

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 17 November 2008

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

AGENDA

1. Welcome, and apologies for absence

2. Discussion with Cllr. Jane Urquhart, City Council Transport Portfolio Holder (7.30 p.m.-8.30 p.m., approx)

(break: 8-8.45 p.m.)

3. Minutes of the Pedals Meeting of Monday, 20 October 2008 and matters arising / update

- Pedals autumn newsletter and Bike Club leaflets enclosures
- Pedals membership update
- New cycle lockers at Phoenix Park NET Terminus park and ride site including publicity and signing
- Suspension Bridge closure and structural survey work update
- Orange Tree junction safety issues for cyclists (Shakespeare Street / Sherwood Street)
- Safety of cyclists at the roundabout by the west entrance to Nottingham University
- Blocked cycle paths in Gresham Park and Compton Acres, West Bridgford
- Cycle audit work in Arnold: copy of message of 25 Sept from Paul Rea (Realistic Solutions)
- Possible further cycle audit work, e.g. Beeston
- Station cycle parking and access: Nottingham, Beeston and Attenborough
- Bike trailers and barriers – exchange of messages involving Kathy Shaw, Karina Wells and Chris Juden (CTC) etc.
- Report of meeting of 11 November with Clive Wood and Gary Wood, Notts CC
- Report of Greater Nottm Cycling Development Group meeting of 13 Nov, including Nottingham Movers and Shakers Project proposals
- Report of CTC & Cyclenation Autumn Conference in Warrington, Sat. 15 Nov

4. Finance

5. Forthcoming meetings / events etc. (Speakers at) Pedals monthly meetings

- 19 Jan: Paul Rea on his cycle audit work for Notts County Council
- 16 February: Helen Clayton, The Big Wheel
- 16 March: Pedals AGM
- 20 April: Clive Wood, County Council Cycling Officer (tbc)

Other events:

- 10 Dec Rural Rides leaders Debrief meeting cum 2009 Notts CC Rural Rides programme planning, including Pedals themed rides on Wednesdays from April to August and other special rides
- Proposed January 2009 meeting with East Midlands Trains

6. Pedals 30th birthday events in 2009

- Venue and date for Cyclenation/ CTC national campaigners' conference to be hosted by Pedals and Notts CTC in November 2009
- Other events, including meals

7. Cycle facility and traffic management matters:

- **Major matters:-**
- A606 Melton Road, Tollerton – construction of cycle route and two toucan crossings (10 Nov-6 Feb)
- City Link Cycle Path improvements: message of 12 Nov from Arthur Williams to John Lee, City Council
- Consultation re Notts and Leics CC Regional Highway Design Guidance (by 21 Nov)
- New DfT Cycling Infrastructure Design Guidance published
- New House of Commons Transport Committee report on Road Safety
- New City Council Urban Design Guide
- **Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):**
- Western Gateway Improvements – Canning Circus Phase 2 – Central Area – Proposed TROs – TRO TMP6757 (by 3 Dec)
- Proposed No Waiting at Any Time Restrictions, Beaumont Street, Nottingham, TMP 6746 (by 20 Nov)

8. Miscellaneous items

- Policy on advertising on Pedals website
- New Cyclenation (CCN) cycle campaigners forum
- Meeting of 11 November with Steven Bell, Managing Director of Falcon Cycles and Steve Parker (both formerly of Raleigh Cycles Marketing Department)
- Roger Codling in hospital

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, Alison Russell and John Wilson

2. Discussion with Cllr. Jane Urquhart, City Council Transport Portfolio Holder (7.30 p.m.-8.30 p.m, approx)

Possible matters to discuss include:-

- Implications of the closure of the Suspension Bridge, its current and future legal status, and the need for improve alternative routes
- Future cycle/pedestrian river crossings, including the proposed Ladybay Bridge 'cantilevered path' scheme
- Impact of the closure of the cycle path between the QMC and the River Leen between Hillside (Derby Road) and Leengate including signing of alternative routes
- Progress on the City Cycle Action Plan including the commuter cycling corridor enhancement proposals
- Possible audit/review of other City cycle facilities
- Enforcement issues, especially in cycle lanes and ASLs.
- Maintenance issues including signing and highway defect reports handling performance
- Nottingham Station redevelopment including short and longer term cycle parking and cycle access from different directions
- City centre cycling issues including cross city centre routes and the implications of the Broad Marsh redevelopment plans
- Ensuring a high profile for cycling in other major projects being proposed, e.g. the 'Ring Road Major'
- Barriers / access controls on off-road cycle paths, including John Lee's trials last year with Cycling England, of different types of barrier and their impact on different users, and possible lessons from Nottingham of Lincoln's experience in removing barriers which people in wheelchairs found hard to negotiate.

(10-minute break)

3. Minutes of the Pedals Meeting held at 7.30pm in the Globe Public House, London Road, Nottingham on Monday, 20th October, 2008.

Present: Hugh McClintock, Andrew Martin, Terry Scott, Susan Young, Andrew Househam, Hilary Backhouse, Roland Backhouse, Dave Clark, Elizabeth Kirk, Martin Qarton, Karen Fry, Arthur Williams, David Miller, John Bannister.

Apologies were received from: Roger Codling, Peter Osborne.

Guests: Murat Basaran from the "Cycling for Health" project returned to give an update on progress and discuss further involvement of Pedals. The project is the first in the country to have trained "health trainers" to lead cycle groups. More training is needed and is planned over the next year. One bottleneck has been access of project users to affordable bicycles.

Lam Dickson and Al Williams of Framework Housing introduced their organization and the work that they

have been doing to provide a "bike club" where people living in their accommodation have been able to learn cycle repair skills and also obtain recycled bikes. They have linked in with other organizations, such as the University to get a supply of bikes for recycling. They recently moved the Bike Club to their new workshop premises in New Basford, where they have room to expand. They are starting to publicise the bike club to a wider public are linking in with Murat's project to provide bikes for those who will benefit from cycling as part of health promotion.

Matters Arising from the minutes of previous meeting (15 Sept 2008).

a) Newsletter: The next newsletter is about to go to press. It was decided to keep using the services of Derek Hankey for layout as he is keen to continue.

b) Suspension Bridge: Pedals has been making allies with other organizations that are keen to see the bridge brought back into use as soon as possible. Severn-Trent Water have had a structural survey carried out, but the results are not yet known.

Hugh has had a useful meeting with the Civic Society, who have a strong Footpaths Group, who are following up the issues. He suggests that we need to prepare for the worst scenario, i.e. Severn-Trent and local authorities claim it is too expensive to repair and the bridge remains closed! Andrew M suggests contacting the local Ramblers Association group, too. Dave Clark has been making groups in the Meadows aware of the situation.

Roland has used the Freedom of Information Act to get a copy of the 1982 Concession that allows use as a cycle route. He has also spoken to Sue Hogg of the Bridleways Trust. She suggests that funds are available for upkeep of the bridge. John Bannister is also involved in campaigning, as Chair of the West Bridgford Local Transport Forum. Hugh, Roland and John are planning to meet with Tom Huggon of the Civic Society to agree a joint plan of action. It was suggested that this meeting should take place before the next Pedals meeting, so that issues can be raised with Councillor Urquhart.

The diversion signs are still very poor. Hugh/Arthur to raise this at the next Cycling Development Group.

c) Nottm University: Gary Smerdon-White has been involved and there have been some positive responses to a more cycle-friendly travel policy. with potential input from Sustrans for inter-campus travel. Hugh has offered input from Pedals.

Cycle facility and other traffic management matters

Orange Tree junction: Andrew Martin raised this issue again, since experience shows that the current layout is dangerous for cyclists, with several near-misses reported. Hugh agrees that it needs a site meeting with relevant staff from City. Andrew is keen to join such a meeting.


Cycle parking: Cycle lockers in new Trinity Square car park and at the Victoria Centre (car park) are poorly signed. Cycle lockers have been removed from Beeston Station – replacement stands are not covered.

