

HMcC Background Notes on Pedals matters I have been involved with recently, including extracts from relevant email messages, to go with the Agenda for the 20 September 2010 Pedals meeting

1. (7.30-8.30 p.m.) Discussion on the new Nottingham Station Bike Compound with Darren Southern, East Midlands Trains and Inspector Mark Clements from Nottingham British Transport Police

I also hope that Keith Morgan from the City Council will be coming (if he is back from holiday in time). I have also mentioned the meeting to Dave Holladay of Transport Management Solutions who works for the CTC nationally on public transport issues, though have not yet heard if he can definitely come.

Councillor Jane Urquhart, City Council Portfolio Holder for Transport and Area Working (who opened the compound in July) has apologise for not being able to come along and join in this discussion, as she had hoped to do, because of a previous engagement.

One concession EMT have already made, in response to our earlier complaints, is to increase the frequency of patrols of the new compound.

They have also, after all, not yet removed the cycle stands at the front in the Porte Cochere area, which they had intended to do on 4 August, 2 weeks after the compound opened. This may also have something to do with financial cutbacks, and consequent putting back of the programme, for the wider Station redevelopment project, including converting the Porte Cochere area to mainly shops and cafes, with only pedestrian access (and a handful of cycle stands for very short term use).

....Issues for discussion (as emailed to Darren Southam of EMT on 14 Sept)

As well as discussing the particular issue of security of bikes left in the compound (both during the day and at night) we would also like, if time permits, to discuss these other issues:-

- the personal security of users (after dark), particularly when going between the compound and the platforms late at night.
- details of the operation of CCTV recording and analysis of images
- publicity and signing for the compound, both in terms of the prominence of signing from the street and wider promotion
- catering for both short term and longer term cycle parking at the Station, both now in the wider redevelopment plans, on both the north and south sides of the Station to facilitate convenient access by users approaching from different directions
- promoting better access routes from cyclists to and from the Station, in different directions
- collaboration with local cycle shops, e.g. the nearby Bunney's Bikes on Carrington Street, who offer cycle hire among other services.
- Learning from the cycling experience of other train operators, especially EMT's fellow Stagecoach operator South-West Trains, which we understand has done a lot to improve cycle parking and security in recent years, and which has recently won national Cycle-Rail awards in the scheme promoted by ATOC, Cycling England, CTC and Sustrans, etc.

....Comments of 14 Sept from Dave Holladay of Transport Management Solutions who works with CTC nationally on public transport issues and who recently visited the Nottm Station Bike Compound:

"Thanks Hugh

I would like to be at a meeting in Glasgow on Monday 20th, and then an evening in Leicester on 21st, and Brighton on 22nd - a pity it isn't a day later!

Would it be possible to join in by conference call - or at least listen in? It would be wonderful to develop a way to attend meetings without all that travelling!

My pics attached - quieter at night and at the weekend - sadly not able to get the notice in detail forgot to get a close-up. The LED lighting was only working on one of the shelters. No one came over to check out my wandering about snapping. The purpose for the rail at 1.0m seems unclear - all the hoops are too close to a wall or fence - especially the fence! - preventing proper use of the hoops.

If you can get a run of 2-tier parking with a shared space (i.e through walkway) providing the 2.0m wide access to load the racks, you have the potential to park a bike every 10 cm of wall length, in a 2 metre wide strip, as long as you have at least 2.4m of headroom. However that is a fudge - the normal density limit of no less than 1sq m per bike

and generally 1.3 to 1.5 sq.m per bike to allow for access gangways etc.
Dave”

PS. Dave has sent me some information, including a picture, of the new ‘Streetpod’ cycle parking device recently installed by EMT at Alsager Station. The new Streetpods, which are made of 100% recycled material and are 100% recyclable, provide a safe and secure storage facility for cyclists. In addition to its green credentials, the advantage over the traditional cycle rack is that the Streetpod has the ability to secure the bike frame and front wheel with a single lock. I will bring a picture to the meeting on Monday.

(break for 15 minutes, from 8.30-8.45 p.m, approx)

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

3. Minutes of the Pedals Annual General Meeting Held 16th August 2010 at The Globe.

Present: Hugh McClintock, Liz Kirk, Arthur Williams, Peter Osborne, David Miller, Peter Briggs, Andrew Househan, John Bannister, Dave Clark, Susan Young, Tony Morroll, David Earnshaw, Martin Quarton and Ken McLennan.

Apologies for absence: Mara Ozolins, and Roy Wilson

EMCF meeting on Sat 2 October The Globe has been booked for this event. The Globe will be asked to provide tea, coffee, cobs, pitta bread and houmous. Pedals will provide samosas, pecora and fruit. £5 will be payable in advance for this via Paypal.

British Cycling A meeting will be held with Janet Hudson of British Cycling on Wed September 1st at The Globe, to discuss collaboration with Pedals. It will probably be at 7.30pm (or 6pm; tbc with Janet).

Nottingham Station Cycle Parking This was discussed at length. This facility is open 24/7 and it is clear that some form of smart card is required to prevent theft. The issue of personal safety was raised. Feedback on this facility will be requested from users via the Pedals website. Pedals will aim to set up a meeting (probably in September) with East Mids Trains, British Transport Police, Keith Morgan and Dave Holliday of the CTC. Stats are needed on bike thefts and vandalism from other stations in the area.

City Council Spending Cuts. The transport budget will be severely hit, but commuter corridors and Ucycle will continue.

Advanced Stop Lines. Some of these may be threatened with removal by Notts CC. However, in Beeston, some ASL provision may be made at the Tesco development due to Peter Briggs’s efforts. Previously cyclists had been completely overlooked.

Article for Local Newsletters. An article has been drafted by Susan Young that would be suitable for publishing in local newsletters. This will be downloadable from the website and can be edited if required.

Shape up Notts Workplace Challenge. This is proceeding, but more people need to be signed up. Only about half the target has been reached. Prizes are being offered to encourage people to sign up.

Rural Rides. Ridewise will run the programme of rides next year. More details of the new arrangements are still awaited.

Great Notts Bike Ride. Next year is its 30th year. The County Council will be doing less next year. It might be possible to get sponsorship from Sky, it was suggested. Sky has sponsored a number of rides throughout the UK this summer. Hugh to take up this suggestion with Gary Smerdon-White.

Cyclists Breakfast. Both this and the cyclists’ forum were successful. A report was produced which will be put on the Pedals website. The forum will be held in the evening in future.

Lenton and Dunkirk Partnership Forum. Could Ridewise and /or Pedals do an event in Lenton? Susan will encourage Mathew from the Forum to attend a Pedals meeting to discuss cycling on pavements and use of bells etc.

Pedals Theatre Trip. Dave Clark is organising this.

Pedals Website. Should more committee members have admin rights to change the website in order to keep the site up to date? Hugh emphasised that it was vital for our profile to ensure that the website was kept looking fresh, up to date and attractive, including constant refreshment of images.

Cycling for Health. Attempts are being made to set up a project in Rushcliffe similar to that in Broxtowe, now launched and coordinated by Adrian Juffs.

Cyclenation – CTC National Cycle Campaigners Conference Hugh and Andrew are interested in attending this in Edinburgh on 6 November, hosted by Spokes. Others can attend too. We can discuss this further in September.

Nottingham Climate Action Group conference for community groups. This is meeting in Mansfield on November 13th. Hugh will do a workshop there on the suspension bridge campaign in response to the invitation to Pedals to run a workshop on experience of one our campaigns. Others are also welcome to attend.

Nat West Community Fund. Chris Gardner wants a meeting about application for charity status for Pedals. Peter Briggs has experience of this and it was agreed that, as a first step, Peter and Chris should meet, before this was discussed further by the Pedals Committee.

Update / matters arising from minutes of recent meetings

East Midlands Cyclists' Forum meeting in Nottingham (at The Globe PH) on Saturday 2 October from 10.30-16.00

Full information on the event, including booking information, were sent out on 31 August to all the people in my EMCF address book and can also now be found on the Pedals website, to encourage online booking. It would be helpful if anyone from Pedals intending to come could please register now.

We also need to finalise the list of jobs to be done on the day, and who will do them please! We will need to have volunteers around by 9.30-10.00 at the latest please.

Jobs include:-

- Liaison with speakers and overall coordination including dealing with advance registrations, as well as setting up projector etc.: Hugh
- Catering and liaison with The Globe over tea and coffee and other catering they are providing: Andrew Martin and Susan Young
- Liaising with The Globe over setting up tables and chairs, and laying out the room for the meeting, as well as a space for storing folding bikes (depending on numbers)
- Registering people on arrival; checking they have paid, and checking which afternoon options (Big Track Ride, Ucycle Project visit and Station Bike Compound visit, they are taking), as well as giving people coming on the Ride a copy of the Big Track brochure (I will get copies of these from Helen Hemstock)
- Meeters and greeters at the rear of the pub and helping people with bikes to park/store them (folding bikes upstairs, if space permits, and the rest outside in the yard, under supervision)
- Keeping an eye on bikes in the yard throughout the meeting (from the open door at the top of the fire escape)
- Ensuring that we have enough chairs and that they are in place by 10.00, for early arrivals.
- Helping dispense tea and coffee from 10.30
- Helping guide people on the Big Track route and helping show the way to the Station to people who want to peel off early.

