like to know if these will be under cover please? It is also important that the stands are carefully installed, including adequate spacing to their front, rear and sides, to facilitate easy and convenient loading of panniers, e.g. with library books. This may seem a simple requirement but one that is often overlooked in installing cycle parking by people who seem to lack any basic understanding of what is good cycle parking!

I note that you are planning several changes to the layout of the car park and wonder if these could please include a pedestrian/cycle entry/exit point in the north-east corner of the site to provide a useful short cut to and from the path between Bridgford Road and Edward Road? This relative wide path is already used informally by several cyclists and we are encouraging the County and Borough Councils to upgrade it further and make it a legal safe route, as discussed for example at a recent meeting with Clive Wood and Paul Hillier about priorities for implementation on Pedals comprehensive wish lists for Rushcliffe.

To encourage further pedestrian and cycle access to and from the Library (and generally between the Edward Road area and the town centre of West Bridgford) it would also be useful if such a pedestrian/cycle gap or access point were accompanied by changing the car park layout further to promote a safe, direct and convenient route across it, with a layout and appropriate markings to make clear to drivers in the car park to watch out for the possible presence of vulnerable road users. This would be a very useful facility and relatively simple to implement if carried out as part of the proposed wider changes to the car park.

Yours sincerely
Hugh McClintock
Chairman, Pedals

(European Canoe Slalom Championships and) Regatta Way - provision for cyclists – exchange of emails (2 June) involving myself, Roland Backhouse, Paul Hillier and Clive Wood (Notts CC):

"Paul

Thanks for these comments and very glad to hear that you and Roland are aware of the need for upgrading provision for cyclists at the NWSC. Let us know in due course how Pedals can best help you in getting these improvements done.

As far as Regatta Way is concerned it is important to remember that the 'missing link' on the west side of the road, north of the Radcliffe Road junction, is relatively short and also that its provision would help to make the existing cycle route more direct and therefore more attractive, especially if combined with improved cycle connections between it and the Gamston area to the south with its myriad of cycle paths/shared paths and cut-throughs which provide links to and from Edwalton and the east side of West Bridgford in general as well as the Gamston development. It could also, as I think I mentioned to you when we met, link to a shared path extension from the Gamston canal bridge end of the canal path through to the Radcliffe Road / Regatta Way junction, again relatively short but another missing link which needs completion to make the whole route more coherent and attractive.

As regard potential cycling improvements on Adbolton Lane two things spring to mind off the top of my head (Roland may have some other suggestions, I daresay!):

- a) extending further into the NWSC the shared path which now ends by the start of the access road off Adbolton Lane
- b) much more effective action to ensure that local horseriders do not mar (or at the very least clear up promptly) the mess they often leave on the existing path, which has basically a good smooth surface but which is much degraded by this neglect!

Let me know if it would help any time to meet on site to discuss these ideas further
best wishes, Hugh

----- Original Message ----- a

From: [Paul Hillier](#)

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

Sent: Tuesday, June 02, 2009 10:33 AM

Subject: Re: European Championships and Regatta Way - provision for cyclists

Hugh,

just thought it might be worth mentioning that I spoke to Clive Wood about the issues Roland raises and we both agree (Clive and I, that is) that once the County Council takes ownership of Holme Pierrepont we need to encourage our colleagues in Property Division to upgrade and improve the provision for cyclists. We're on dodgy ground using LTP money to fund improvements to a County Council-owned asset so Clive and I won't be able to do any directly, but we'll do our best to chivvy those who will. Pedals could help us greatly with this when the time comes.

As far as Regatta Way is concerned, I should reiterate my comments to you at our recent meeting that I'd *currently* struggle to justify further improvement to a route that already has a facility along it (regardless of how good that facility is

considered to be) when there are other routes with no facilities. (As I mentioned before, I can't recall the details but I seem to remember there were physical constraints on Regatta Way that determined how we ended up building it).

We could - and perhaps need to - make improvements to Adbolton Lane further toward HPWC. If there is anything that needs doing along there, I'm sure Clive and I can have a look at it.

Regards, Paul Hillier
Local Transport Plan Officer (Greater Nottingham)
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054

-----"Hugh McClintock \(\Dell\)" <Hugh.McClintock@ntlworld.com> wrote: -----

To: "Paul Hillier" <paul.hillier@nottscc.gov.uk>
From: "Hugh McClintock \(\Dell\)" <Hugh.McClintock@ntlworld.com>
Date: 02/06/2009 09:54AM
cc: "Roland Backhouse \(\h\)" <roland.backhouse@ntlworld.com>, "Clive Wood" <clive.wood@nottscc.gov.uk>
Subject: Re: European Championships and Regatta Way - provision for cyclists

Paul

Thanks for this. Yes, the same thought did in fact occur to me and I hoped that Roland would have picked it up from my response saying that I was passing the message on to interested parties at the County Council such as yourself.

