

AGENDA FOR PEDALS MONTHLY MEETING:

7.30 p.m. on

Monday 16 February 2009

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 Helen Clayton, Greater Nottm Transport Partnership / The Big Wheel on cooperation with Pedals on cycling promotion activities in 2009 (7.30 p.m.-8.30 p.m, approx)

*(break: 8.30-8.45 p.m
– second half of meeting to be chaired by Andrew Martin.)*

3. Minutes of the Pedals Meeting of Monday, 19 January 2009 and matters arising / update

- Exchange of messages with Paul Rea following 19 Jan meeting
- Problems with circulation of Pedals agendas
- Notice of AGM in March in absence of a newsletter before then
- Pedals priorities for 2009
- Reorganisation of Pedals meetings
- Wilford Suspension Bridge closure update including RSI survey report, recent exchange of messages with STW, petition update and report of meeting with Rt. Hon Kenneth Clarke MP
- Closure of path by River Leen and QMC car park between Leengate and Derby Road
- Park Road - Lenton Road path order (message from John Lee, City Council)
- Report of Greater Nottm Cycling Development Group meeting of 8 Jan, including Nottingham Movers and Shakers Project proposals, and discussions on cycle facility enforcement improvements
- Report of my attendance at 10 Feb City Council Regeneration and Sustainability Panel discussion of proposed City Centre Urban Design Strategy
- Continued closure of path alongside Emmanuel School, West Bridgford: exchange of messages between David Litchfield and Derek Clowes, Rushcliffe Development Services.
- Nottingham Left Bank Flood Alleviation Scheme: report of 29 Jan meeting to discuss opportunities through this to promote cycleway by Trent between Colwick Park and Stoke Bardolph
- revision of Pedals wish lists for Broxtowe, Rushcliffe and Gedling to identify priorities; consultations and timing
- Bike trailers and barriers – meeting of 11 Feb with Clive Wood, Notts CC
- Date for next County Council Highways South Cycle Working Group meeting
- Membership forms and possible replacement of these by business cards and downloadable rather than printed forms
- Next newsletter and future printing arrangements

4. Finance (Susan Young to report)

5...Forthcoming meetings / events etc.

(Speakers at) Pedals monthly meetings

- 16 March: Pedals AGM, including food and 'History of Pedals' slide show
- 20 April, 18 May, 15 June, 20 July, etc.

Other events:

- Proposed January 2009 meeting with East Midlands Trains
- Bike Radar, Donington Park, 30-31 May 2009

6. Pedals 30th birthday events in 2009

- Cyclenation/ CTC national campaigners' conference to be hosted by Pedals and Notts CTC in November 2009 – report of meeting on 20 Jan with Helen Clayton (Big Wheel) to discuss possible local sponsorship,
- Other events, including meals

7. Next Pedals newsletter

- New printing arrangements
- Timing
- Request for contributions

8. (Other) Cycle facility and traffic management matters:

- **Major matters:-**
- Possible new edition of Rushcliffe Borough Council West Bridgford cycle map
- Proposed West Bridgford Local Traffic and Transport Group campaign for 20mph area zones

- Possible provision of lighting on riverside path between Suspension Bridge and Wilford
- Possible use of Sharp Hill subway under A52 south of West Bridgford as part of longer cycle route
- Lack of care for non-motorised traffic in icy conditions (message from Roland Backhouse to Chris Carter, City Council)
- Sustrans route 6: closure of cycle path between Leengate and Derby Road, by QMC car park.
- **Apparently less important matters / other City and County Council consultations, e.g. on Traffic Regulation Orders (TROs):**
- Hucknall Road (Mansfield Rd-Haydn Rd) , TMP6756 (by 23 Feb)
- Proposed Traffic ~Regulation Order 30mph speed limit order, Village Roads, Normanton on the Wolds

9. Miscellaneous items

- Cyclenation news and forum: request from Andrew Martin
- LGIU (Local Government Information Unit) cycle inquiry – City Council response.
- Pedals agendas on website (as pdfs)