Proposed Pedals Theatre panto visit: message of 19 Aug from Dave Clark

"I have also got details of the panto at the playhouse; Its mother goose, the dates that they have are nov 27th/ dec 4th/ 11th at 7.30pm and if we can get ten members or more it will only cost £20.50 each.
dave clark"

Which date do people prefer and who can come?*

My response to letter of 6 Sept from Gary Smerdon-White (Ridewise Chair) to Rural Rides Ride leaders about proposed new Ridewise coordination arrangements

"Gary

As we have in recent months had quite a few discussion about the possible new arrangements for Ridewise in taking over the coordination of the Rural Rides from the County Council there is probably not much more for me to add in response to the letter of 6 September you sent to Rural Ride leaders. However, there are a few points, including some I may have made before which need emphasising:-

- It would definitely be a good idea to include more background information on the routes / leaders' commentaries, including downloads of maps and route descriptions and other relevant information. However, in doing this it is important to make sure that we avoid duplication with what exists already, even if some of it has been around for several years now and will need updating.

This includes sources like the two editions (1997 and 2005) of the Pedals 'City County Forest' leisure rides book, the 1999 Rushcliffe Borough Council Cycle Routes in Rushcliffe book and the 'DIY cycle routes back' which Steve Jones organised at the County Council about 15-20 years ago. I think that Gedling Borough Council a few years ago intended to produce a booklet on rides in their Borough (some of which were essentially those in the CCF book) but am not sure if I ever saw the final version of what became of it (Ian Bussey at GBC may know).

And then there are the recent (?2009) Experience Nottinghamshire cycle route leaflets, and the cycle route description for the Clumber Park cycle route produced by the National Trust a year or two ago, one of a number of such route descriptions for their properties I believe. And then of course there are the various Sustrans long-distance national (and in some cases) regional maps and guides. The Books and Maps section of the Pedals website has information on most of these maps and guides but is not fully comprehensive, at least in relation to the older material, I am aware - see http://www.pedals.org.uk/maps_and_books

- We could certainly do with more promotion of the rides programme by local libraries and cycle shops, and not just in terms of posters. If the printed brochures are displayed and not buried I know that people do like to pick them up and browse through them.

- Regular ride leaders, and regular participants, do, I know, look forward each year to the appearance (usually in mid to late March) of the latest Rides programme and many like to have a printed copy in their hands to flip through and refer to, rather than just a pdf to print out. I therefore think it important to retain having some printed brochure distribution.

- It is indeed very important to have one organisation coordinating the future programme and that it does not become fragmented. I agree that Ridewise is now the obvious organisation to do this, but in close coordination with others, especially Pedals, the CTC, the City and County Councils, PCTs, Experience Nottinghamshire, as well as the pool of past and current ride leaders and participants, while taking full advantage of the newer electronic forms of communication to help bring in new customers, especially among the younger generation.

- I very much agree with the idea of having a wider range of rides, including ones on different themes and run in cooperation with other organisations such as the Notts. Wildlife Trust, the Nottingham Civic Society, local U3A (University of the Third Age groups), Activity Friends, as well as other transport organisations and environmental such as Green Streets West Bridgford and local Transition Nottingham groups with a strong interest in cycling, e.g. the one in Mapperley and Sherwood. Hopefully the advent of British Cycling's new regional development officer, Janet Hudson, is another potentially very useful source of support, as well as Sustrans (Nicola Jones and Matt Easter) and any District Council showing interest in promoting leisure cycling (as mentioned in our recent exchange of emails with Judith Grant of Rushcliffe BC about producing information on local cycle routes to match that on walking routes in their 'Move and Mingle' file format (to be discussed further at a meeting she is keen to have soon, following our discussions on this at the next Pedals meeting next Monday).

- Experience suggests that some people leave until the last minute a decision on whether to turn up for a ride, depending on the weather etc. and I guess therefore that only a few would want to bother with online registration.

I agree that there is certainly scope for improved email and phone communications between leaders and the administrator at Ridewise, particularly after the initial burst of work on arranging the programme, and to keep closely in touch about any changes in circumstances on either side which may need some rearrangement of the programme or leaders.

I will raise this matter at the next Pedals meeting and get back to you after that with any further comments. Meanwhile, I look forward to further information about the new arrangements, including the likely date and venue for the annual review and planning meeting (it helps to get this in peoples' diaries in plenty of time, experience shows). I confirm that I am also happy to continue my own personal involvement as a ride leader, as I have been doing since Pedals started the programme in the early 1980s!
Hugh

...comments from Karina Wells (13 Sept):

"Karina

Thanks for this suggestion which has in fact been made before. However, some ride leaders did not want their details made generally public.

Hugh

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

From: [Karina Wells](#)

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

Sent: Monday, September 13, 2010 5:27 PM

Subject: RE: response to your letter of 6 Sept to Rural Rides Ride leaders about proposed new Ridewise coordination arrangements

Dear Hugh,

I don't know if it is at all possible but some of the leaders would have liked to have their email or telephone details displayed as that way people could contact them if there was any doubt whether the ride would go ahead.

Just a thought.

Speak soon

Karina

....comments from Hilary Silvester, Nottingham Civic Society 14 Sept)

"Hugh

Many thanks for this. Yes, it would be good for Nottm Civic Soc to get involved in this.

Also, perhaps we could float the idea again next year of guided rides for Heritage Open Days: the guided walks always do well, so there's no reason why we can't extend this to rides. Perhaps we can talk some time soon, once I've recovered from this year's HODs!
Best, Hilary

....response to Hilary from Gary S-W (13 Sept)

" Hi
If we can make this work it will be great but we'll still need someone willing to champion the Heritage rides - they'd have to
*plan the ride(s)
*describe it
*get a leader for the ride
Any ideas - is it the sort of thing John Rhodes might be interested in doing?

I could see a DH Lawrence cycle ride being good linking film sets and places in his story - ditto the homes of the lord Mayors/Sheriffs of Nottingham.

RideWise can be the glue in a network of rides and groups across Notts but unless funding is found we don't have the resource to develop loads of rides to fit all interests. I see lots of cells developing the rides and RW providing tuition for leaders, insurance and publicity to lots of people in the network.
Gary

Cycling England 'Making a Cycling Town DVD (10 mins)': message from Nigel Williams Cycling England (18 Aug)

(I already have a copy of this short film on the result of the Cycling Town projects, as mentioned at the August meeting – do we want to show it at a future Pedals meeting?)*

"Making a Cycling Town is the report that captures the experiences of the Cycling Demonstration Towns. It details best practice, including recommendations for the development of a town-wide programme to promote cycling, as a result of lessons learnt from the Cycling Towns programme. Copies of the report and an accompanying CD, containing a short film with examples of what the Cycling Demonstration Towns delivered with their funding, are available at no cost to local authorities.

Order your copy or download from
<http://www.dft.gov.uk/cyclingengland/cycling-cities-towns/results/>
Regards, Nigel
On behalf of Cycling England"

Re: Commuter Cycle Route Improvements - City Centre to Clifton and University Links – some further comments from Jonathan Shewell-Cooper, Wilford (19 Aug):

"Jonathan
Thanks for your comments which I will mention at the next Pedals meeting, on Monday 20 September.
Hugh

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

From: [Jonathansc \(NTL\)](#)

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

Sent: Thursday, August 19, 2010 9:30 PM

Subject: Re: Commuter Cycle Route Improvements - City Centre to Clifton and University Links - reply to your letter of 12 July

Hugh,
Thank you for sending me the below.

I would repeat my earlier stated opposition to allowing cyclists onto the Bee bank - an off road section along Wilford main Street is necessary. The road is only busy at the start and end of the school day exactly when there are many more walking on Bee bank so there would be no room for cyclists. The local resident group would oppose this.

Attached are two photos to illustrate the two of the issues I raised with the city centre to Wilford route

016 - at the north entrance to the where Queens walk goes under Robin Hoods way, which show where the surface has sunk around the drain, which creates a mud trap and which can flip you off you bike if you catch the edge on you way out of the underpass.