However, I agree that I should probably have mentioned that directly.

Hugh

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

From: [Paul Hillier](#)
To: [Hugh McClintock \(Dell\)](#)
Sent: Tuesday, June 02, 2009 8:32 AM
Subject: Re: European Championships and Regatta Way - provision for cyclists

Hugh,

You might wish to mention to Roland that his excellent correspondence should have been directed to Nottinghamshire County Council, not the City Council. As he will no doubt be aware, Holme Pierrepoint is in Rushcliffe and is owned by Sport England. It will, of course, be taken over by the County Council shortly.

Paul Hillier

Local Transport Plan Officer (Greater Nottingham)
Nottinghamshire County Council
Tel: 0115 977 4866 Fax: 0115 977 4054

....(original email on this, of 1 June, from Roland Backhouse to Nottingham City Council):

"Dear Mr Trimble,

I am writing to you in response to your comments in the programme for the recent European Canoe Slalom Championships.

My wife and I have attended a large number of European/World Canoe Slalom Championships over the last ten years and more. The organisers of the 2009 championships are to be congratulated for their excellent work. With respect to organisation, this was the best championships we have attended. All events ran smoothly and on time, and the course has improved tremendously (for the spectators as well as the participants). We were particularly impressed by the chivalry of the British - the audience applauded all athletes and not just the British (although, understandably, not in the same measure) and the video coverage was not unduly biased towards the British. And, of course, the weather was excellent.

The excellence of the organisation was not matched by the local authority's provision for access to Holme Pierrepoint. I am referring to provision for vulnerable traffic along Regatta Way, the main access route to the site.

My wife and I cycled to the event from our home in West Bridgford. On the way, we saw only 3 other cyclists, all travelling away from Holme Pierrepoint. On the other hand, we did see the inevitable steady stream of cars. No cycle parking was advertised in the programme; indeed no special provision had been made for the few cyclists who did venture to the event. From the few bicycles locked to railings, I estimate that

only about 20 people had travelled to Holme Pierrepont by bicycle. (Of course, I cannot provide evidence for this claim, but I do not suppose that Nottingham City Council can dispute it because I saw no evidence of traffic being monitored.)

In any normal European city on a weekend such as the one we have just enjoyed, the route to Holme Pierrepont would have been teeming with vulnerable traffic (pedestrians and cyclists) -- families and couples, young and old, enjoying their good health and good fortune in being able to watch a major sporting event within a few miles of their home. In your contribution to the programme you claim: "Nottingham City Council has an established tradition for using physical activity and sport to encourage regeneration, promote social inclusion and inspire participation". If you judge yourself -as I think you should- by the number of residents participating in physical activity in order to reach the event, then the council is failing abysmally. It is important to ask the question why.

As you probably know, Regatta Way has been resurfaced within the last ten years. This should have been a golden opportunity for the local authority to demonstrate what can be done to "encourage regeneration, promote social inclusion and inspire participation". Regatta Way could and should have been "regenerated" as what I call a "recway" - a route designed to meet the recreational needs of, and give priority to vulnerable traffic (thus promoting social inclusion and inspiring participation in physical activity). Instead it remained a no-speed-limit road with one path which is meant to be shared by pedestrians, cyclists and horse-riders. Given the speed that non-vulnerable traffic zooms along this road (up to 60 miles per hour is allowed and indeed encouraged by the width of the road), is it no wonder that families do not cycle? If car owners feel it necessary to protect their car by parking it on the pavement -which I can assure you they do!- is it any wonder that parents do not dare to cycle along the road with their young children? Sadly, Regatta Way is an example of the *degeneration* (not regeneration) in British attitudes towards provision for everyday physical activity.

Regatta Way is sadly a good example of how not to regenerate. The coming redevelopment of Holme Pierrepont provides an excellent opportunity to turn this around. To do this, it is imperative that it is redesigned so that the needs of vulnerable traffic dominate all considerations. The speed limit should be reduced -immediately- to at most 30mph. The road should be narrowed and separate provision made for pedestrians, horse-riders and cyclists in both directions. Car owners who park their cars on the paths should be severely punished. Finally the simple rule of the road that straight-through traffic has priority should be enforced on all traffic. That means that turning traffic -vulnerable or motorised- should always give way to straight-through traffic. The current ridiculous situation where vulnerable traffic has to give way to motorised traffic at all junctions (even when the junction is with the privately owned road to the Yachting Club!!) should be eliminated.