Dave Clark raised issue of cycle parking at Broadmarsh – now behind a fence with access not clearly signed. Hugh said he would ask Chris Carter about this.

Highway defects reporting: If anyone uses the City's reporting system and it does not work it would be useful to keep evidence and pass it on to Chris Carter at City Council, including relevant dates and other full details.

Planning Applications: It was agreed that it is difficult to monitor all planning applications across the 4 councils that Pedals area covers.

Finance Susan reported that there is £1,800 in the current account and £3930 in the investment account, but income from book sales is dropping off. We will need to use some savings to produce the Spring newsletter. It was agreed to commit ourselves to the Spring newsletter and to review the need for printed newsletters at the AGM in March.

Susan suggested that if anyone could get alternative quotes for our insurance needs, we may be able to get something cheaper than the current £225 per year. Volunteers? It was also agreed that we should approach Helen Clayton to see if the insurance for events could be covered by the Big Wheel project. 

Events and Meetings

Area 4 Health Action Event: This is to be held Friday and Sat 24th/25th Oct. but no-one is free to run a stall.

CycleNation/CTC autumn conference in Warrington, Sat 15 Nov : Andrew Martin, John Bannister and Hugh will be attending.

Sneinton Festival Youth Project: Arthur may be available to cycle with a procession on 13th December.

Rural Rides De-brief: The date for this (usually early December) has not yet been fixed. Another suggestion for 30th anniversary was put forward by Andrew Martin: a weekend away in Derbyshire. There was a show of hands which indicated enough support for such an event.

National CCT Campaign/ Cycle Nation next Autumn: The decision about the venue is still to be made. So far Hugh has looked at Sir Julian Cahn Pavilion, West Bridgford and Queens Walk Community Centre, Meadows – which has the disadvantage of the rooms being on different levels. Andrew Martin agreed to contact the Mechanics Institute; Dave Clark is to check out Dunkirk Community Centre. A decision is to be made by 7th November and passed on to Terry so that it can be fitted into the local CCT programme.

Pedals 30th Anniversary: Suggestions for a range of projects and ideas are needed – to be discussed again in November.

Critical Mass: (Friday 31st October) It was agreed to include information on the Pedals website, but with a note that we are not responsible for any organisation and do not necessarily endorse their actions.

Green Streets, West Bridgford: Karina Wells would like to get a group started in early 2009 and would like involvement from Pedals.

Miscellaneous

The meeting closed at 10.30 pm.

Matters arising from minutes of the last meeting / Update

Autumn issue of Pedals newsletter delayed but should now be out very soon

I apologise for the fact that this has been delayed, mainly because Derrick Hankey who prepares the artwork, has been much preoccupied in the last few weeks by various complications in his wife's health, following her recent serious operation.

Delivery of the printed copies is now expected on Friday morning and, with help again from John Wilson with stuffing and dispatch, I still hope that most people will get their copies before (though only just before) Monday's meeting.

Bike Club leaflet enclosures for newsletter

Hello Hugh,
Al Williams has asked me to drop you a quick email. He had arranged to get a quantity of bike club leaflets over to you sometime soon.

He has asked if it would be possible to send them out with your next newsletter rather than this one? There are a number of reasons, the main one being our current capacity for dealing with an increased interest level at this point in time. He is hoping that, within the next month or so, he'll be hearing some good news about the possibility of a 'funded post' solely to take the bike club forward.

Sorry for any inconvenience – hope this doesn't affect your newsletter preparation.

All the best, Liam Dixon
Quality & Monitoring Officer
Framework HA
Direct Line: 0115 9709529
Email: liam.dixon@frameworkha.org
Registered Charity No. 1060941
Maville House, Beech Avenue, Nottingham, NG7 7LS

Pedals membership (from Chris Gardner, 5 Nov):

"We have 138 SO payers and 65 non-SO making a total of 203"

PS. I notice from the tick and cross markings on the supply of labels I received from Chris for the newsletter dispatch that there are a good many familiar names (longstanding members) who don't seem to have responded to his recent appeals/reminders to renew their subscriptions, sadly.

New cycle lockers at Phoenix Park NET Terminus park and ride site

These have now been installed and Pedals member Andy Whickham, who first proposed them, posed for a photo for the City Council used in a subsequent press release. So far as I know this has not (yet) been used

more widely than the Pedals website, and possibly the NET website too.

Comments on these would be welcome please. I am aware that better signing of the lockers is needed, to help publicise them and to make would be thieves and vandals aware that they are constantly monitored by CCTV.

Wilford Suspension Bridge future

My message of 12 Nov to John Bannister and Roland Backhouse:

"Gary Wood (of Notts CC) told me yesterday that they expect to be having a meeting with STWplc by the end of the month to discuss the results of their recent structural survey and the repair work that needs doing and that he will then contact me again to brief me on the outcome. It seems that there have been some hints that the condition of the cables, which had led to the emergency closure, may not be quite as bad as had been thought, it seems. He stressed that STW are well aware of the public concern about the future of the bridge and the danger to their reputation if they tried to wash their hands of it, especially bearing in mind the duty they have to promote recreation.

I also had a brief chat later in the day with Tom Huggon of the Nottm Civic Society Footpaths group who said he was still working on the aide memoire about it which he promised me on the phone a few weeks ago. He said that he has been "absolutely inundated" with various other things so has not yet been able to give it the time he wanted to but should be able to soon. His current inclination, with which I am inclined to agree, seems to be to see if indeed STW decide soon in principle that they are willing to go ahead with the repairs and reopen the bridge (assuming that they keep get the various financial contributions that they will want to negotiate, no doubt) but at the same time to keep a careful watch on the situation and be ready to step up our campaigning if they decide that the costs of repair are too onerous for them.

Hugh

Message of 24 Oct from Roland Backhouse:

"PS I have now got a copy of the 1982 agreement. Two items that are relevant:

1. There is an agreement to review the agreement every ten years. I will ask for information on the review process.
2. The agreement requires reasonable notice (except in an emergency). I don't think there is evidence of an emergency. I think we ought to grill Jane Urquhart on whether or not the council is policing the agreement.

I also asked for copies of correspondence with Severn Trent and got one email dated 20th October from Gary Wood (but not the reply). It would appear from that that the council is not at all bothered about pushing for a re-opening of the bridge.

I haven't had time to do anything else recently.
Roland

...My message of 29 Oct to John Bannister and Roland Backhouse:

"Again I missed Tom Huggon when he rang back this afternoon, in response to my letter last week, and subsequent further phone call yesterday, about a possible meeting on 3 Nov with him (and others from Nottm Civic Society) etc.

He said that he could not make the dates suggested but that he would send a memo setting out the position as he sees it. When we get that we can consider it carefully and then, if we feel a meeting would still be useful, try again to contact him to arrange it.
Hugh"

....my exchange of messages (24 and 29 Oct) with County Cllr. Stella Smedley about additional signing needs related to the Suspension Bridge closure:

"Dear Stella
Thanks for this further reply.

On the County, i.e. West Bridgford side, the main gap in temporary signing is on the approach to the Suspension Bridge from Millicent Road, the Loughborough Road toucan crossing, Sandringham Avenue and the riverside path from County Hall, all of which are part of the West Bridgford to Beeston etc. route introduced by the County Council in the early 1980s and signed as such with official blue and white cycle route direction signs. Users of this route now find no signs warning them of the closure of the bridge and the same is also true for cyclists approaching the bridge from the (Melton Road and) Welbeck Road directions, as many normally do.

While I am glad to hear that the County Council is working with the City Council on signing of the riverside path between the Suspension Bridge and Toll Bridge I don't understand why the provision of temporary signs need await confirmation from STW plc about their plans for the future of the bridge when several other temporary signs have indeed been erected, on both sides of the Trent. Furthermore, the need for temporary signs would be much less if there were more permanent cycle route signing in place for this stretch, bearing in mind that it was completed as long ago as April of last year, i.e. well over a year before the closure of the Suspension Bridge. We have in any case not been able to understand why there has been such a long delay in implementing this proper signing which is a vital part of promoting this very useful route improvement. Do you have any firm news please as to when this will at last be done?