017 - the constant puddle outside the Vat & Fiddle which reduces the width of the cycle space for much of the winter
regards, Jonathan

p.s. Three drain covers were missing on Coronation ave this evening

Lenton Lane cycle path / shared path signs and markings; copy of my message of 22 Aug to Keith Morgan, City Council:

"Keith. I mentioned at the recent CDG meeting that the incorrect cycle route / shared path signs and markings on Lenton Lane, installed earlier this year, had still not been removed, and have since been asked if you please let us know just when this will be done, Hugh

quick update re Attenborough nature reserve flood alleviation works and new tracks – message of 15 Sept from Brian Goss:

"The contractors have now tarmaced the new track from Attenborough sailing club to Attenborough village. must therefore be a permanent feature. I think from memory this is the section that was described as being designated 'quiet space & occasional land rover access for maintenance'

my feeling is that now they have a ~3.5m wide tarmac road there, in close proximity to the railway line, the arguments for quiet wildlife habitats are very weak, and that it will be difficult for them to make a strong justification for preventing cyclists from using it.

See what happens with the other sections...cemex works to Beeston Business Park still surfaced as rolled aggregate. Hope this helps, Brian

....comments from Gary S-W (15 Sept)

I'll have a look around this weekend but the bit from the sailing club to Meadow Lane Long Eaton is the important bit of this being useful as it adds another loop onto Big Track and Reservation out to Erewash Canal
Gary

.....comments from (Broxtowe) Councillor (and Pedals member) Steve Barber (15 Sept)

" I'm not sure which bit this refers to but I may be partly guilty:

When I worked for Nick Palmer (former Broxtowe MP) the Attenborough Sailing club approached us regarding the flood defence work and the inconvenience caused during construction. I helped them negotiate a newly surfaced car park as compensation. Perhaps this has now been extended to include their access road which runs close to the railway. Of course it is a jointly used private road for Network Rail, Environment Agency, Severn Trent and a private landowner as well as the Sailing Club.

Do you think this is the case?
Steve

cycle routes and The Forest Recreation Ground restoration plans – my message of 22 August to Chris Carter, City Council:

"Chris

Seeing an item in the Nottm Post recently (20 Aug, p12) about the restoration plans for The Forest Recreation Ground reminds me to renew the question to you about the implications of these plans for local cycle routes which, you may remember, I raised at one of our CDG meetings several months ago.

Although I have managed to download a plan of Stage 1 proposals for the Forest Recreation Ground from the City Council's website it is not clear from this, any more than it was from a draft Masterplan I saw a few years ago, what account has been taken of cycle routes in the proposals. I particularly have in mind the cycle routes across The Forest, not just between Bentinck Street and Mansfield Road but also the route between Forest Road and the toucan crossing north of the site on Gregory Boulevard (after following around the back of the tram stop, between the tram stop and the Park and Ride site)

As you may know, this was introduced towards the end of the NET Line One implementation period, in 2004, following the agreement between Pedals and the NET Project Team on the importance of this alternative route for cyclists, as part of a longer alternative route across the Forest Fields, Radford and Arboretum areas, to give cyclists who wished a chance to avoid riding on the narrower roads with tram tracks in the area, parts of which like Mount Hooton Road and Waverley Street are of course also much steeper.

When the draft proposals were published I did make a few comments, on behalf of Pedals, on this apparent omission, but, as far as I recall, these were never acknowledged so I am still not clear if they were taken on board, particularly as cycle routes are not specifically referred to in the latest plans.

Having said that, however, I notice that the latest proposals contain a whole series of scheme to improve the attractiveness of the area, including access and circulation improvement such as repairs to / resurfacing of paths and improved lighting and CCTV so the proposals are indeed still likely to be of benefit to cyclists, provided that these routes continue to be signed and promoted as cycle routes.

best wishes
Hugh

Highways Agency “congestion reduction” scheme for the A52 (Derby Road) between the QMC island and the Bramcote Island – meeting now arranged for 15 Sept

I have arranged to meet Nick Lowe of A1 Plus Consultancy (the Managing Agents Consultancy for the Highways Agency for trunk roads in this area) to discuss our objections to the lack of provision for cyclists in these proposals. The meeting will be on 15 Sept at 10.00 at the Sustrans Ucycle Project Offices at Nottingham University.

In the phone call I had with him on 1 September he did not seem to know much about the reasons for our objections so I spent sometime discussing these and how they might be overcome. He was however adamant that the Highways Agency would not agree to the idea of providing a cycle lane, alongside one general traffic lane, in both directions on the narrower section of the A52T between the Priory and QMC islands, in view of the fact that they wish to continue the (unmarked) formation by drivers of two lanes in each direction on this stretch which in practice occurs in rush hours.

....Report of meeting on 15 September with Simon Came, Richard Hardstaff, Nick Lowe and Jeremy Dixon of A-one+. (also attended by Keith Morgan of the City Council, David Pick of the County Council and Joanna Ward of the Sustrans Ucycle Project) to discuss these proposals:

“Below are the notes from this morning's meeting to discuss the implications for cyclists of the proposals of the Highways Agency for the A52T between the Bramcote and QMC roundabouts and, specifically, Pedals objection the HA's recent orders for the proposals for The Priory Roundabout including the truncation of part of the bus and cycle lane on the approach from Bramcote

Although the whole scheme still remains basically aimed to increase capacity for motor vehicles we did manage to agree on some significant cycling improvements including toucan crossings and improved shared paths on most of the 'arms' of the Priory roundabout, and an ASL on the western (Bramcote) approach to this junction, as well as for various other possible changes to be investigated, as detailed below. Some of these will also be included in the further work on the 'Non-Motorised User Study' for this stretch of the A52T, which has now been drafted and on which we should soon be consulted, prior to a further meeting. We agreed that the Priory Island (now to be signalled on all 'arms') is a good example of a situation where different types of cyclist would vary in their behaviour with less confident ones prepared to make use of the succession of shared paths and toucan crossings around the junction, even if slower and more indirect, whereas others, more confident and experienced, would stick to riding on the carriageway, as being faster and more direct.

One continuing area of disappointment is that the HA are adamantly opposed to including any cycling provision on the narrower stretch of Derby Road between the Priory and QMC island on the grounds that they say it is essential to maintain the present (unofficial) forming of two lanes of general motor traffic that occurs in both directions during peak periods and that the constrained width of this stretch means that there is therefore no room either for cycle lanes or converting the (mostly relatively narrow) footway to shared use. We can discuss this further when we have the results of the NMU study.

Meanwhile I agreed that we would consider at the Pedals meeting on Monday whether in the light of the improvements now agreed to the details of The Priory roundabout scheme to consider withdrawing our objection to the Order for this particular scheme, on which work is likely to start in February. Please let me have any comments before or at the meeting.

Hugh

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

From: [Hardstaff, Richard](#)

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

Cc: [Came, Simon](#) ; [Kamaljit Khokhar](#) ; [David Pick](#) ; [Lowe, Nick](#) ; [Keith.Morgan@nottinghamcity.gov.uk](#) ; [joanna.ward@sustrans.org.uk](#) ; [Dixon, Jeremy](#) ; [Astill, Pete](#) ; [Harding, Jon](#)

Sent: Wednesday, September 15, 2010 4:33 PM

Subject: RE: A52 Capacity Improvement Scheme - General Arrangements - relevant Highways Agency guidance on cycling

Mr McClintock

Thank you for attending the meeting earlier today and I trust you found it useful. I attach PDF copies of the scheme proposals presented at the meeting and I can confirm that we will consider the following issues further:

- Moor Lane Pelican Crossing – investigate possibility of converting this to a full Toucan crossing (potentially sub-standard and so would require a departure from standards and there is concern that a sub-standard crossing may lead to conflicts between users). Even if maintained as a Pelican crossing we will widen the dropped crossing lengths to 3.6m.
- Priory Roundabout (A52 approach from west) Pelican Crossing – investigate possibility of converting this to a full Toucan crossing (potentially sub-standard and so would require a departure from standards and there is concern that a sub-standard crossing may lead to conflicts between users). Even if maintained as a Pelican crossing we will widen the dropped crossing lengths to 3.6m.
- Priory Roundabout (A52 approach from west) – Add Advanced Cycle Stop Line to proposals however no lead in lane will be possible due to the limited road width.
- Priory Roundabout Woodside Road/Wollaton Vale Arms – Incorporate Toucan crossings in the design should Nottingham City Council confirm their intention to upgrade the associated footways to shared use facilities on

Woodside Road and Wollaton Vale. Even if installed as Pelican crossings we will widen the dropped crossing lengths to 3.6m.

- Adams Hill approach to QMC Roundabout – NMU Study to investigate possibility of short length shared use facility on south side of A52.
- A52 approach Bramcote Roundabout from east – NMU Study to investigate possibility of short length shared use facility on south side of A52.
- Investigate possibility to include dropped facility from A6200 westbound approach to QMC Roundabout just short of stop line to allow cyclists to access the shared facility at this junction. Nottingham City Council to have final say on this proposal.