I hope you will take these suggestions into consideration, whether or not Nottingham City Council is directly responsible for Regatta Way. (I have deliberately referred above to "the local authority" rather than Nottingham City Council. Recent experience with the deplorable response from the local authorities with regard to the Suspension Bridge has taught me that passing the buck is a common evasive strategy employed by local councillors and officials.) If you are indeed not directly responsible, please forward this email to those who are. Finally, please note that Regatta Way is only one example of the lack of consideration given to vulnerable traffic. Giving priority to vulnerable traffic is vital throughout the city.

Yours sincerely,

Roland Backhouse

PS I am copying this email to Kenneth Clarke, my local MP, and to High McClintock who is chair of Pedals.

keeping the Adbolton Lane (NWSC access road) cycle path clear of horse mess – my message of 7 June to Phil Hearn, Notts County Council:

"Phil

You will remember that about two years ago I met you on site to discuss various maintenance issues on the riverside path between Ladybay Bridge and the NWSC and also on the shared path between Ladybay (Adbolton Lane) and the NWSC entrance. However, there still seems to be little real improvement on these two routes and I noticed just yesterday that the old problem of frequent piles of horse mess on the Adbolton Lane / NWSC path is now particularly bad.

As we discussed when we met I realise that this is the result of its proximity to the riding school and their failure to take responsibility for the mess this causes but it does mean that the path, although basically having a smooth surface, becomes very unattractive and unhealthy for other people (pedestrians and cyclists) to use. I wonder therefore whether there has recently been any progress towards achieving a much more satisfactory and lasting solution to this chronic problem?

The failure to achieve this serves effectively to discourage any access by pedestrians and cyclists to the Water Sports Centre, something that, as Roland Backhouse reminded me recently, very much needs to be strongly encouraged and facilitated, not impeded by such poor standards and neglect!

Hugh

...response of 9 June from Phil Hearn, Notts CC:

"Dear Mr McClintock

Some minor maintenance works were carried out on defective parts of the mentioned footways however I have forwarded your E-Mail onto our senior works Co-ordination to maybe consider further works.

With regards to the fouling situation I do believe I forwarded on to you information regarding who to contact if the fouling continued, this is for Rushcliffe Borough Council's street cleansing department to monitor and notify and inform the equestrian centres of there obligations when using these public footways.

Please contact R.B.C on 0115 9148380 regards further matters concerning fouling of the footway.

Jerry please see comments below

Thank You

Phillip Hearn

Schemes Manager

Nottinghamshire County Council

Highways South

Mobile:07921406489

Direct Line: 0115 8786019

Drawing up of a comprehensive Nottingham City Pedals wish list

This will take a long time to complete, especially with our preoccupation with organising the conference in the next few months.

Meanwhile, I am starting to compile some detailed notes of suggestions and comments from various people which we can refer to when we come to give this more attention, perhaps early next year.

We also need to take full account of other things 'in the pipeline', i.e. proposals on which we have already commented but have not yet been implemented, e.g. at the London Road / Cattle Market Road junction and in the Turning Point East proposals on the east side of the City Centre.

Regeneration funding for open space enhancement on The Forest: implications for local cycle routes

No further news yet on this which I raised with Chris Carter last month.

Proposed West Bridgford Local Traffic and Transport Group campaign for 20mph area zones 'Bridgford 20'

Now that the local elections are out of the way, some detailed knocking on doors will be starting next week in the area selected for main targetting for support, i.e. the area between Bridgford Park and Radcliffe Road, etc. John Bannister and Richard Mallender are overseeing this and I am also involved along with several other people from the WB Local Transport Group and the Central West Bridgford Community Association.

Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):

- Mansfield Street, Sherwood, restriction of waiting order 2009 (TMP 6780) (comments needed by 25 June)
- Alfreton Road, Western Gateway, TMP6782/M (by 25 June)
- Proposed School 20mph zones: Bar Lane, Basford (TMP6776), Bracknell Crescent Area, Basford (TMP6777), Kersall Drive Area, Bulwell Forest (TMP6778) and Listowel Crescent Area, Clifton South (TMP6779) (by 6 July)

8. Miscellaneous items

Arrangements for chairing meetings

Andrew Martin has again kindly offered to chair the business part of this meeting which makes it easier for me, in the absence of a Secretary, to concentrate on making sure that all the items on the agenda are in fact covered and that I more fully digest what needs to be done by way of followed-up, especially sooner rather than later when the minutes have been written up and circulated.

Andrew can then concentrate on the procedural aspects of making sure that we keep to time and that all who want to speak have a chance to do so and make their points.

Arrangements for communicating Pedals contact details

Alison Russell, our incoming Treasurer, asked me a few weeks ago to remove her full contact details from the website, which I soon then did, and this then encouraged me to think about what contact details for Pedals we really still need to publicise, in our newsletter, on our website and more generally.

The practice of including addresses and phone numbers of our main office holders dates from before we had a website and when we used to include them in the contacts section of the newsletter.