10. Any other business

BACKGROUND NOTES (including extracts from some relevant emails)

* means feedback especially wanted please

** means help please!

1. Welcome and apologies

Apologies for absence from

Mara Ozolins, Alison Russell and John Wilson

2. Discussion with Helen Clayton, Greater Nottm Transport Partnership / The Big Wheel on cooperation with Pedals on cycling promotion activities in 2009 (7.30 p.m.-8.30 p.m, approx)

*(break: 8.30-8.45 p.m
– second half of meeting to be chaired by Andrew Martin.)*

3. Minutes of the Pedals Meeting held on 19th January 2009 at The Globe.

Present: Hugh McClintock, Peter Osborne, David Miller, Andrew Martin, Terry Scott, John Bannister, Eve Parker, Rob Murray, Arthur Williams, Karina Wells, Roger Codling, Chris Gardner, Susan Young, Andrew Househan, Richard Mallender, Gregor Tanner, Roland Backhouse, Hilary Backhouse, Martin Quarton, David Clark, Liz Kirk, Malcolm Kennerley and John Rea.

Apologies for absence: Mara Ozolins, John Wilson and Alison Russell.

Speaker. Paul Rea of Realistic Solutions gave a presentation of some of the work in which he has been involved. During the presentation he described some of his cycle mapping and audit work. Paul gave examples including the bus gate at Carlton, restriction of high vehicles at Eastwood, sinusoidal deflections at Phoenix Park and cycle calming at Arnold.

Green Streets Initiative West Bridgford. Karina Wells spoke briefly on this. In the last Friday of every month beginning in April participants will travel by bike, foot or public transport and wear something green. Promoters are needed for this initiative. More details at www.greenstreetswb.blogspot.com

Wilford Suspension Bridge. This campaign has received good media publicity so far. There is no information by the bridge itself about what is going on. Action is being co-ordinated on several fronts and local MP's are being lobbied. There is a petition on the Pedals website. People are being encouraged to email Severn Trent directly. Further action plans to be coordinated later in the week by Pedals and the other organisations involved, at a meeting of the West Bridgford Local Traffic and Transport Forum, and following a meeting planned for Saturday with Kenneth Clarke MP.

Finance. Some long standing members have not renewed. We need to find ways of keeping members as new ones are hard to recruit. Susan is doing the accounts; they will be ready for the AGM. Most standing order people are paying the old rate, so a letter needs to be put out about this. City County Forest is being sold directly e.g. at stalls for £5. Susan reported that she has had continuing problems recently with our bank account, with a series of standing orders being started by the bank, without any authorisation by her or any other Pedals member, and no proper explanation from the bank as to why these problems were continuing.

Newsletter. Postage costs are going up in April, and a successor to Derrick Hankey may now need to be found. Hugh to check with him before the next meeting if he still wishes to continue.

Membership forms: Chris Gardner reported that stocks of these are now almost exhausted and Dave Miller was asked to arrange for another batch to be printed.

Conduct at Pedals Meetings. Attendance has increased at recent Pedals meetings making it difficult to conduct business as small "sub-groups" form and cause distractions. It was suggested that we could have split agendas with small groups reporting back to the main meeting, or have a social meeting (with someone doing a presentation for example) and a committee meeting once a month. The possibility of having different people chairing the meeting was also suggested.

Greater Nottingham Cycling Development Group. Report from Jan 8th: The movers and shakers project is going ahead in Spring. The Greater Nottingham Transport Partnership is financing this. PCT is also contributing to funding Ridewise and Bike Recycling. Nottingham University is considering a "Velo Campus" scheme (bikes available for staff and students), with some involvement with Sustrans. Plans were still at an early stage, Hugh emphasised, but it was hoped that there would be further progress after meetings with Sustrans planned for 28 and 29 January.