We will, of course, keep you informed on any progress with these issues and I would appreciate it if you and your members could reconsider your objection to the traffic regulation order in light of the above. If I can be of any further assistance please let me know.

Richard Hardstaff
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Notts. Workplace Challenge - £1000 Cash Prize now being offered

"Fancy keeping yourself fit and healthy and earning some money in the process? Well now you can! The Shape Up Notts! Team are offering all Workplace Challenge participants the chance to win **£1,000 cash**. All you need to do is log 2,000 Shape Up Notts! points between 1st September and 31st October 2010 and then complete the Workplace Challenge evaluation questionnaire and you will be entered into the draw to win this fantastic prize!

Not a member of the Workplace Challenge? Don't worry, you can still sign up by [logging into your Shape Up Notts! account](#) and clicking on the Workplace Challenge banner on your profile homepage.

So what are you waiting for? Hop on your bike, go for a walk or hit the gym and don't forget to log those points when you get home!

Good luck!
The Shape Up Notts! Team
Sport Nottinghamshire, **Tel:** 0115 848 3443, **Web:** www.sportnottinghamshire.co.uk

Future of the Great Notts Bike Ride

I know that Gary Smerdon-White has been having various discussions about this and hope to be able to give some update report on these at our meeting. There is, I understand, a gap of about £40,000 between the total costs of running the Ride and the total income from entry fees and sponsorship etc. It seems very unlikely that the County Council will now be willing to cover this deficit.

I wonder what people think of the idea of asking Ride entrants to pay an extra £10 a head to keep the ride going? My suspicion is that there would be a lot of objection to this, especially in current economic circumstances, even if it was the price of keeping the GNBR going.

I have also mentioned to Gary the idea of asking Sky to do a Sky Ride here as they do now in Leicester, etc., but there are various complications in taking this forward too.

13 Oct; next Greater Nottm Cycling Development Group meeting

Suggestions please for items to raise at this meeting.

25 October City Council Scrutiny Panel discussion on cycling

It would be useful at our September meeting to discuss ideas to raise with City Councillors in the discussion on cycling at this Scrutiny Panel meeting on 25 October, with particular reference to reviewing the implementation of the

2008 Cycling Action Plan which we helped to produce (and which can be downloaded from the Pedals website, by the way).

I have also now been invited to the 23 September meeting of the Scrutiny Panel when they are due to have a further discussion on Winter Gritting, a follow up to the meeting in March held in response to criticisms of poor performance in terms of gritting pavements and roads during the prolonged bad weather last winter.

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

Meeting with Janet Hudson of British Cycling on 1 Sept to discuss cooperation with Pedals:

Verbal report at our meeting, based on my report of 2 Sept to Gary Smerdon-White who had hoped to attend but who in the end could not make it:

"Sorry that you were not able to get along last night for what I think was indeed a useful meeting and made clear that British Cycling are keen to support other cycling promotion efforts locally, particularly in terms of recreational cycling. In fact the meeting ended up with just the two of us as none of the other 3-4 people from Pedals who could expressed interest could in the end make it.

Judith Hudson, who is based in Nether Broughton, said that she had only started work a few months ago as the Development Worker for British Cycling in the East Midlands and that most of her time so far has been spent focusing on Leicester and Leicestershire, particularly in terms of her work with Leicester City Council on the recent Leicester Sky Ride.

Her brief is to cover 4 counties, i.e. including Nottinghamshire, Derbyshire and Lincolnshire and she is keen next year to do more work in Notts and Derbs. which could be very useful to us.

Much of the meeting I spent briefing her about a range of local cycling initiatives, from Pedals, Ridewise, GNTP, the CDG, the PCT and the City and County Council and the current uncertainty over the future of quite a few of them, especially ones in which the County Council has been involved. She seemed particularly interested in the Rural Rides programme and the GNBR. There might well be some scope for them to help support the new Ridewise-coordinated Guided rides programme.

On the GNBR I said that our feeling in Pedals (as agreed at our last monthly meeting) was that, if at all possible, we were keen for the GNBR to continue in roughly its present form, i.e. with the same title and clear local identity and involvement but that, if there was now any real threat to its continuing survival (especially next year, its 30th year) to welcome any approach from anyone else who might wish to come in and take it over, even if that was an organisation like Sky who would want probably to come in and take it over completely, and possibly erode a lot of the current strong local identity. She said that Sky had already this year expanded the Skyride programme from the original 4 (of which Leicester is one; clearly they have a good working relationship with Leicester City Council who never had any such mass local ride before) and that, subject to finance, were in principle keen to expand further the number of local Skyrides they promote. I emphasised that it was still early days to know for sure whether or not there would be any future County Council involvement in the GNBR but that above all we were keen to maintain continuity and to ensure that all the goodwill built up over the years by the very popular event was not lost.

She knew very little of the background to what had been done already by various bodies to promote cycling in Nottingham and had obviously not heard, for example, of the GNTP / Big Wheel or Ridewise, let alone the Big Track, the Cycling for Health Project, the Sustrans UCycle Project, or the FHA Bike Club etc, but clearly she is now keen to learn a lot more and to develop contacts with all other interested parties. I gave her copies of past Pedals newsletters, etc., to digest, and recommended also that she take a look at the wealth of material now on the Pedals website. I think it would also be very useful, to her and to us, if you could invite her along to the next Cycling Development Group meeting on 13 October, so that she can meet more people and get more of a feel for what we all do and how we work together, to help her then develop her ideas on how BC might fit in and support us.

As part of her work to make contact with other people in the region involved in promoting cycling she is also keen to come along to the East Midlands Cyclists' Forum meeting Pedals is hosting in Nottingham on Saturday 2nd October, (online) bookings for which have just gone live.
Hugh"

Report on 9 Sept Cycling for Health Project Steering Committee

Peter Briggs represented Pedals.

5. Finance (Chris Gardner to report)

Chris Gardner and Peter Briggs are planning to meet soon to discuss Peter's experience with charity status for voluntary groups and his proposals for Pedals to learn from this and consider this possible change, as he mentioned some months ago. Chris is also interested.

Larry Neylon and Chris Gardner have, I know, been trying to sort out the problems we have had of transferring outstanding PayPal payments in to the Pedals bank account. Many thanks for all their efforts on this.

6. Forthcoming events / meetings

- Pedals meetings

At the last meeting Peter Briggs suggested that we have soon a special discussion on the pros and cons for road safety of a possible switch to keeping British Summer Time all year round, as advocated by various people including Mayer Hillman.

I think now that there will be little time for a proper discussion this at our September meeting so we could perhaps have this at one of our next meetings, if people are interested.

Other suggestions I am aware of for speakers / special topics for the next few Pedals meetings include:-

- Chris Carter, City Council Transport Strategy Team leader
- John Holmes of BBC Radio Nottingham and keen cyclist etc.
- Update on the Ucycle Project – discussion with Joanna Ward (perhaps in January / February, a year after she last came along)
- Discussion on Pedals / Ridewise cooperation, with Gary Smerdon-White and Graham Hubbard, with particular reference to details of the likely take over by Ridewise of the Rural Rides programme.
- Arrangements for Pedals Christmas Social evening on Monday 20 December

What do people think of these, and any other ideas please?*

Other meetings / events

In Town Without My Car Day returns on September 22nd. – from The Big Wheel Newsletter, Aug 2010

In Town Without My Car Day returns on September 22nd. The international event has boomed since its launch and countries including Canada, Japan and Taiwan now take part in the prestigious event. Closer to home, the day forms part of European Mobility Week whose theme this year is 'Travel Smarter, Live Better'. It aims to raise awareness about urban mobility and transport issues with the overall aim of improving Europeans' health and quality of life.

Along with urban commuting comes certain challenges – namely air pollution, traffic, noise and stress. European surveys have shown that over six people in ten say that automobile traffic in cities is unbearable. At the same time, the number of cars and urban traffic is on the rise. In Town Without My Car Day represents a chance to focus on the issues facing urbanites. It stresses the rights of pedestrians and cyclists and is an opportunity to continue the dialogue for more and better public transport.

2181 European cities took part in 2009's event and towns and cities across the UK are now planning their campaigns for 2010. Businesses across the UK are emerging as key players in the event with many of them beginning to implement transport policies that encourage employees to use more sustainable methods of transport to travel to the their place of work. Indeed, as we reported in our last newsletter, health and well-being (courtesy of maybe cycling or walking to work) is increasingly being seen as indicative of a happier, healthier workforce.