The situation since the closure has underlined these concerns about the lack of general signing and has also increased the number of complaints we have had from path users wondering why there is no proper lighting on this route, a defect that makes it quite intimidating to use after dark, especially since the clocks went back. This seems a major drawback of what is otherwise a good standard route. Are there indeed any plans to provide proper lighting?

We are aware that STWplc have now carried out their surveys and would also be glad to know please if you have any recent news about when they now expect to be in a position to discuss the findings and recommendations of these and how they can work with

the County and City Councils to achieve the earliest possible reopening of the bridge.
Hugh

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

From: "Stella Smedley"
<cllr.stella.smedley@nottscc.gov.uk>
To: "Hugh McClintock (Dell)"
<Hugh.McClintock@ntlworld.com>
Sent: Friday, October 24, 2008 1:31 PM
Subject: Re: Wilford Suspension Bridge closure - implications for cyclists

> RESPONSE FROM COUNCILLOR STELLA SMEDLEY
> Thank you for your recent email. I note that you have a continued concern
> with regard to the signing of the closure of the suspension bridge and the
> diversion routes. I would highlight that as I said in my original response
> to you if you do have suggestions for additional signing that would
> positively assist users then the Authority would consider these. In
> relation to your suggestion regarding the signing of the riverside path
> between the suspension and toll bridges the County Council is working with
> the City Council (who own the path) on this matter but there is a need to
> await confirmation from Severn Trent Water regarding their plans and time
> scales for repairs to the bridge. In the meantime the present signing has
> been inspected again and arrangements made to attend to any that may
> require repair or reattachment to their mounting points.
>
> I trust that these actions address your concerns.
> Kind regards,
> Councillor Stella Smedley
> Cabinet Member for Transport and Highways.
> Stella Smedley
> Members
> Nottinghamshire County Council

advice from Sustrans Solicitor (forwarded by Nicola Jones of Sustrans East Midlands) re future of the Wilford Suspension Bridge and my reply (5 Nov):

"Nicola
Many thanks for these useful comments which we will consider carefully. I am in any case sure that keeping up the pressure and media interest is very important, especially in view of the number of people recently (pedestrians as well as cyclists) who have told me how awkward it is that the bridge is closed and who are clearly appalled at the idea that it might not reopen! best wishes, Hugh

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

From: Nicola Jones
To: [Hugh McClintock \(Dell\)](mailto:Hugh McClintock (Dell))
Sent: Wednesday, November 05, 2008 9:45 AM
Subject: RE: advice from Sustrans re future of the Wilford Suspension Bridge
Hugh,

It seems unlikely that any claim could be made by either walkers or cyclists to a right of way over the bridge, given that the LA had an agreement with STW.

The best bet would seem to be public outcry involving local school children, councillors, etc (which you're doing) and appealing to the STW CEO directly, perhaps with the help of the local media.

An additional approach would be to ask an independent qualified bridge engineer to look at the bridge to advise on the actual repair costs. These costs, taking into account the LA contribution to date, might be possible to raise by local fundraising and could always be compared with STW's profits! Hope this helps, Nicola

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: 04 November 2008 12:00
To: Nicola Jones
Cc: Bob Duxbury; Cllr. Richard Mallender; Roland Backhouse (h); John Bannister; file; Cllr. Sue Mallender
Subject: advice from Sustrans re future of the Wilford Suspension Bridge across the River Trent between Nottingham and West Bridgford

Nicola

You may have gathered that the future of the Wilford Suspension Bridge over the River Trent, a key link in the Greater Nottingham cycle network, is a major issue for local cyclists (and pedestrians) and Pedals is keen to get advice from a variety of national and local organisations with an interest in the fairly complex legal issues involved. I would be very grateful to know please who in Sustrans, at national or regional level, might be best placed to give us advice, in view of your experience in dealing with similar issues elsewhere, especially where a private company (like Severn Trent Water plc) is primarily responsible for the future of such an important facility, and where the current legal position for cyclist and pedestrian use is relatively weak.

The bridge (a Grade 2 listed structure) was built in 1904 across the river Trent to carry a major water pipe. It was originally owned by the Nottingham Municipal Water Company, part of Nottingham City Council. Although they decided not to dedicate it as a public highway, they did decide to permit pedestrian access but it was never made a formal legal right of way. In 1982, Nottinghamshire County Council made a Concession Agreement with the Severn Trent Water Authority, allowing cyclist as well as pedestrian access for a period of 40 years, in return for contributions to maintenance. This agreement is due to expire in 2022.

Until the end of July this year, when the bridge was suddenly closed by STWplc because of concerns about the decayed state of the cables, it was heavily used by pedestrians and cyclists. No warning was given of this emergency closure, unlike in the case of two temporary closures about 10-12 years ago, with plenty of notice, to allow replacement of the wooden decking, and, on another occasion, resurfacing of the rough tarmac ramp on the West Bridgford side.

Since the emergency closure this summer, as well as making clear our great concerns about the loss of this major facility, the need for proper signing of the closure

and the availability of reasonable alternative routes (where they exist) Pedals has emphasised the need for the bridge to be reopened as soon as possible, when STWplc have completed their detailed structural surveys (which only began about 2-3 weeks ago) and decided what repair action is necessary. We have emphasised this to STWplc and to the County and City Councils. STWplc have said that they can give no guarantee that the bridge will be reopened.

Cllr Stella Smedley, the responsible Portfolio holder at Nottinghamshire County Council in charge of transport) has written to Pedals claiming that "it [NCC] has no legal power to enforce the Company to take any particular actions with regard to access arrangements to the bridge". This statement, along with STWplc's lack of clear commitment to the future of the bridge, makes us very concerned. We think it quite possible that STWplc, when they eventually discuss the conclusions of their surveys and reach a decision, may well decide that the costs of repair are too expensive, and we are not all confident (despite current lobbying, still ongoing) that the County and City Councils will be willing to assist them in finding the necessary funding to ensure reopening.

We consider this essential for both utility and recreational cyclists, especially since the bridge is an important link in the developing 'Big Track' route, the series of canal and riverside path improvements on both side of the Trent introduced over the last 2-3 years by the City and County Councils, with funding from EMDA, and heavily promoted by the Greater Nottingham Transport Partnership ("The Big Wheel"). The alternative routes are, broadly speaking, much less convenient and safe to use.

Incidentally, Councillor Jane Urquhart, the Portfolio holder for Transport at Nottingham City Council is due to come along for a discussion at the next Pedals monthly meeting, on Monday 17th November, and the City Council's attitude to the future of the bridge, will be one of the main things we want to discuss with her.

In preparing our case for stepping up our campaign, as may well be necessary, and in coordination with other interested parties such as Nottingham Civic Society, who share our concerns, it would be useful to know about any similar experiences elsewhere, particularly where a vital cycle and pedestrian link is the responsibility of a denationalised industry?

Any advice in the light of Sustrans' broader experience would be most welcome please.
best wishes, Hugh

PS. Following the considerable regional and local media publicity at the end of September about the future of the bridge, STWplc set up a special section on their website to provide updated information. This page (which does not appear to have been updated since it was set up on 2 October) is at: <http://www.stwater.co.uk/server.php?show=ConWebDoc.3544>

....comments of 7 Nov on this from Roland

Backhouse:

"Rather than Pedals seeking independent advice on repair costs, I think we should insist that Nottinghamshire County Council

commission an independent estimate of the repair costs/time scales as part of its obligation to police the 1982 agreement.

Through the Freedom of Information act, I have requested copies of correspondence between Nottinghamshire County Council and STW. (NCC has told me it is taking responsibility for the issue.) I received a copy of just *one* email. It is not clear but the email appears to have been sent on 4th September, the day Hugh McClintock, my wife and I had a meeting with Gary Wood (and thus more than a month after the closure).