Priorities for 2009. A number of suggestions were made including:

- Increased publicity (Facebook, leaflets/ posters in libraries and cycle shops, articles in NEP about Pedals' 30th anniversary), reprint of membership forms
- reorganisation of Pedals meetings (see above)
- road shows e.g. in Beeston and Arnold, and involvement in local Transition Nottingham groups
- obtaining some form of official recognition so that for example Pedals would have to be consulted on travel plans affecting cyclists.

Miscellaneous:

- Dave Clark reported that the cycle locker signs in the Broadmarsh need altering or updating to reflect the move of the lockers to the Bus Station.
- The Pedals constitution says that all members must be notified of the AGM one month in advance. This will mean extra postage costs for those who cannot be notified by email. The constitution will be amended at the next AGM so that members can be notified by email and or via the Pedals website.

Pedals – possible change of name

Hugh reported on the request from Cyclenation's Board that, following its change of title from Cycle Campaigns Network, local campaign groups should consider changing their title to e.g. 'Cycle Nottingham, or Cycle Leicester etc.

He said that he was somewhat reluctant to make a change, given that Pedals was a well-established title in this area but that we might consider as a compromise altering our 'strapline' from 'the Power behind Nottingham Cyclists' to 'Cycle Nottingham'.

It was agreed to discuss this further at the AGM and then ask members via the Newsletter for their comments on possible options.

Matters arising / Update:

My message of thanks to Paul Rea after his talk to the 19 Jan meeting and his reply:

"Hi Hugh,

Thank you PEDALS for the welcome I received. I'll sort you out with a copy of the cycle lift video. I'm not sure where it could be put on the north side of Mapperley ridge. That is usually the stumbling block – finding the right place. I think the Norwegians are not as hung up on health and safety as we are as I suspect that the Trondheim lift would not have got built in a similar situation here. But posts in cycle paths are fine! I'm over in Arnold later today so will see what I can find.

Cycle groups suffer from not being able to see what they have achieved. PEDALS has clearly achieved an awful lot over its 30 years. We all share the frustration that it should have done itself out of existence long ago. As I audit Nottingham, there is nowhere where the standard of provision is as poor as towns where there is no cycle campaign group. The new cycling officer's frustration is that there is such a backlog of neglect (not his fault) that the poor man doesn't know where to start. I think he needs three routes.

- 1) an ongoing maintenance programme that will see off the day to day issues like vegetation / signing / kerbs and obstructions over a period of five years. The Nottingham issues which are a county responsibility are not huge and could easily be seen off in five years. It would not be hard to prioritise. We could start with the few drain covers and vegetation which give a hit on day one and are not expensive. We could work through signing, obstructions, kerbs and other identified issues. Some of this could come out of S106.
- 2) Work closely with planning control to make sure that none of the additional facilities identified are scuppered because the space for them is lost for development. In Arnold I am saying that the Mansfield Road corridor should be monitored carefully to ensure that extra width is gained whenever a bordering property is developed as the volume of traffic is not going to give cyclists their own space. Again S106.

- 3) Set out a visionary programme of what is needed. Soon the whole County will be covered by detailed reports. Take this to government and ask for £x millions to do it. Cycle facilities have tended to be small scale and apologetic. Let us be bold and ask to get it sorted. Perhaps they could go for Transport Innovation Funding.

I think it takes someone from outside to look in and see what is going on. Yes there is plenty to do in Nottingham, BUT without PEDALS it would have been so bad that, like Mansfield, it would have been hard to know where to start.
Best wishes, Paul”

problems with circulation of Pedals agendas etc. – my message of 20 Jan:

I became aware yesterday, a few hours before last night's Pedals meeting, of another case of one our most regular meeting attenders, Peter Osborne, not having received the agenda, despite my having sent these out, as usual, on the Thursday before the meeting.

I think this is the third or fourth such case that has been mentioned to me in recent months of this happening and I have no idea what the cause is! The agendas, and other emails of general interest, are sent to all those in my Pedals activists address book (which includes several people who email me regularly in addition to regular or occasional meeting attenders). I am pretty sure that I don't accidentally delete people from this so can't understand why they somehow get dropped!