The Workplace Challenge is one of many local initiatives aimed at businesses wishing to work together with employees to take responsibility for climate change while looking after employees' health. There is now strong evidence that being active regularly can help to keep our bodies fit and our brains sharp – not to mention the financial benefits: reduced absenteeism, increased motivation and increased productivity. There is much more information on the challenge on our web site: www.thebigwheel.org.uk/challenge

You can download a marketing toolkit that contains marketing materials to help your business plan your In Town Without My Car Day campaign by visiting: www.mobilityweek.eu

Cycling for Health steering group meeting is this Thursday 9th September

report from Peter Briggs.

Shape Up Notts Workplace Challenge 2010 – Steering Committee meeting of 17 Sept

I will give a verbal report on this at our meeting.

CTC / Cyclenation Autumn Cycle Campaigners' Conference, Edinburgh, Sat. 6 Nov.

Who, apart from Andrew Martin and myself is interested in going to this, hosted by the Edinburgh and Lothian Cycle Campaign Group, Spokes?*

"Cycle campaigners from across the UK will be coming to Edinburgh on November 6th to attend the Spokes/Cyclenation/CTC conference. Full details and a booking link will appear on this page very soon.

The conference will take place on Saturday 6th November at the Eric Liddell Centre, 15 Morningside Road, EH10 4DP. Delegates arriving at Waverley station will have the chance to sample some of Edinburgh's cycle facilities, including the cycle lanes on the Mound and the paths through the Meadows and Bruntsfield Links in the 20 minute cycle to the venue.

For those arriving in Edinburgh the night before, there will be a social evening at the Bike Station, 250 Causewayside, EH9 1UU, with refreshments and takeaway food available. This is the chance to see Scotland's pioneering social enterprise which refurbishes and sells donated bikes (20,000 donations since 2001) as well as organising cycle training for children and adults, self-help repair workshop sessions, build your own bike courses and a £750,000 travel behaviour change campaign "A Better Way To Work" (www.thebikestation.org.uk).

On Saturday evening, Spokes will host a ceilidh, and Lothians CTC will organise a range of cycle rides on Sunday 7th November."

More information can be found at: <http://www.spokes.org.uk/wordpress/>

7. Cycle facility and traffic management matters

Rennie Hogg Road cycle path intruding vegetation etc. – my message of 22 Aug to John Lee, City Council:

"John

With the recent growth of intruding vegetation on both sides of the cycle path between Rennie Hogg Road and Birdcage Walk it does not look as though the path has had any maintenance for several weeks at least, now making it rather awkward to use conveniently. Could you please have this attended to asap and would it be possible in future please to have it more regularly maintained as it seems to be one area, like the corner of Birdcage Walk near Crossgate Drive which seems to be particularly prone to the growth of intruding vegetation at this time of year?

I also notice that, for some reason, there is now a substantial gap (of around 3cm, I guess) at the Birdcage Walk end of the bridge in this path, meaning that you now get quite a jolt when you ride over it. Even when this path was first completed a couple of years ago, I recall that this transition was never absolutely flush but it has now got definitely worse and also needs attention please.

Also nearby, at the junction of Birdcage Walk and Lenton Lane by the railway bridge, the cycle route direction sign opposite the end of the path, facing westbound cyclists, has again become quite difficult to read because of growth of intruding vegetation. This also needs proper cutting back please.

Thanks and best wishes
Hugh

....and his reply of 25 August:

“Hugh, unfortunately due to the current financial situation, I been advised that I cannot raise any works orders at present so I cannot get any of these paths cut back, as soon as things change ill make sure these paths are a priority due to their high use and the amount of money the council has invested in these so we shouldn't just to let them become overgrown and in parts obstructed. Ill keep you informed.

Regards, John Lee
Rights of Way Officer
Development Department
Traffic Management
Direct Line: 0115 9156078”

need for repair of surface of link path from Buckfast Way to Grantham Canal WB (and WB local cycle route signing) – my message of 12 Sept to Paul Hillier, Notts CC:

“Paul

I know that the County Council is very short of money these days for anything more than a bit of maintenance but wondered please if there is any chance, under this category, of getting some improvement to the surface of the short path linking (Eltham Road and) Buckfast Way with the Grantham Canal path. The canal path surface was of course greatly improved a few years ago but the surface of the link path, an important and very useful connection not just between Gamston and West Bridgford town centre but also to and from the A52T toucan crossing east of Gamston) remains poor and has several patches of mud and puddles for some time after each period of rain.

I would be quite happy to arrange a site visit to discuss this with anyone from the County (or Borough) Council willing to take this further!
best wishes, Hugh

PS. Various people have commented to me recently on the disparity between the greatly improved cycle route direction signing in Rushcliffe along the riverside path etc. from Wilford through to Radcliffe etc., and the continuing lack of direction signing on other more local cycle paths/shared paths, e.g. in Gresham Park so that people without detailed local knowledge of the area easily get lost. I know I have mentioned this various times before but, as it has now been mentioned to me yet again, thought I would ask once more if there is any chance of this being put right in the foreseeable future please?

Greening Campaign / Sustrans – copy of email of 24 Aug from Michael Bedford to Matt Easter of Sustrans re Radcliffe on Trent Country Park:

“Matt

Although not strictly within the Radcliffe village bounds, the proposed country park link using the path of the existing mineral line would give a great boost to leisure activities in the village.

Have Sustrans been approached directly by Nottingham County Council in respect of this new link with Cotgrave?
Cheers, Michael
MiMo Associates
Tel: 0115 845 0151
Work mobile: 0789 4899720

20's Plenty for Us video – message of 30 Aug from Rod King, national coordinator, 20's Plenty for Us campaign about new video:

“Hi

I may have mentioned that our 20's Plenty for Us campaign is gaining international interest.

We now have contacts in France, Switzerland and the USA.

Recently New York City Dept of Transport announced a major push towards 20mph limits on their streets.

We were also delighted when StreetFilms of New York wanted to put together a video on our work in the UK.

You can now view the video at
<http://www.streetfilms.org/no-need-for-speed-20s-plenty-for-us/>

Many thanks to colleagues in York and Warrington who helped in this film.

The video is now embedded into our home page at www.20splentyforus.org.uk

Please pass the link on to councillors, transport officers, etc who you think will find it useful.

Best regards, Rod,
Rod King
07973 639781
rodk@20splentyforus.org.uk

Pedals website reference to Cycle hire at the NWS ; message of 31 Aug from Calum Ferris-Lay

“It has been brought to my attention that on the following URL http://www.pedals.org.uk/contacts_list it states that bike hire is available at the National Water Sports Centre. This is no longer something we offer. Could you please

remove?

Thanks in advance
Kind Regards , Calum Ferris-Lay
Business Development Manager
National Water Sports Centre, Adbolton Lane, Nottingham, NG12 2LU
www.nwscnotts.com
dd. 0115 982 4745
t. 0115 982 1212
f. 0115 945 5213"

Grantham Canal towpath use by cyclists and impact of the A46T roadworks – my reply of 7 Sept to message of 6 Sept from Jonathan Shewell-Cooper:

"Jonathan
Thanks for your email about the impact of the A46 roadworks on the use of the Grantham Canal towpath by cyclists which I am passing on to various people in A-One Plus (Managing Agents Consultancy for the Highways Agency) and Notts County Council who may be able to give more useful up to date advice than I can.

I might mention that this issue was certainly very problematic back in May when my wife and I attempted to use this path returning from a cycling trip in the Vale of Belvoir and could not find any clearly signed available route through towards Cotgrave etc. We raised the matter with various people then, including the Police, the contractors (Balfour Beattie) etc. but did not get much helpful information other than a suggestion that a diversion sign on the towpath must have been vandalised / removed.

I have no recent information on whether the situation has improved since then but would be interested to know. I will also raise this, and any responses I now get, at the next Pedals meeting, on Monday 20th.

best wishes
Hugh

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

From: jsc@scfish.co.uk
To: Hugh.McClintock@ntlworld.com
Sent: Monday, September 06, 2010 12:24 PM
Subject: Grantham Canal

Hugh,
Where could I find out about the impact of the A46 road works on the use of the Grantham Canal Towpath by cyclists?

Your thoughts would be helpful?
Regards, Jonathan

...and his further message on this (of 10 Sept):

"Jonathan
I agree that this response from Balfour Beatty confirms that the diversion signing is inadequate, though am not clear whether this is just because of vandalism or whether it has never been adequate since the work started on the new road.

I don't have information on just what they are committed to delivering so suggest you check with this with a) Jeremy Dixon of A-One Plus (Managing Agents for the Highways Agency for Notts Trunk Roads) or Steve Jones or Stephen Tipping of the County Council's Rights of Way section.

Please continue to keep me posted and good luck!
Hugh

PS. I am also copying my response to Terry Scott and Cathy Melia of Notts CTC.