The 1982 agreement states that reasonable notice must be given of closure of the bridge except in an emergency. I have yet to see any evidence that the closure was indeed an emergency; just as important, I have yet to see any evidence that NCC (or any other LA) has made any effort to verify that the closure was an emergency. This is important because those of us who use the bridge on a daily basis were well aware that temporary repairs had been in place on the bridge for some weeks before the closure took place, indicating that the closure may have been planned.

Finally, there are several parties to the 1982 agreement. Pressure should be put on all of them to fulfill their duty to protect the interests of the public.
Roland

Orange Tree junction (Shakespeare Street / Sherwood Street) – dangers for cyclists – response of 10 Nov from David Ball, City Council and my (interim) response:

"David

Thank you for your reply and for comments which we will consider carefully at the next Pedals meeting, on Monday 17th November.

Meanwhile I note your particular comment that the lack of driver respect for the give way markings which often intimidates cyclists at this junction is a Police matter and would be glad to know please just who at the Police we should take this up with so as to ensure that, even with the welcome renewal of the markings you have promised, the situation is fully improved and on a permanent basis.

Hugh

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

From: David Ball

To: Hugh.McClintock@ntworld.com

Cc: [Susan Fuller](#) ; [Stewart Thompson](#)

Sent: Monday, November 10, 2008 3:17 PM

Subject: South Sherwood Street / Shakespeare Street [Scanned]

Dear Hugh,
Thank you for your email regarding South Sherwood Street / Shakespeare Street junction.

Having conducted a site investigation it was confirmed, on occasions, that motorists were not adhering to the road markings at this junction.

I totally appreciate cyclists may feel intimidated by drivers approaching from the west of Shakespeare Street. I believe motorists are aware of where cyclists are heading and this is simply down to driver behaviour.

I have witnessed motorists encroaching beyond the Give Way line; however, I personally feel they are doing so as visibility is slightly hindered by the bollard and traffic lights at the Give Way markings.

I would like to point out that Give Way markings are only advisory and therefore are not legally enforceable. If drivers are not adhering to such road markings it becomes a Police matter and not a Traffic Management issue. If drivers are having little disregard for the presence of cyclists, surely this is deemed reckless or dangerous driving and should be brought to the attention of the local Police.

However, it is clear the markings have worn off slightly and this certainly does not help the situation. I have spoken with Rob Oregan, Highways Inspector for the City Centre and I have been informed an order has been placed to reline the whole of Goldsmith Street to Mansfield Road. Once this has been relined, this should clarify the junction priority.

With regards to the second issue of your correspondence regarding the possibility of providing traffic signals or Stop Line on Shakespeare Street. Unfortunately we are unable to accede to your requests to replace the existing Give Way markings with a Stop Line as regrettably this does not meet the strict criteria required. As a result, I have forwarded your request to Gusharan Nijran, Senior Traffic Signals Engineer for investigation.

David Ball
Senior Officer
Traffic Management
Tel 0115 9156450
Fax 0115 9156591

Safety of cyclists at the roundabout by the west entrance to Nottingham University

No response yet, despite my reminder to Stewart Thomson, for a meeting on site to discuss these problems, first raised several months ago by Robin Phillips.

Blocked cycle paths in Gresham Park and Compton Acres: copy of message of 5 November from David Litchfield to Niz Merali, Notts. CC

David
Thanks for copying me in on this and let's hope that your fresh initiative on these now at least produce some results!
best wishes, Hugh

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

From: [David Litchfield](#)

To: [Niz Merali](#)
Cc: [Hugh McClintock \(\(Dell\)\)](#) ;
[Richard.Smith@gleeds.co.uk](#)
Sent: Wednesday, November 05, 2008 8:24 PM
Subject: Re: Gresham Park cycle paths [Virus checked]

Niz,
I am writing to ask if any further progress has been made with the cycle path alongside Emmanuel School, Wilford, and whether you have had any response from Gleeds. The gates are still locked, which is a completely unsatisfactory situation now that winter weather is upon us. I appreciate your efforts, but if no progress has been made I intend to escalate this to County Councillor and/or MP in an attempt to get things done.

Whilst writing, could I ask you about another cycle path problem I have come across. Whilst examining my cycle route map for West Bridgford recently, I came across a very useful cut through from Court Gardens in Compton Acres to the Wilford Industrial Estate. I was surprised upon approaching this from the Industrial Estate end to find no sign of it at all, just a big bank of greenery. I went round to Court Gardens where I encountered a chap on his driveway and asked if he knew where the path to the industrial estate was. He sent me off to Acorn Bank. I went back the next day and managed to spot small bits of the path under all the vegetation across the road from the house of the chap I spoke to the previous day. Whether this man genuinely didn't know there was a path there or if he, in cahoots with his neighbours, is deliberately sending cyclists like me on a wild goose chase I don't know.

Every morning I see a lot of cyclists heading up Ruddington Lane in quite heavy traffic to the Industrial Estate. If this cut through was open it would give them the option of a quiet route through Compton Acres, maybe even using the currently inaccessible path by Emmanuel School. I'd be interested in your observations as to how this bit of path has come to be almost completely concealed.
I look forward to your reply.
David"

....and my further exchange of messages with David Litchfield (12 Nov):
"David

I briefly discussed this yesterday (among many other matters) when I met for the first time Clive Wood, the new Cycling Officer, along with Gary Wood, his Line Manager.

They are well aware of the issue, it seems, and says that the fundamental problem is that Rushcliffe have not enforced the planning condition for the school requiring them to construct the path to adoptable standards. This is in hand but may take some time yet to resolve, as quite a few improvements to the path will now be necessary before this can be done!
Hugh

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

From: [David Litchfield](#)
To: [Hugh McClintock \(\(Dell\)\)](#)
Sent: Tuesday, November 11, 2008 9:06 PM
Subject: Fwd: Gresham Park cycle paths [Virus checked]

Hugh,

No response from Niz yet, but whilst cycling home past the still locked gates tonight, I noticed some lamp posts have gone up along the path. I'll have a proper look in daylight tomorrow morning, but it looks like things are moving at last.

David

Update from Paul Rea (22 Oct) on cycle audit in Arnold:

"Thank you for the vote of confidence in the work I have been doing.

I have surveyed Arnold and had replies from the PEDALS folk in the area. I have also met the City Council to ensure that there is continuity on any overlaps. After that I have been sidetracked by GPS surveying training in Cardiff where instead of maps, paper and felt tips, you use a pocket PC with a GPS system and clever software when out surveying.

The advantage is that the end result is transferred (as well as to paper maps) to the software local authorities use in their own mapping. This means that the features identified are placed on a map ready for action. It also has the enormous advantage that it is transferable into the travel planning software used on the web.

This means that you could ask the best way to cycle from Musters Road to the QMC and it will draw a map for you. Or if you prefer, it will put the map on your GPS phone and you can follow it as you ride along. This is already available in London. I am hoping to persuade Nottingham City to take their next map version this way as I think it would be much more versatile than the current method.

But reality dawns and I am back in Arnold next week with rulers, gauges and felt pens.
Best wishes,
Paul

cycle stands at Netherfield retail park – message of 11 Nov from Chris Gardner:

"Chris

Thanks for this suggestion which I will pass on to Clive Wood at the County Council.

I am in fact due to meet him for the first time later on this morning but there is a very long list of 'backlog' items to raise so doubt if there will be time then to give this more than just a fleeting mention so I will also forward your email.
Best wishes, Hugh

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

From: [Gardner, Chris \(NSN - GB/Nottingham\)](#)

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

Cc: [ext Arthur Williams](#)

Sent: Monday, November 10, 2008 10:40 PM

Subject: cycle stands at Netherfield retail park

Hugh,

My brother recently rode to Halfords/bikehut at Netherfield retail park to buy something for his bike and was amazed to find no stands to lock his bike. Further whizz round the other stores did not throw up any bike

stands either and he ended up locking his steed to a Halfords car trailer.

Could you fire a request off to someone who can advise where cyclists visiting the park can lock their bikes?