Until I can find some way of avoiding this problem in future (ideas welcome please!) I can only suggest that anyone else who suddenly finds they are not getting the agendas etc lets me know, particularly if they don't receive the agenda about the time it is normally sent out, i.e. 4-5 days before each monthly meeting.
Hugh

PS. Larry Neylon has reminded me of the point I meant to make earlier, that agendas can also be downloaded from the Pedals website.

....comments from Chris Parker (20 Jan):

“Just happened to see this and thought of a possible cause for you to consider.
You may well already be aware of this, so forgive me if you are!

It is quite possible that the problem lies with the recipients' software, and not with you. A lot of ISPs and mail programmes are too enthusiastic about identifying emails as spam. I often get mails blocked when I try to send them to a friend at Loughborough Uni, for example. The problem usually happens when you send emails to a fair number of recipients, causing the software to think that the mail is spam. Sometimes it is the presence of an attachment that triggers this.

People need to be aware that they should check their junk mail folder regularly to look for items wrongly classified as spam in this way. They may also consider positively identifying you as a trusted sender, which can be done in many email programmes. One way to do this is when retrieving an email from the junk mail folder, when one may be offered the option to nominate the sender as "trusted" in one of the menus or a pop up dialogue box.
Best regards, Chris”

Giving notice of the AGM in March in the absence of a February newsletter:

Having refreshed my memory of the Pedals Constitution (downloadable from our website, by the way) I think (if others agree) it may not in fact be necessary for us to do a special mailout or emailing to members to notify them of this in the absence of a newsletter coming out in February, as used to happen previously. The relevant wording, in the section on Meetings (9f) is:-

“f) Notice Periods and Persons to be Notified.

Where members have to be notified of a meeting or matter to be considered at a meeting it will not be necessary to notify every member individually of the meeting. A general notification through the media or newsletter or word of mouth will suffice. Failure to notify every member within the required notice period will not invalidate a meeting provided it can be shown that steps have been taken to notify as many people as possible.

I therefore propose (if others agree) that we simply put a notice on our website, asap after the February meeting, and that we do not need to amend our Constitution to make explicit reference to notices by email, as discussed last month.

Priorities for 2009 – some further thoughts on the suggestions made last month:

Increased publicity (Facebook, leaflets/ posters in libraries and cycle shops, articles in NEP about Pedals' 30th anniversary), reprint of membership forms

- Yes indeed all of these are important and we could do a much better job with all of them if we had a Publicity Officer again, having been without anyone doing this for about ten years now!

We also have to think carefully as to how best to target membership forms as experience finds that when we

have a lot printed we can easily hand out most of them fairly quickly at stalls etc. and this does not always result in greatly increased new membership numbers.

reorganisation of Pedals meetings, including Roadshows e.g. in Beeston and Arnold

- Yes, a good idea in principle to take Pedals meetings out to different area, in addition to having stalls at local events. We did in fact try something like this in the early 1990s, I recall, moving our meetings every month for several months but a) it was often quite difficult to squeeze everyone (even without their bikes) into the houses etc. we used, leaving most people standing and b) people easily got confused with just where we were meeting.

Trying this again, without very careful preparation, would mean a repeat of these logistical problems and also, quite probably that many of those who now come most regularly to meetings stopped bothering because they were in a much less convenient location. This would affect the continuity of our business handling and decision making, I fear.

This has anyway been a regular lesson of when we have had to move our main venue. However much we have tried to let everyone know someone does not get the message and resents the fact that 'noone told me' when they turn up and find noone there. I therefore suggest that any such 'Roadshow' type meetings should be in addition to the regular ones at The Globe, with a local flavour and programme decided on in conjunction with local Pedals members.

This also means that we need to have someone / some people willing to volunteer to take the lead on organising them, including careful thought about a suitable venue, date, time and programme, and publicity, for which I would be willing to chip in a few ideas. Any offers, please?