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

From: [Jonathan SC \(Scfish\)](mailto:Jonathan SC (Scfish))
To: [Hugh McClintock \(Pedals\)](mailto:Hugh McClintock (Pedals))
Cc: member@melia15.freeserve.co.uk ; Stephen.Tipping@nottsc.gov.uk ; clive.wood@nottsc.gov.uk ; paul.hillier@nottsc.gov.uk ; Jeremy.Dixon@aone.uk.com
Sent: Friday, September 10, 2010 7:56 PM
Subject: Fwd: Re: A46 - Newark to Widmerpool - Grantham Canal towpath use by cyclists and impact of the A46T roadworks

Hugh,
The response from Balfour Beatty - it seem inadequate that the diversion is not signed. Do you know what they committed to delivering?
regards, Jonathan

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

Subject: Re: A46 - Newark to Widmerpool - Grantham Canal towpath use by cyclists and impact of the A46T roadworks
Date: Fri, 10 Sep 2010 19:32:02 +0100

From:Pam Hobson <Pam.Hobson@bbcel.co.uk>
To:Jonathan SC (Scfish) <jsc@scfish.co.uk>

Hello Jonathan

Thank you for your email.

In the finished scheme it will still be possible to use the towpath to get under the new and old A46's.

During construction as you are aware the towpath is closed and there is no formally signed diversion although I understood British Waterways had erected maps at the crossing of Nottingham Road.

The route to take from Nottingham Road, assuming you are wishing to get to the car park, would have to be to the new roundabout, left along the new section of A46 then right into the car park.

Kind regards, Pam
Pam Hobson
Public Liaison Manager
Balfour Beatty Civil Engineering Ltd
A46 Improvements
Newton Business Park
Shelford
Nottingham
NG13 8HA
Helpline - 0800 917 0279
Direct Dial - 01949 822362

>>> "Jonathan SC (Scfish)" <jsc@scfish.co.uk> 07/09/2010 20:12 >>>

Pam,

I hope you are able to help me with the following. Where could I find out about the impact of the A46 road works on the use of the Grantham Canal Towpath by cyclists? I understand this is currently blocked - is a map of the signed diversion available?

Regards, Jonathan

....response of 7 Sept from Jeremy Dixon, A-One Plus, Managing Agents Consultancy (for Trunk Roads in Notts) for the Highways Agency:

"Jonathon,

Further to Hugh McClintock's email my recommendation is that you contact Balfour Beatty directly who will be able to confirm current progress and the impact on the Grantham Canal Towpath. Balfour Beatty's Public Liaison officer (copied into this email) is Pam Hobson (pam.hobson@bbcel.co.uk Tel: 0800 917 0279).

The following is a link to the dedicated website for this scheme:

<http://www.highways.gov.uk/roads/projects/4403.aspx>.

Regards, Jeremy Dixon
Network Guardian
A-one+
Building 1, Core 27,
Sherwood Business Park, Nottingham. NG15 0EB
Reception tel: 0844 3728381
Direct tel: 01623 886653
Mobile: 07540 701489
General fax: 01623 886768
Abnormal load fax: 0844 3728383
Email: Jeremy.Dixon@aone.uk.com

Nottingham Cycle Journey Planner - request for feedback on the Nottm routes in the Transport Direct Journey Planner - my reply of 7 Sept to message of 4 Sept from Jonathan Shewell-Cooper (Pedals member who is involved in this project through his work for ATOS Origin):

"Jonathan

Thanks for this message which I was glad to hear about. I am now passing it on Pedals activists to try out and make comments on before I get back to you after our next monthly meeting, on Monday 20th September.
best wishes, Hugh

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

From: "Jonathan SC (Scfish)" <jsc@scfish.co.uk>
To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>
Sent: Saturday, September 04, 2010 3:57 PM

Subject: Nottingham Cycle Journey Planner

> Hugh
> The Cycling England survey of 'Nottingham' cycle routes has now been
> made available to the Transport Direct planner. See below for links. I
> know they would value feedback via the contact us facility both on the
> quality of the data - how "right" in the eyes of experienced cyclists
> are the results, plus general usability suggestions. The URL is below.
>
> <http://www.transportdirect.info/Web2/JourneyPlanning/FindCycleInput.aspx>
>
> It is also possible to construct destination specific URLs like the one
> below for the Globe PH; which could be added to the Pedals web site so
> cyclists can plan their journeys to East Midlands Cyclists' forum.
>
> [http://www.transportdirect.info/Web2/JourneyPlanning/JPLandingPage.aspx?id=JSCPlan&do=en&dn=EAST+MIDLANDS+C
YCLISTS+FORUM+The+Globe%2c152+London+Road%2cNottingham%2cNG2+3BQ&d=457905%2c338507&da=d&m=b&
p=0](http://www.transportdirect.info/Web2/JourneyPlanning/JPLandingPage.aspx?id=JSCPlan&do=en&dn=EAST+MIDLANDS+C
YCLISTS+FORUM+The+Globe%2c152+London+Road%2cNottingham%2cNG2+3BQ&d=457905%2c338507&da=d&m=b&
p=0)
> regards, Jonathan

Comments, please!*

....Comments from me to Jonathan Sh-C

" Jon
Just tried a quick go of using this to see what it recommended for my former
regular route to work at Nottingham University (NG2 7AA to NG7 2RD) and was
surprised not only that it did not recommend the obvious direct and quiet
route via Birdcage Walk etc. but instead took me on the riverside path to
Clifton Bridge and then up the (west side) Clifton Boulevard cycle path from
there, a much longer distance and no quieter or more pleasant!

I was also a little surprised that it recommended I use the longer (though
admittedly a little quieter) route towards the Suspension Bridge via the top
part of Musters Road and Millicent Road (and the Loughborough Road toucan
crossing near County Hall) rather than the more direct route via Melton
Road, which does at least have (good) ASLs at the Melton Road / Loughborough
Road junction. In that case I can see that some (less confident) cyclists
would prefer it because it is quieter, if much more indirect.

I will do further try-outs later, as well as getting other feedback to pass
on to you.
Hugh

....Comments from Iris Foweather (7 Sept):

"From: "Iris Foweather" <iris_foweather@lineone.net>
To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>; "Jonathan SC
(Scfish)" <jsc@scfish.co.uk>
Sent: Tuesday, September 07, 2010 10:07 PM
Subject: RE: Nottingham Cycle Journey Planner - request for feedback on the
Notnm routes in the Transport Direct Journey Planner

>I tried it for my journey to work, from NG8 2QU to Ruddington Business
>Park. It sent me through Wollaton Park, which would be very pleasant but does
> not open until 1/2 an hour after I leave for work. It then sent me a
> convoluted way through the Meadows to Wilford Bridge and straight down to Ruddington,
> at that point it ignored Rushcliffe Country Park (which never shuts though
> its unlit at night) and sent me 1/2 a mile down the A60... I do it in 7.9
> miles and am mostly off road, the planner did it in 8.9 with no more off
> road and with a slower convoluted route.
>
> I go down Woodside Road, University Boulevard, round the ring road and
> down Ruddington Lane and then through the country park.
>
> I would not like to be using it in a strange city - would be stuck if it
> used Parks etc which do not open until 08:00 (09:00 at weekends) and close at dusk.
>
> It also seemed keen on Route 6 and the big track when there are other 'unnamed' cycle paths better placed.
> Iris Foweather

....from Chris Birkby (8 Sept):

> I thought I would give it a try for my normal journey from NG12 4FY to
> St Mary's Church on High Pavement, Nottingham. Perversely, the church
> was not listed so I went for a nearby bar. The quietest route was a

- > little convoluted to say the least and the quickest route would not be
- > my choice as far as safety is concerned (and not much quicker than the
- > one I use, I would have thought). Still, it's a nice idea, but needs
- > some sort of safety scoring system for the roads. I would not cycle
- > over Lady Bay Bridge (for example) and would not be happy with the canal
- > tow path except in broad daylight before the pubs get going. Then
- > again, I suppose local knowledge of a journey I make several times a
- > week is bound to make more sense
- > Chris Birkby

..from Iris Foweather:-

"Jonathan.

Please see the attached, it is old but I bet the council still has the same views, I was complaining the Park was closed too much (even in the hours of daylight)...

Regards, Iris

....(and her forwarded message from Bob Chaffin, City Council)

Thank you for your recent e-mail regarding earlier opening of Wollaton Park during the summer months.

Whilst I appreciate your views and the convenience of using the Park as a commuter route, Wollaton is first and foremost a Park with its own management regime.

Opening the Park earlier would raise security concerns and further impact on the wildlife of the Park. It would also involve additional expense to bring staff in earlier to open the gates.

There are also occasions when the Park is closed to be public and therefore it is not practical to promote the Park as a commuter route.

Thank you for contacting me with your views.