It seems ironic that a bike shop, a national one at that, does not have stands available. Mr Boardman designs frames for bikehut these days - wonder if he would be impressed ?
Chris"

Possible cycle audit in Broxtowe? – my exchange of emails with Paul Hillier, Notts CC (23 Oct), following comments from Gary Smerdon-White about cycle access improvements to Attenborough and Beeston Stations:

"Paul

Thanks for your prompt reply.

I quite agree that it is very important to review and digest carefully the audit reports you already have from Paul Rea and then to determine which suggestions can/should be taken forward, rather than just allow more reports to accumulate and not be followed through and acted upon.

However, when you do come to make a decision on commissioning further reports, might I suggest that Broxtowe Borough (other than Kimberley, already covered) might be a good area to focus on next?

Following up the very useful detailed reports Paul has already done is one of the many things I am keen to discuss with Clive Wood when we get to meet. We (and Gary Wood) were due to meet this afternoon but that has now had to be postponed and I am hoping that it will still take place in the next couple of weeks.
best wishes, Hugh

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

From: [Paul Hillier](#)

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

Sent: Thursday, October 23, 2008 10:06 AM

Subject: Re: possible cycle audit in Broxtowe?

Hugh,

It is indeed my intention to commission further works from Paul but not in the present financial year. We now have three reports from him (Kimberley, West Bridgford/Ruddington and Carlton/Netherfield) which need to be reviewed in order to determine which suggestions can/should be taken forward for development. My guess is that there are enough schemes in these reports to keep us busy for the next three or four years at the very least.

Consequently, commissioning further reports at this stage is of limited immediate value. As I write I haven't given any further thought as to when further studies will be commissioned and in which order.

Regards, Paul Hillier

Local Transport Plan Officer (Greater Nottingham)

Nottinghamshire County Council

Tel: 0115 977 4866 Fax: 0115 977 4054

Paul

Have you, I wonder, given any consideration to commissioning a further round of cycle audit work by

Paul Rea for Broxtowe (other than Kimberley, already covered of course)?

The discussion in the exchange of emails I have just copied to you, about potential cycle access improvements to and from Attenborough and Beeston stations, has reminded me that I have been thinking recently that such a further exercise could be very helpful, especially in view of the other factors I mentioned in my response to Gary including the views at the meeting we both (and Robin Phillips) attended back in March with Broxtowe Councillors about the need for improvements for cyclists in the north as well as the south of the Borough.
Hugh

Gary
Thanks for these helpful comments. Maybe, as you say, cycle access to and from Attenborough station is indeed already fairly good, but in the case of Beeston station there is I know definitely scope for improvement, especially in terms of upgrading the route, running roughly parallel to the railway, between Station Road / Waterloo Road and Murden Way / Beacon Road / Queen's Road East (part of Sustrans Route 6 but regarded by several people, I know, as one of the least satisfactory stretches of Route 6 in the area, a criticism that goes back to when the route was first developed by the County Council in the 1980s/early 90s, several years before Sustrans (in 2000) included it in their National Cycle Network Plans with few changes other than signing, as I recall.)

I think it might therefore be useful for station cycle access (including possible scope for 'some tidying up' to be looked at more widely and systematically, perhaps in the context of a cycle audit of existing provision in Broxtowe Borough by Paul Rea of Realistic Solutions for the County Council, as Paul Hillier has already commissioned him to do over the last year or two for Kimberley, Netherfield, and more recently West Bridgford, Ruddington and now Arnold.

It could indeed include all of Broxtowe Borough (apart from Kimberley), to give comprehensive cycle audit coverage of Broxtowe, and to help assess the potential for cycling improvements in the north of the Borough, the need for which was emphasised by several Councillors in the discussion of the report on Cycling in Broxtowe (by Tony Ward) that was discussed at the meeting which both Paul Hillier and I attended back in March. These would also complement the plans of the City Council for improvements in the 'Strelley to City Centre' commuter cycling 'corridor', as discussed in detail last week.
Hugh

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

From: [Gary Smerdon-White](#)
To: '[Hugh McClintock \(Dell\)](#)'; '[Ross Helen](#)'
Cc: '[Anne Sladen](#)'; '[Robin Phillips](#)'; '[Steve Barber](#)'
Sent: Tuesday, October 21, 2008 7:01 PM
Subject: RE: Attenborough station cycle parking

"As I've already discussed with Jim - Attenborough might need some tidying up but in general it's well served:-
Off Road routes from Stapleford to Toton, Cycle paths from Long Eaton, Toton and Chilwell, NCN6, Big Track. Excellent lanes around Chilwell Comp.

Helen's road Long Lane is reasonable but could do with some traffic slowing

It could do with a detailed cycle audit to do that tidying up.
Gary"

cycling to and from Beeston Station (including potential for improvements to local stretch of Sustrans Route 6) – my response of 2 Nov to Steve Barber and others in the 'Stopping Trains' email discussion group:

"Steve

Cycling to and from Beeston Station could be significantly improved by a series of improvements to the stretch of Sustrans Route 6 which runs roughly parallel to the railway south of Queen's Road West and East, and past the station including a rather tortuous and substandard link from Waterloo Road through to Murden Way and Beacon Road. Having a simpler, more direct and more coherent route of the whole stretch of Route 6 from Dovecote Lane / Ireland Avenue through to Beacon Road, Queen's Road East and University Boulevard would do much to improve cycle access to and from Beeston Station, including between the station and the main campus of Nottingham University via the toucan crossing on University Boulevard, etc.

This route, using backstreets and the narrow path at the bottom of Mona Street, was first introduced in the 1980s by the County Council and then included by Sustrans in their National Cycle Network Route 6 plans in 2000 but with no improvements as part of that new designation. Sustrans were aware of these defects but thought that no changes then seemed practicable. Now that you have requested Broxtowe Borough Council Scrutiny Committee to look at this again, which is very welcome, it is important to involve Sustrans East Midlands (Nicola Jones) as well as Pedals in this reassessment.

Hugh

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

From: steve_barber@ntlworld.com
To: stoppingtrains@yahoogroups.com
Sent: Friday, October 31, 2008 9:18 AM
Subject: Re: RE: [stoppingtrains] Re: Timetable now on EMT website

...Incidentally I've put in a request that Broxtowe Borough Council scrutiny committee look at cycling to/from Beeston station and any ways it could be improved. It should come before next month's committee for scoping. Any thoughts anyone?
Steve"

...comments from Ann Sladen (3 Nov):

"Hi Hugh,
Is it time to try and resurrect the route NE from the station parallel to and adjacent to the railway through the old goods yard, and emerging onto the end of Mona St or bit further on to Murden way? (or even continuing under Boots bridge towards the old freightliner depot and emerging in the science park/tennis centre).

Apart from Queens Road (NOT suitable) there isn't another 'direct' route until either Nether St or Middle St.

Heading so far from the railway towards the centre of Beeston also runs into the projected route of the tram.

The other side of the railway is Lilac Grove. There is the old exit from what was Plessey car park under Station Road/Meadow Lane onto Alford Close and Lilac Gr. The disadvantage of the Lilac Grove route is 2 bridges over the railway.

West of Beeston station. Not too bad using shared paths on Queens Rd east, but the Toton deviation!, How many actually use this?

Not quite so relevant to Beeston Station, but could be considered in the Attenboro' routes is the potential of the Greenway path from Barton St, Long Eaton to the Attenboro' Nature reserve running parallel to the railway, then through the Nat reserve to near Attenboro' Church and Attenboro' Station. regards, Anne"

Barriers on cycle paths and dimensions of trailers and Notts County Council – my further exchange of emails with Kathy Shaw (daughter of Brian Shaw, well-known Ridewise trainer!)