Reorganisation of meetings including break-out sessions

- Yes, we should certainly try some break out sessions sometimes but only when we can be sure that we have time for them, including the vital feedback from them to the whole group. This will be difficult to find time for when we have a speaker in the first half, or any other time when there is extra business (e.g. after the no full business meeting months of December and August). We would also have to think carefully about suitable topics, that were of genuine interest to everyone, rather than just a few.

We might perhaps start this sometime late the spring or summer, with small group sessions for about half an hour to discuss in more details peoples' feelings about questions such as

1) what should be Pedals priorities for a) the next 5 years and b) the year ahead?

2) how do we best organise ourselves to handle effectively and democratically the greatly increased business of recent years, covering all of the Greater Nottingham area (i.e. Gedling, Broxtowe and Rushcliffe as well as the City) bearing in mind that often only a small proportion of the agenda is of much interest to the majority who come to our meetings (yet of vital concern to a few people, including some who may not come to meetings) and

3) what is the best way to arrange our meetings and make the best use of meeting time, especially if most people are clearly not keen on having more meetings (full or sub-group), longer meetings?

Having different people chairing the meeting

- Yes, good idea. We had in fact started doing this a few years ago, with the chair sometimes being taken by Andrew Martin, or Lawrence Geary (who used to attend regularly until about 3 years ago).

I have therefore asked Andrew to take the chair for the business part of the next meeting, and would welcome offers from other people to chair other such meetings please!** (As long as I remain Chairman, it is perhaps appropriate for me to chair the bits with visiting speakers).

Supplement existing meetings by smaller committee meetings

- This idea has been suggested more than once by Roger Codling, reflecting practice in the Notts CTC, for example, but against the general wish by most people not to have more meetings (or longer meetings).

However, this kind of format is perhaps something we may need to reconsider if we continue to attract larger numbers to our meetings as we have been doing for the last year or so since we increased the number of meetings with visiting speakers.

This is certainly generally very encouraging when we have speakers but does mean that the subsequent business meetings become that much more unwieldy. It makes it harder for me to hear clearly what everyone wants to say (especially when I am getting a bit deaf!) and to give them time to make their comments.

The 'Seeds of Change' notes to which Andrew Martin drew our attention before the last meeting suggested that a size of 6-8 was the most efficient number to make decisions at meetings, i.e. not the double that number we have been getting recently.

However, even if people were willing after all to supplement our current meetings with smaller committee (subgroup) meetings in between that would still leave the question of who would attend them, when the only jobs we have with people in post are Chair, Treasurer), Membership Secretary, and Social Secretary (Dave Clark).

It would be different if we had a few more, i.e. people prepared to take on being Secretary, and also Publicity Officer, both posts vacant for many years (contrary to the Pedals constitution, incidentally (!), and a couple of others prepared to come regularly, to make up our 6-8!

I would also point out that if we did decide to start having some smaller meetings this would need a change to the Pedals Constitution which now states: "All meetings are to be General Open Meetings, that is to say they shall be open to all members"

Pedals involvement in local Transition Nottingham groups

- Such links already exist in some areas, e.g. West Bridgford and to some extent in Sherwood, as shown in particular by our involvement in Karina Well's Green Streets Initiative in West Bridgford~

How can we best foster and develop these? Is it best to be by local members in each area and more comprehensively and systematically and, if so, by whom?

obtaining some form of official recognition so that for example Pedals would have to be consulted on travel plans affecting cyclists.

Thinking more about this I am not clear what is actually meant given that, for some years, we have been regularly consulted on a range of matters, big and small, by both the City and County Councils, and sometimes by District Councils and other bodies. We also get invited to send representatives to various regular meetings as well as others on an occasional basis.

For example, for the City Council this includes not only the Greater Nottm Cycling Development Group meetings 5-6 times a year but also what have turned out to be several opportunities to present our views on different topics at the City Regeneration and Sustainability Select Committee / Scrutiny Panel, chaired by Cllr. Emma Dewinton.