Bob Chaffin

Service Manager Arts and Events

Acting General Manager Wollaton Park

Isabella Street

Nottingham

NG1 4AT

Tel: 0115 9158600"

....my message of 13 Sept to Jonathan S-C regarding my use of the journey planner to request a route from Nottingham Station to The Globe PH:

"Jonathan

With reference to your suggestion in the second part of your message I tried requesting a route from Nottingham Station to The Globe PH, the venue for (our usual monthly Pedals meetings) and the EMCF meeting on 2nd October and was very surprised by the routes suggested, both for 'quickest' and for 'quietest' routes. In neither case did it suggest the obvious route, from Carrington Street and down through the bus and cycle lane at the bottom of Arkwright Street to Meadow Way and then continuing round the bend on Meadow Way to the pub. In this case that route is both the quietest and the quickest route!

Hugh

....comments from Richard Cooper (14 Sept)

"Hugh,

I've done a quick look at my commute and it looks sensible. The quietest is unsurprisingly very hilly & I'd never go that way. - but the profile shows the ups & downs very clearly!

However, it doesn't show my preferred route, through Sneinton, instead taking me a convoluted route (even the shortest is a little tricky) through town.

It does show the new link over the canal though (on the quiet route - a plus there)

Try NG3 6ah - NG2 7QP...

Richard"

PS the use-ability is good - maps easy. I've use TD before for bus & train..

Richard"

.....comments from Dale Twigger, Experience Nottinghamshire (14 Sept)

"Hi Hugh,

Thanks for copying me in on this communication, it seems as though Ridewise is taking up a larger role in fulfilling the county publications? From our perspective, we're looking to develop day visits to the region next year and have bid for money to coordinate this activity which would include an update to our current freewheels cycle maps. I'm very much aware that this time I'd like to be much more collaborative in the development of the project so that it fits within the scope of what is already available and doesn't duplicate activity.

We're not due to start even in the mid term but well worth putting on the radar to ensure that we can all work together to maximise our budgets. Maybe if you have time we could catch up just so that I'm fully aware of the developments and we know the best people to contact with regards any planned activity?
Thanks, Dale.

Dale Twigger
Leisure Tourism Executive
Experience Nottinghamshire

Minor City Council consultations (traffic regulations orders etc)

As usual, I have several of these consultation letters to bring along to the meetings, They concern apparently minor matters on which I think a Pedals response is probably not needed but some Pedals activists with detailed local knowledge of the particular situations may wish to make an individual response.

8. Miscellaneous items

Save Bikeability and Cycling England; action urgently needed – email from Cyclenation Secretary (4 Sept)

" Dear Member,

As you will all be aware, funding for all of the many cycling projects funded by the government through Cycling England are under threat following the policy of a severe reduction in public expenditure. Indeed the future of Cycling England may be under threat though no decision has yet been made on it.

Cambridge Cycling Campaign has drafted a campaign letter which is intended to go from all Cyclenation groups. We are asking you if you would append your group name to the letter. We would, if possible, like to gather the names of the groups supporting the letter by the end of the weekend.

The letter can be viewed at www.savecyclingengland.org, but please do not publicise or link to this yet.

Next week there will be press release, followed by the letter being promoted on the open letter site to gather more signatures from individuals. Each group will be given a draft local press release to be used in conjunction with the national one, so we would ask groups to be on stand by to use the local one at an appropriate time. Groups will also be urged to contact their MP to get them to write to the Secretary of State."

....and further message of 12 September, which Andrew Martin is following up:

"Cyclenation along with Cambridge Cycling Campaign is mounting a national campaign to save funding for Cycling England. Please visit

<http://www.savecyclingengland.org/> and encourage your campaign group to get involved by contacting your MP.

Christian Wolmar has also written an open letter article on the subject which you can find at <http://www.christianwolmar.co.uk/2010/09/norman-save-cycling-money/>
Simon, Secretary, Cyclenation
<http://www.cyclenation.org.uk/>

....Andrew's letters of 13 Sept to Right Hon Phillip Hammond MP and Right Hon Norman Baker MP,

" From: Andrew Martin <anim_al67@yahoo.co.uk>
Subject: Save Funding for Cycling England and Bikeability
To: Philip.hammond@dft.gsi.gov.uk
Cc: Norman.baker@dft.gsi.gov.uk, "Andrew Martin" <anim_al67@yahoo.co.uk>
Date: Monday, 13 September, 2010, 22:17

Dear Rt Hon. Philip Hammond MP (and copied to Rt Hon. Norman Baker MP)

We know you, as the Secretary of State, have to make difficult decisions because of the scale of government cutbacks. Transport will be particularly heavily affected.

We are extremely concerned at the [rumours emerging](#) that Cycling England and its programmes could be facing the chop. Most worrying would be the loss of the very successful Bikeability child cycle training scheme. We urge you to think twice and look at the facts before considering scrapping these.

As you know, Cycling England is the small but highly effective part of the Department for Transport which deals with getting "more people cycling, more safely, more often". It has achieved an enormous amount with a tiny budget, and is well-aligned to your government's localism agenda.

Before the election, the Conservative Party said that: "encouraging cycling will be a major priority for a future Conservative Government as it already is for the administration in London". How will you achieve that without Bikeability or a body to do it?

At the very least, please ensure that Bikeability cycle training is retained, along with as many other of the programmes below as possible.

Improving health, freedom and safety – particularly for children

Bikeability cycle training is the flagship scheme which **must** be maintained. It has been enormously successful, seeing a huge uptake by children, schools and local authorities for what has been a professional and well-marketed scheme. Children are being taught valuable road-safety awareness early in life, giving them much-needed freedom. Indeed, cycle training at an early age has the effect of creating better and safer drivers later on in life when they learn to drive.

Around **300,000 children per year are now doing Bikeability** and 80% of local authorities have signed up, all at a cost of only £15m.

Cycling is also a perfect **solution to the obesity epidemic**: it promotes active lifestyles without requiring any extra time or money. It is something that children and adults are enthusiastic about doing, when they are given the opportunity to do so.

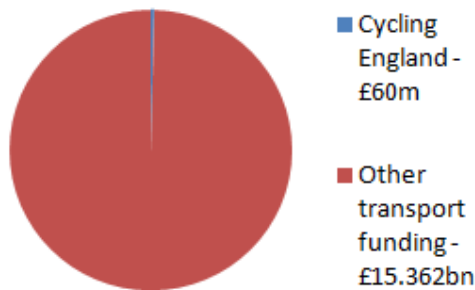
Scrapping Cycling England would be disastrous for the prospects for sustainable transport in the UK, but particularly in terms of health. It would also undermine efforts to decrease irresponsible cycling.

Cycling: achieving more gains with little money

The Department for Transport's own model (WebTAG) for economic appraisal of cycling schemes give a very high rate of return in transport terms: [a benefit: cost ratio of 3:1](#). Work by Sustrans also gives even higher benefit ratios, up to 33:1 in some cases.

In other words, you can achieve a lot more by putting small amounts of money into cycling, than spending much larger amounts on anything else. Yet current funding of around £60m/year is well under what places like the Netherlands spend. So there is actually much more that could be done.

An efficient body working within the localism agenda



We know that your government is determined to reduce the number of unaccountable and money-sapping 'quangos' in government. But Cycling England is not one of these.

It has **only three staff** working full-time, it has **no expensive office** of its own, and is run at an arms-length distance from the DfT to avoid the top-down 'Whitehall knows best' approach. It has **stimulated people and Local Authorities locally** around the country to getting people on their bikes, using local talent and resources, and passing on to them the (minimal) funds needed to do so.

For all these reasons, Cycling England seems highly in line with the government's localism and low-cost agenda.

And you will be aware that Cycling England's budget is £60m – a grain of sand in the overall £15.36bn Department for Transport budget. Destroying Cycling England would make virtually zero difference in terms of finding savings.

Successful schemes which need to be built upon

Secretary of State, you will be aware that, in its five-year existence, Cycling England has been responsible for a range of successful projects, all run for a tiny fraction of overall transport funding, including:

- [Bikeability](#): As mentioned above, the nationwide cycle training scheme, teaching children (benefiting around 300,000 per year) and adults to cycle safely and responsibly, at a time when there is an enormous need to encourage healthy lifestyles, promote safe use of roads, and give children freedom;
- [Cycling Demonstration Towns](#): Enabling over 2.5m people in 18 towns around the country to benefit from considerably increased levels of infrastructure funding to make roads safer and cycle-friendly, to get more people on their bikes;
- [Health-related projects](#) to promote cycling as a means of addressing the obesity epidemic and tackling sedentary lifestyles;
- [Professional support](#) for Local Authorities to ensure that practitioners on-the-ground get cycling right;
- [Creating design standards](#) and guidance available to highway engineers;
- [Railway/cycling integration](#), getting train companies to take cycling seriously
- [Events and projects all around the country](#) (including Bike Week), ranging from education initiatives, promoting cycling to minority groups, travel planning for businesses and much more.