However, I realise that including all of these is no longer necessary, even if the people concerned are happy for this to be done in the wider public domain of the website.

Perhaps all we now need are the mail address details of myself and Chris as membership secretary and for other people we can just list email addresses?

For many years we have had a Pedals entry in the phone book and I also wonder whether this is still necessary given that most people now contact us through the website, or directly by email, and relatively few by phone. They can of course still get my phone number from the website which we are now widely publicising, e.g. via the new business cards.

What do people think?*

Meeting to discuss Student Union interest in promoting cycling at Nottingham University (11 June)

Thanks to help from Sam Walton, the CTC Right to Ride coordinator, who until last year was a student at Nottingham University and who was very much involved with the Students' Union Environmental and Social Justice campaigns committee, Susan, Roland Backhouse and I are having a meeting with him and two of his former SU colleagues, Tom Williams (next years Environment and Social Justice Officer for the SU) and Matthew Butcher (this years E&SJ Officer) at 3pm on the Downs on Thursday 11 June.

Sam says that they will both be stewarding at the Sounds on the Downs Festival, but are keen to meet us. Both are keen cyclists, and Matt is trying to start a cycling group at the Uni. Hopefully we can come up with some ideas for what to do next academic year, and over the summer.

What is best to do, and the best tactics, depends in part on the outcome, likely to be known in August, of the bid for funding to Cycling England and the Department for Transport, of a big project involving Nottingham University, the City Council and Sustrans, etc., coordinated by Gary S-W.

The business plan has now been submitted as a bid by Cycle England into the DfT. Basically, Gary says:-,

"We are through round 2 of 3 (local agreement, Cycle England board and finally DfT). The bid is quite complex when it comes to infrastructure but as discussed the key additional funding is for two years of 3 Bikelt type officers (UofN, NTU, QMC) plus one support person to run a loan and pool bike scheme (doing instruction etc for all 3 institutes). Students are included in the proposed governance arrangements.....

If the DfT money comes through there will be someone from July/August to set up BUGs, do maps for commuters etc etc. (it includes objectives to support staff and students). So to do much now will be a waste of time."

Roland Backhouse tells me that the longstanding idea for a campus Bicycle User Group is again being revived, perhaps this time with more hope of success!

Cycling on pavement incident and fixed penalty notice – letter to the NEP on 8 June from Philip Carroll "Cycle fine unfair"

Did anyone else see this letter about an incident at Dunkirk where, the writer claimed, it was not clear where the existence of the cycle track, as an alternative route to the pavement he was using, is not clearly signed?

Councillor has bike stolen from Beeston station – NEP item of Wednesday, June 10, 2009

A COUNCILLOR'S bike was stolen from Beeston Station – while he was discussing improvements with train chiefs.

Broxtowe Borough councillor Steve Barber left his £700 bike locked in the designated bicycle area before travelling to Derby by train last Wednesday.

He returned to the station at about 10.45pm and found his bike had vanished. Only his helmet was left behind.

The Beeston Rylands Labour councillor said: "I was pretty annoyed to put it mildly. I walked home.

"It's a good bike which I'd just spent £100 on getting serviced.

"A year ago we campaigned to get a lot of extra cycle storage in the station and it was there with a good lock."

Coun Barber had travelled to Derby to attend a meeting with East Midlands Trains to discuss the Nottingham to London line.

He wants the station's CCTV to be linked to a police station so it can be monitored by police control staff, allowing more prosecutions to take place.

He is also concerned that, even though the station is reportedly staffed, there were no staff working last Wednesday.

He said: "I don't want to put people off using Beeston Station, I've used it for 10 years. I've gone to London, come back and never had a problem."

The grey Ales Touring Cycle was stolen sometime between 12.15pm and 10.45pm.

Police are investigating and reviewing CCTV from the day. Call Notts Police on 0115 967 0999 and ask for Beeston Police Station if you have any information.

Coun Barber had lobbied East Midlands Trains to improve toilets and the car parking capacity at the station.

A spokesperson for East Midlands Trains said: "We haven't got any plans to make any changes to the CCTV at the station. Beeston Station does not provide us with any particular problem, it's got a low level of crime. It's very unfortunate that Coun Barber had his bike stolen but Beeston doesn't have a particular problem in terms of crime and security."

PS. Steve Barber is also a longstanding Pedals member!

My holiday absence from 10-20 July

Please note that I shall be away from (about) 10 July to Monday 20th July cycling in the Scottish borders and back only a short time before the July Pedals meeting.

This means that the agenda for the July meeting will be sent out much earlier than usual, i.e. on about Thursday 9 July.

Please note that I shall again be away, in Ireland, in early September, for the best part of 2 weeks, and back a few days before the September Pedals meeting. More information later on my exact dates of absence.

HMcC, 11.6.09