"Kathy

Thanks for copying me in on this and please continue to keep me posted. I am copying my response to Karina Wells and also to Jenny Romero, who recently moved from the City Council to work in the County Council Rights of Way section and who has been asked to do some detailed work on barriers on cycle paths and shared paths.

best wishes, Hugh

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

From: "Kathy Shaw" <kathy.shaw@ntlworld.com>

To: <cycling@ctc.org.uk>

Cc: "Hugh McClintock"

<Hugh.McClintock@ntlworld.com>; "Karina Wells"

<karina.wells@ntlworld.com>; "Brian Shaw"

<brian.shaw2@ntlworld.com>;

<clive.wood@nottsc.gov.uk>

Sent: Monday, November 03, 2008 10:30 AM

Subject: Cycle trailer dimensions & barriers

> Dear CTC,

> My name is Kathy Shaw and I have some questions about cycle trailer dimensions, as I am trying to get Nottinghamshire County Council to alter barriers on cycle routes, so that trailers can fit through.

>

> Hugh McClintock gave me the names of Chris Juden and Dave Holladay at your organisation, saying that they may be able to help. Please forward this email to them, thank you.

>

> Dear Chris and Dave,

> As mentioned above, I am trying to get Notts. C.C to alter barriers on cycle routes, so that bikes with trailers can fit though.

>

> Clive Wood, from Notts. C.C. is looking into the issue and has requested

> trailer dimensions, as once they know the maximum size for a trailer, they

> will have a 'footprint' to work from and so should be able to design

> barriers accordingly. (Clive, I have also been given

the name of Jenny

> Romero, who also works for Notts. C.C. perhaps you can get in contact with

> her?)

>

> I currently use a single-seater, but am aware that there are two-seater

> trailers too. Do you have any measurements that may be useful or designs

> that other councils use, that are trailer-friendly?

>

> Please 'reply to all' when answering this email, as quite a few other people

> need to be aware of any information you can send.

>

> I hope you can help out, as my daughter will soon be too big for her cycle

> seat and if the barriers on our school run don't get changed, I'll have to

> be cycling on busy roads, with my just six year old son in front of me and a

> trailer behind me.

>

> Please get back to me, and the others that need to know, as soon as you can.

> Many thanks, Kathy Shaw

Dimensions of bike trailers and barriers on cycle paths – exchange of messages involving Kathy Shaw, Chris Juden of CTC, Clive Wood of Notts CC about her experiences with barriers in the Compton Acres / Gresham Park area of West Bridgford:

"Just thought you all might like to read this...Kathy Shaw

PS Will contact Clive Wood and let him know too !

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

From: Chris Juden [mailto:Chris.Juden@CTC.ORG.UK]

Sent: 07 November 2008 13:04

To: kathy.shaw@ntlworld.com

Subject: RE: Cycle trailer dimensions & barriers

Dear Kathy

When I did my big trailer test in 1998 there were several over 800 and widest 850mm.

Trikes come wider than that. Recumbent trikes (often used by the disabled) come even wider, due to the requirement to shoehorn a rider between wheels that turn to steer.

According to my oppo at the Dansk Cyklist Forbund, the Danish authorities surveyed the operating widths of all the various pedal-powered vehicles out there and specified a minimum gap width for cycle path barriers at 1100mm.

Take the Danish number. They've done the research already. Don't let any British idiot reinvent the wheel in order to legitimate the miserable excuses for cycling facilities that are the best we ever get in this bike-forsaken country!

Another observation: On three separate visits to Denmark, I've ridden a total of some 1500 miles in that country, probably a quarter of which was on cycle paths, and in all that distance I can count the number of barriers I encountered on the fingers of one hand. It's the same in Holland, Germany and Switzerland - lots of

paths, rarely a barrier of any sort, and those few were easy to ride through.

It's a fundamental attitudinal difference. There bikes are travel, transport and traffic. Slower traffic but traffic nonetheless, that deserves to be kept flowing. Here a bike is a toy for little kids or big kids just the same. We are not credited with the same sense as a driver, to give way at a major road etc. Never mind that our motivation to give way is very much greater, we are rather patronised and inconvenienced by an unnecessary obstacle.

Chris Juden

CTC Senior Technical Officer - CTC National Office, Parklands, Railton Road, Guildford, GU2 9JX Direct line: 01483 238 309 - Mobile: 07709 881 270 - Main line: 01483 238 337 - Fax: 01483 237 051

...and comments from Paul Rea (11 Nov):

"Dear Hugh,
My own take on barriers whilst auditing Nottinghamshire has been that I have consistently suggested taking them out as rarely do they prevent motorbike abuse and usually they keep legitimate users like cyclists with Tandems and trailers, together with wheelchair and mobility scooter users, off the paths. The recommended width for wheelchair friendliness (Inclusive Mobility - DfT 2002 Para 3.5) is 1200mm and this is the dimension I have been using. If a barrier has to be there, it should have no gaps of less than 1200mm. All barriers in Notts that are <1200mm I have recommended changing to comply with the DDA expectations. This dimension should also suit cyclists IF we have to have a barrier. The British Waterways barriers on the County's Canals are consistently very difficult for users. I agree with Chris Juden in that I have also cycled thousands of miles across Denmark and Germany and rarely have come across a barrier and I don't think have ever had to get off my bike to get through.
Best wishes, Paul"

Report of my meeting of 11 November with Clive Wood, new County Council cycling officer⁴ and Gary Wood, his Line Manager:

This was a somewhat awkward meeting, much influenced by the perception, at least among some County Councillors, it seems, that Pedals has been very negative in its recent attitudes and that the only hope of getting more done in future is to work hard to turn over a new leaf and put things on a more constructive basis in our dealings with officers like Clive and Gary who of course are much influenced by the perceptions (right or wrong) of their political masters. The attitude of their politicians seems to be that spending money on cycling does not result in more cycling but instead generates only criticisms, from cyclists themselves and from other people, especially drivers, incensed by what they see as a waste of money and, in some cases, things (like good ASLs with proper feeder lanes) that just make life harder for them!

Quite why this negative attitude has come about again (we have seen it before, e.g. in the criticisms some years ago of the previous Transport Portfolio Holder, Terry Butler, that he got very tired of Pedals "constant carping and nit-picking" and maybe I am as responsible as anyone for this deterioration, even though I have tried to be constructive and positive and give praise where it is due!

I can think of two things that may not have helped. One is the long list of issues that has arisen over the last year of things we have wanted to get addressed but which it was very hard to get taken up in the absence, for almost a year, of any cycling officer in post. Maybe our consequent frustration has been particularly irritating for some! The other factor has in some way been our recent concerns over the Suspension Bridge and related issues like the delay in providing good signing of the closure and best alternative routes, etc.

I recognise that our natural instinct as campaigners is often to moan and to be constantly asking questions like "Isn't that awful?" and "Why ever did they do that?" but we have also to face the fact that political support for cycling is still "a very delicate political flower" and that the perceptions of senior politicians, whether or not based in reality, are vital in deciding whether or not anybody listens to use and acts on our ideas and feedback, whether negative or positive. Anyway it is clear that we have somehow to reverse these negative perceptions and get things back on a more constructive basis, which is apparent to the politicians as well as the officers!

This challenge will include being clearer about our priorities. In recent years, at the request of Paul Hillier (Local Transport Plans Manager), at successive Cycle Working Group meetings, we have (been constructive and) produced a series of Pedals "wish lists" for Rushcliffe, Gedling and Broxtowe Boroughs, and also a special one earlier this year for improvements in cycle access to and from the Ruddington Fields Business Park, none of which seem yet to have been acted on, incidentally.

We now need to revisit these and think about our priorities, both in terms of improvements to existing infrastructure (including the ones identified for several areas by Paul Rea in his recent Cycle Audit reports) and new ones, to make clear the 5-year programme we would like to see. My off the cuff reaction at the meeting was that we should in general give priority to improvements but I would welcome further comments on this before we take it further!*"

I also pointed out that giving more attention to detailed matters such as construction, signing and lighting when new cycling schemes were introduced would help to reduce the number of complaints later, as would also more effective systems for dealing with such problems and also intruding vegetation.