Prior to the existence of Cycling England, cycling was an unfunded, minority interest tucked away within the Department for Transport, with little funding or political will.

Another key benefit has been to offer the Government one authoritative voice for cycling matters rather than a string of conflicting requests from different parts of government.

Cycling's perfect fit with cross-governmental agendas

The benefits to society and the environment of getting more people cycling are immense: not only environmentally, but also in terms of reduced congestion and pollution, a more efficient transport network, improved health, fewer accidents, accessibility to those on low incomes, and more.

Yours sincerely
Andrew Martin, Facilitator, Pedals (Nottingham Cycling Campaign)
September 13th 2010

Cycling in Rushcliffe – message of 19 Aug from Judith Grant and my reply:

“Judith
Thanks for this message which I was very interested to receive. We will consider your suggestions very carefully and I am asking Peter Osborne, Pedals Secretary, to put this on the agenda for the next Pedals monthly meeting on 20 September for us to discuss further before we get back to you to arrange a meeting.
best wishes
Hugh, for Pedals

PS. Do you know about the 'Cycling in Rushcliffe' booklet produced by the Borough Council about ten years ago, with help from Pedals? I seem to recall that Nicky Mee was our main contact over this. I also wonder if you know about the 'Cycling in South Nottinghamshire Map' produced by the County Council in 2008, and including all of Rushcliffe. This was one of a series of 4 cycle maps covering the whole county.

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

From: [Judith Grant](#)
To: Hugh.McClintock@ntlworld.com
Sent: Thursday, August 19, 2010 4:15 PM

Subject: Cycling in Rushcliffe

Hi Hugh,

I received your details from Sheila Hood this morning regarding cycling in the region as we realised you may be interested in a project I am working on.

I am the Health Activator at Rushcliffe Borough Council and one of my remits is physical activity promotion in Rushcliffe. I recently produced a series of 12 health walks across Rushcliffe for local residents under the title of Move and Mingle. The walks are each displayed on A5 inserts that slot into a Move and Mingle A5 file which displays various health and personal safety messages from the different partners involved in funding the project. Each walk route has a description of the route, some info on points of interest and safety info. We have some funding left over to make 12 cycle routes in a similar layout to insert in the same folders. We worked with Rushcliffe Ramblers to some extent on the walk project and included their information and logo on all the walk cards and I feel it would be appropriate to work with pedals to do similar on the cycle routes?

The maps we had produced for the walks are rough drawings (so we do not have to go through all the process of getting OS permissions) and we will do the same with the cycling routes. At the moment we have a few ideas for routes from cycling enthusiasts at RBC but I am not a cyclist myself and it would be very helpful to get tried and tested routes from cyclists. We are looking at 12 routes ranging from short family bike rides of around 3 or 4 miles to slightly longer routes of maybe 10 miles. They must all be spread across different areas of Rushcliffe. These routes are aimed more at people who don't get cycling much and to encourage more people to get on their bikes. So we want a range of routes for a range of abilities, with routes that have possible extensions people can do as they get fitter. We have a book RBC produced in 1999 called Cycle Routes in Rushcliffe and feel some of these routes may be adaptable to the new book.

Would you like to meet to discuss this project further? I can show you what we have done with the walks and how we want to progress with the cycle routes and would appreciate any input you can give.

Regards, Judith Grant
Health Activator
Cultural Services Department
Rushcliffe Borough Council
Civic Centre
Pavilion Road
West Bridgford
Nottingham
NG2 5FE
01159148334

....and comments from Gary Smerdon-White (20 Aug):

"Judith

I Chair RideWise, a social enterprise, providing adult and children's cycle training to national standards. We have a number of 'Cycling for Health' projects in the City and local boroughs and wonder if you are aware of them. We have involved over 1700 people in 'get cycling' projects for health, safety and commuting reasons. Please let me know if you would like to discuss possibilities in Rushcliffe.
Gary Smerdon-White

....further email from Judith Grant on 25 Aug and my response:

"Judith

Thanks for this further message.

I am sorry to hear you have failed to get any response from officers at the County Council involved with cycling. Have you tried Paul Hillier who, though involved with Local Transport funding more generally, is as supportive of cycling as he can be in the now much more difficult political circumstances, and also normally quick to respond to approaches for advice or help.

Hugh

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

From: [Judith Grant](#)

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

Sent: Wednesday, August 25, 2010 9:43 AM

Subject: Re: Cycling in Rushcliffe

Hi Hugh,

Thanks for you response. Let me know what your group thinks after your meeting in September.

I have got copies of both the cycling booklets you mention in your email. The cycling in Rushcliffe book produced 10 years ago will be used in some part to help write the new routes, although a few of the routes are no longer possible

with the A46 improvements. The cycling in Rushcliffe book is not in my remit to reproduce but this will be a helpful document again to produce the new cycle book. But there are no plans to reproduce this booklet that I know of. We have struggled to get in touch with the representatives at the County Council who deal with cycling, despite my colleague Rose Melvin emailing and phoning to set up an appointment nothing came to fruition.
Thanks , Judith

Electric bikes community business interest – my exchange of emails with Karina Wells (31 Aug) and message forwarded from Peter Abel

" Karina

Thanks for this. Off the top of my head, I have no particular suggestions to make as to who might be interested in this but I will ask Peter Osborne to put it on the agenda for the next Pedals meeting (20 September) and then get back to you with any responses.
best wishes, Hugh

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

From: [Karina Wells](#)

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

Sent: Tuesday, August 31, 2010 2:01 PM

Subject: FW: Electric Bike community business

Dear Hugh,

Would you know anyone who might be interested in this?

If so could you let me know?

Many thanks

Karina

From: Paul Abel [<mailto:paulabel@ntlworld.com>]

Sent: 31 August 2010 11:59

To: Karina Wells

Subject: Electric Bike community business

Hi Karina

How are you doing? I hope we can meet up again for coffee some time.

I have a "hobby horse" at the moment to do with electric bikes. As you probably know, Rushcliffe BC have grants available for good causes and I'm trying to get a project together which tries to popularise the use of electric bikes as an environmental alternative to owning 2 cars.

I've got an agreement with Tony in Radcliffe Road Cycles to look after and rent out the bikes, as long as I procure them and market the service. The idea is that people will try out the bikes for a week, and then a proportion will buy them. At the moment, I don't have any commercial motive beyond expecting the service to pay for itself. I also see electric bikes as being a viable way of helping (older) people cope with the distances and hills involved with getting into Nottingham by bike or out to the countryside.

I'm looking for someone to join me and Tony in this little green enterprise and share some of the publicity work. I know you've got lots of contacts and I just wondered if anyone springs to mind?

kind regards, Paul Abel

0115 982 0734

Autumn Pedals newsletter:

I propose to have this ready to go to press about a week after our 18 October meeting, with a view to getting copies out to members (and complimentary copy recipients by mid-November).

Nottingham named as least car-dependent city (article in The Guardian of 14 Sept 2010), including a few references to cycling!

See <http://www.guardian.co.uk/environment/2010/sep/14/nottingham-named-least-car-dependent>

John Wilson – further news

After various attempts to help John Wilson equipped to go back to his house in West Bridgford, he unfortunately had a series of falls and was readmitted back to the QMC. My latest information (13 Sept) is that he is was due that day to be taken to the Dalmore Road Nursing Home in Ruddington (the village in which he grew up), officially just on a temporary basis but in all probability more permanently. I hope to visit him there in a few days time.

EXTRA ITEMS FROM 16 September

GNTP move – email of 17th September from Helen Hemstock, GNTP / The Big Wheel

I'm emailing to let you know that tomorrow - Friday 17th September - the GNTP office is relocating to new premises. The new office address for the GNTP/the Big Wheel team is:

Greater Nottingham Transport Partnership
Apex Court
City Link
Nottingham
NG2 4LA

...and my new direct line is (0115) 9471772. Lucy's new telephone number is (0115) 9888300 extension 6544.

We're in-transit tomorrow, but will take up residency in the emda building at Apex Court from Monday. Our usual email addresses will continue to work. Please ensure that any correspondence (e.g. purchase orders, invoices or deliveries) use the new address.

Thanks in advance, Helen Hemstock
Marketing and Communications Manager
Greater Nottingham Transport Partnership

17 Sept Meeting with NCVS to discuss possible sources of funding for Pedals – message of 17 Sept to Richard Bacon, Group Development Officer, Nottingham Community and Voluntary Service (NCVS)

" Richard

Many thanks for the very helpful meeting which Peter Briggs and I had with you this afternoon. You have given us lots of ideas to mull over and discuss with our fellow Pedals activists.

I will put in the post to you some copies of recent Pedals newsletters to give you more idea of the range of our activities and concerns.
best wishes, Hugh