I mentioned, among the 'accumulated backlog' issues, not only our frustrations that these wish lists have not yet been acted on but also at the common lack of responses to complaints about highway defects made via the website, pointing out that we had recently got the City Council to agree to revise their system to

ensure that everyone making a report gets and acknowledgement and a reference number which they can then use to follow it up and chase action. Their reply was that it was better now to encourage people to make such reports via free hotline on tel: 0500 355191, as this generated a better trail of records to chase progress.

The thrice yearly Cycle Working Group meetings which ran until last year (with only one this year) will be resumed but probably not until January and possibly with some wider representation, they said. I pointed out that in the last year or two we have become much more aware of increasing interest in cycling by other organisations, e.g. some Parish Councils and major employers (such as BGS Keyworth and some on the Ruddington Fields Business Park), who had approached Pedals about how they could get support from the County Council, and that it was important to encourage this rather than appearing not to respond to their clear interest as I know had certainly happened in the case of BGS, following the survey of their staff which they did 2-3 years ago showing both the latent interest in cycling and the specific improvements at different locations that people would like to see if they were to take up cycling to work.

13 Nov Greater Nottm Cycling Development Group including discussions on Proposed Nottm Movers and Shakers' Project

I will give an oral report at our meeting.

15 November CTC-Cyclenation Autumn Campaigners' Conference, Warrington

I will report on this, assisted by Andrew Martin and John Bannister who are also attending.

4. Finance:

Susan Young to report.

5. Forthcoming meetings / other events:

2008 Rural Rides Leaders Debrief meeting cum 2009 County Council Rural Rides programme planning meeting - 7pm on Wed 10 Dec

"Although this will be on the agenda for the next Pedals meeting, on Monday 17 November, I thought I would circulate this note now from Pete Jarman to give people more notice to people interested in coming along to the 1008 Debrief cum 2009 Programme planning meeting at County Hall from 7-9 p.m. on Wed. 10th December.

Among the particular points for us to discuss at the Pedals meeting are:-

- special rides to mark Pedals 30th birthday
- a continuation of the monthly Pedals themed rides on Wednesdays from April to August, i.e. 20 April, 18 May, 15 June, 20 August.
- possible special rides linking to Robin Hood Line stations, to help publicise using bikes in connection with the Robin Hood Line Sunday services starting from this

December (though bearing mind the official limit of 2 bikes only per train)

- other new ideas for rides including ones linking with the Nottingham PCT / Ridewise Cycling for Health project and encouraging the health trainers who have been trained through this to teach cycling and lead rides to take this further by offering to organise rides for the Rural rides programme next year.

- how best to encourage other potential ride leaders.

- possible links to promoting others local cycling projects, e.g. Ridewise, and the FHA bike recycling scheme which is being expanded.

Hugh

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

From: [Peter Jarman](#)

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

Cc: [Pete Jarman](#) ; [Jim Bamford](#) ; [Terry Scott](#) ; [Cathy Melia](#) ; [Steve Jones](#) ; [Andrew Martin](#) ; [Susan Young \(g\)](#)

; :

Sent: Friday, October 31, 2008 4:20 PM

Subject: Re: 2009 County Council Rural Rides programme - possible special focus on Robin Hood Line related rides?

Hugh,

I left responding until nearer the Debrief time. Which is Wed 10th Dec. at County Hall, 7:00 - 9:00pm Please invite any potential leaders (numbers would be useful for catering purposes)

Great ideas do you want to promote them through pedals and at the de-brief? As Pedals and the CTC are the majority providers of the leaders based in Nottingham.

Regards, Peter Jarman
Senior Recreational Routes Officer
Communities Department
Nottinghamshire County Council
Tel. 01623 825491

...PS from Susan Young (2 Nov):

"Hugh, Roland

I've been asked if I would be interested in leading a series of rides to start/finish/include the Lenton Centre. Carl is really keen to put the centre on the map and it is very well placed for people to cycle to and from. He is willing to suggest some routes and I am sure Andrew and I can fit some in. They are also likely to be useful to many University students and the rides can often be directed to them.

We can discuss this further at the meeting.

Susan"

...comments of 3 Nov from Chris Gardner (to me and Pete Jarman)

"Pete, Hugh,

Maybe have a charity rides section too although I know you already list a few. I did Tonya's challenge, GNBR and Viking challenge this year and there are plenty more. BHF do a couple too.

Chris

Pedals Christmas Social evening, Monday 15 December:

We need to give some thought now to the arrangements for this including, I assume, the usual mixture of buffet food, slide shows, quizzes etc.**

I will arrange to bring along a laptop and data projector for use in showing any electronic slides that I and anyone else may bring, e.g. of (cycling) holidays.

Proposed January 2009 meeting with East Midlands Trains re cycling issues

Last January, on behalf of the East Midlands Cyclists' Forum and other interested cyclists in the East Midlands Trains franchise area I arranged a meeting at the EMT Offices in Derby, including representatives of cycle campaigners, local authorities and Passenger Focus.

It was agreed to hold another meeting in a year's time and so I intend soon to go about arranging one in January.

Last Friday I was invited to the ATOC-Cycling England National Cycle Rail Awards 2008 scheme ceremony in London where EMT was conspicuous by its absence. I am working with Dave Holladay, CTC Public Transport Campaigner, to raise their awareness of this scheme and get more involved in future in making entries for it!

6. Pedals 30th birthday events, 2009

Autumn campaigners' conference, Nottingham, November 2009 – exchange of messages with Debra Rolfe, CTC HQ, Guildford:

"Hugh

It's great to hear that Nottingham's cycle campaigners are so well organised! It sounds like early November would be preferable to later in November, as the Local Transport Plan will be out next summer and local campaigners will no doubt want to try to influence their local authority's response to it. Also, people can begin to be quite busy in late November with Christmas preparations.

Most recent conferences have had 100-120 attendees.

I believe that Andre Curtis is in the process of putting together a document that provides some basic guidance on conference organisation. Usually, the conference organisation begins with a face-to-face meeting between the local group and representatives from CTC and Cyclenation about six months before the conference. This is typically followed up by teleconferences every two to four weeks for the duration of the planning period. As Nottingham is starting much earlier than usual, perhaps a face-to-face meeting this spring would be useful? An email list for everyone involved in the conference organisation may help as well.

Best wishes, Debra"

From: Hugh McClintock (Dell)

[mailto:Hugh.McClintock@ntlworld.com]

Sent: 23 October 2008 12:52

To: Debra Rolfe Cherry Allan

Cc: John Bannister; Terry Scott; Susan Young (w); Susan Young (g); Andrew Martin; Andre Curtis; J Cutler; Roger Geffen; Cathy Melia

Subject: fixing a date for the November 2009 CTC-Cyclenation Conference in Nottingham

Debra, Cherry

For various reasons, including fitting in with the Notts CTC Rides calendar for 2009, we agreed at the Pedals monthly meeting on Monday evening that we ought by 7 November to make a firm decision about which Saturday we choose for hosting the Nottingham CTC-Cyclenation cycle campaigners' conference we have agreed, with the local CTC, to host in November 2009, as part of the celebrations for Pedals 30th birthday.

We have been considering two possible venues (although one or two others could still be suggested), one of which is free on all the Saturdays next November, as far as we know, and the other, on all but the first Saturday (7 November). Before we fix the date it would be useful to know if there is any reason from the point of view of CTC in general to go for one rather than another of these possible dates. Could you please let me know within the next week or so if possible?

It would also be helpful if you could let us know likely numbers, based on attendance at recent events (although I know that Warrington are finding that registrations for their conference this November are running 25% up on when they last hosted it in 2005). One of our short listed venues has a capacity of 150 and the other 200 people.

Any other comments at this early stage of planning the event would also be welcome please. Three of us from Nottingham, Andrew Martin, John Bannister and I will be attending the Warrington conference on 15 November so that will also give us a chance to learn more about their organisational experience and other tips.

Thanks and best wishes

Hugh

Decision on Nottingham conference venue for November 2009

Although we had agreed that four of us, Susan, Andrew, Terry and myself, would make a decision on this by Friday 8 November, this proved very difficult because of the problems in getting information from the two other venues Andrew had suggested, i.e. the Mechanics' Institute and the NTU Students' Union Building (Byron House).

By Monday 11th we had decided to go for the Sir Julian Cahn Pavilion in West Bridgford but I then learnt that this is now fully booked for every Saturday next November! We therefore reconsidered NTU SU, which I visited on Thursday 11th and am now much more positive about. I am currently awaiting comments from Susan on the outcome of the visit she intends to make in the next day or two before we make a definite booking.

7. Cycle facility and traffic management matters

Major matters:-

A606 Melton Road, Tollerton – construction of cycle route and two toucan crossings (10 Nov-6 Feb)

This is now under construction.

City Link Cycle Path improvements: message of 12 Nov from Arthur Williams to John Lee, City Council

"Dear John,

As a member of Pedals, I have heard that you have some influence in minor cycle path improvements. I have been meaning to send you an email regarding the City Link facility for some time, and I notice that some improvements are currently underway. It is good to see that the path is being smoothed out where the tree roots had been breaking up the surface. However there are two other improvements that would be good to make, if possible.

Firstly, from first hand experience, the manhole grids on the corner section where the path turns into Manvers Street can be very slippery when wet (I actually fell off my bike on one occasion). One solution might be to swap the pedestrian and cycle sides at this point, so that the cycle path is on the road side (as along City Link). There is a slight constriction due to the signage, but this might be better than having to cross the slippery drain covers (see photo 1). Otherwise, perhaps there is a coating that could be applied to these metal covers to create more grip.

The other problem is the unacceptable height of the drop kerbs where the cycle path crosses the extension of Lace Way (see photo 2) The kerb here is 3 - 4 cm, and being at a slight angle, is uncomfortable and potentially dangerous to negotiate on most bicycles.

If it is possible to make these improvements while the current contractors are on site, that would be ideal.
Regards, Arthur"

Consultation re Notts and Leics CC Regional Highway Design Guidance (by 21 Nov)

I hope to look at this in the next few days. So far as I can gather no other cycling organisation has been asked for comments on this draft.

New DfT Cycling Infrastructure Design Guidance published

I will bring to the meeting the copy of this important new guidance, which we need to digest carefully.

One thing I have already noticed, in the advice on cycle lanes (para 7.3.1) is that "Advisory cycle lanes are not recommended where they are likely to be blocked by parked vehicles." I will draw this to the attention of City Council officers who maintain that advisory cycle lanes and not mandatory ones (which cannot be parked on) are preferable.

New House of Commons Transport Committee report on Road Safety

This report, drawn up to help feed in to the forthcoming review of the DfT's Road Safety

Strategy, has a lot to say about vulnerable road users, and gives strong backing to wider use of 20mph zones.

New City Council Urban Design Guide

We also need to study this carefully, in view of the recent and continuing strong interest by the City Council, in the name of public realm and streetscape improvements, of reducing signs and markings, including ones like good cycle route direction signs that can be distinctly helpful to cyclists. Responses are needed by 10 December.

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

Western Gateway Improvements – Canning Circus Phase 2 – Central Area – Proposed TROs – TRO TMP6757 (by 3 Dec). A follow up consultation, on TROs, to the main one on which we commented some months ago. The latest Canning Circus changes are, I believe, due for completion by 21 November, and including new and upgraded toucan crossings.

Proposed No Waiting at Any Time Restrictions, Beaumont Street, Nottingham, TMP 6746 (by 20 Nov)

8. Miscellaneous items

Advertising on Pedals website: message of 27 Oct from Susan Young for us to discuss at our meeting

Hugh

This came through to me. Is it something we ought to consider having advertising, with strict guidelines as to who we accept adverts from?
Susan

From: Gary [mailto:gary@ztmc.net]

Sent: Fri 24/10/2008 21:15

To: Susan.Young@nottingham.ac.uk

Subject: We are interested in purchasing advertising on pedals.org.uk

Are you currently accepting advertising on your website pedals.org.uk?

Thank you,
Gary, Marketing Manager
ZTMC, Inc.
gary@ztmc.net

message from Simon Geller, Secretary of Cyclenation (former Cycle Campaigns Network - CCN) re new national cycle campaigners' forum

From: Simon Geller

To: ccnexchange@yahooogroups.com

Sent: Sunday, November 09, 2008 2:49 PM

Subject: [ccnexchange] Re: Changes to CCN-Exchange Group

Dear All

Further to the message below the Cyclenation Forum Google Group has now been set up.

and you can join by following this link:-

<http://groups.google.com/group/cyclenation-forum>

For initial ease of access it has been set up as an open group that anyone can join, but to prevent spammers etc joining I will make it a moderated subscription group once we have a decent body of members. Please do encourage members of your local campaigns to join and use the group.

We are looking forward to discussions of every aspect of cycle campaigning, and hope this new group is a success. We will keep the ccnexchange group open for a further couple of months to give everyone a chance to get used to the new arrangements.

Simon,

Secretary, Cyclenation.

--- In ccnexchange@yahoogroups.com, "Simon Geller" <simonmichaelgeller@...> wrote:

>

> Dear All,

> The CCN-Exchange group was set up to enable Cycle Campaign groups to

> exchange information between themselves. Whilst it does get used it

> has never really fulfilled its potential. Also, as CCN has now been

> replaced by Cyclenation the name is no longer appropriate.

>

> As part of our Development Plan the Cyclenation board therefore

> proposes to close this group and set up a new one, to be called

> CycleNation-forum. As we are aware of the limitations of Yahoo! we

> have decided to use Google Groups as the basis for this group, which

> we feel has better facilities for subscribers, particularly if you

> have a Google account (although this is not necessary to be a subscriber).

>

> We want the new group to be a more open forum than CCN-Exchange, which

> was set up on the basis that one member from each campaign group would

> subscribe and pass on information to others in his local group. With

> developments in the world of IT this no longer seems an appropriate

> model, and there seems no reason why anyone who is an active member of

> a campaign group should not join in the forum.

Having said this, with

> larger groups there is a need for a degree of moderation to ensure

> that discussions are not dominated by particular topics or

> personalities, so the Cyclenation Board will adopt a 'light touch'

> moderation policy to the group.

>

> Our plan therefore is to invite all current members of CCN-Exchange to

> the new group, and this will take place over the next few days. Once

> we have a "Critical Mass" of members moved over we will work towards

> closing down the CCN-Exchange group. As with all e-groups there will

> inevitably be some email accounts that are not being read, and unless

> account owners take action within a reasonable length of time they

> will lose access to the group.

>

> Once you have settled in to the new group we hope you will publicise

> it amongst your campaign group members and invite them to join, so we

> can enter into discussion on the crucial issues that concern us as

> cycle campaigners.

>

> We hope this plan of action is acceptable to all - please make any

> comments either via the CCN-Exchange group or directly to myself at

> simonmichaelgeller@...

> Best Regards, Simon Geller

> Secretary, Cyclenation"

Meeting of 11 November with Steven Bell, Managing Director of Falcon Cycles and Steve Parker (both formerly of Raleigh Cycles Marketing Department)

Gary S-W and I had a useful meeting on 11 November with Steve Parker (formerly of Raleigh's Marketing Department, until the early 1990s and now an independent Leisure and Sports Consultant) and his former Raleigh colleague Steven Bell, MD of Falcon Cycles, to discuss their possible involvement in cycling promotion in Nottingham, including assistance to Ridewise and the Cycling for Health Project in respect of helping procure good cheaper bikes for CfH clients.

Steve Bell happened to mention in the meeting that the price of new bikes is bound to rise by about 25% in the next few months, because of a) increases in world steel prices and b) the weakness of the pound against the dollar so anyone thinking of buying a new bike would be well advised to do so sooner rather than later!

Roger Codling in hospital

Poor Roger, as some of you will by now know, was taken to hospital (QMC, Ward E16) last week where I visited him yesterday. He is due to have an operation this Thursday for removal of a gut blockage. I hope to have more news before our meeting and hope we can then organise a get well soon card.

Hugh, 13.11.08