We have also been regularly represented for many year (up until the gap recently, because of having no cycling officer in post at the County Council for almost a year) at the County Council's 'Highways South Cycle Working Group meetings. I understand from Clive Wood that these are to resume from late March.

Other regular meetings at which we are represented include

- the Nottingham PCT / Ridewise / Cycling England Cycling for Health Project Steering Committee,
- the Broxtowe Partnership Transport Group
- the West Bridgford Local Traffic and Transport Group.

I also get invited to various GNTP/Big Wheel events such as occasional Breakfast Briefings on Transport, Planning and Regeneration issues for the local business community and other partners.

We also, for years, have been invited to send someone to meetings of the Stapleford Local Transport Committee but mostly have not had anyone able to go (though Martin Quarnton from Long Eaton has been to one at least, I know).

The problem is not so much that we are not consulted, or not invited to give our views, but, I think, much more that we find it difficult to handle effectively the large number of consultations / invitations we do get, often with quite short notice / deadlines.

It is a very big task just managing these, ensuring that those people likely to be interested have a chance to make comments, drafting comments, bringing them to the next meeting (if time permits) and then submitting them before the deadline. I am well aware that even now we fail to make comments on all the things we really should, including e.g. planning applications. In Nottingham, Broxtowe, Gedling and Rushcliffe.

Despite agreeing last year that we should try to do this we have not really made a start on doing it more than very sporadically!

Similarly it is a big task handling request for people to represent Pedals at meetings, including identifying how important they really are to us (the priorities for taking on the many meetings to which we get invited), getting someone willing and able to go, preparing for the meetings, making a useful contribution at them (including networking) and reporting back at our next monthly meeting without taking up too much of everyone's limited time.

There have been a few occasions when we have been able to get grant support for particular projects such as the successive editions of our two guide books, the Pedal Pushers' Guide and the City County Forest Leisure Book but not for general running expenses, other than the one-off and out of the blue £100 donation we got last year from Rushcliffe Borough Council, following an initiative by Councillor Karrar Khan.

Wilford Suspension Bridge campaign update

Events since our last meeting including a useful lobbying meeting which five of us had with Kenneth Clarke, MP, and my receipt, via a Freedom of Information Act request, of the report STW commissioned from RSI surveys of Matlock on the structural condition of the bridge.

....My latest response (11 Feb) to STW, in response to the message of 4 Feb from Fraser Pithie, Senior Manager - Operations

> Dear Mr. Pithie
> Thank you for your latest message, of 4 February.
>
> Since my last message to you, and the submission of our petition with 500
> signatures we have left the petition open and now have 613 signatures, with
> most people continuing to add statements of just how they personally have
> been adversely affected by the closure of the bridge.
>
> We still very much feel that there is a need for more precise information
> about the date for start of work on repairing the bridge other than to state
> 'this spring', and for this date (and the likely completion date) to be much
> more widely publicised. You do not indicate, for example, whether you are
> willing to take up our suggestion for providing notices at both ends of the
> bridge to make this quite clear, along with contact details for further
> information.
>
> It has now become even clearer to us that your decision to make an emergency
> closure of the bridge last July was effectively because several problems had
> been allowed to accumulate through a lack of regular and thorough inspection
> of the bridge as well as appropriate and timely action to address problems
> at an early stage before they became serious. We would therefore be glad to
> have a firm assurance that in future there will be a proper asset management
> plan and inspection regime to ensure that these problems do not develop to
> an extent that any further prolonged closure of the bridge is necessary
> again. Can you please give us this assurance?
>
> Yours sincerely,
> Hugh McClintock,
> Chairman, Pedals (Nottingham Cycling Campaign)
> on behalf of:-
> - Pedals
> - Nottingham Civic Society
> - Friends of the Victoria Embankment
> - West Bridgford Local Area Forum
> - West Bridgford Local Traffic and Transport Group
> - Transition West Bridgford

...comments of 11 Feb. on this from Roland Backhouse:

"Hi Hugh,
Thanks for this. The council must share part of the blame for this because the 1982 agreement specifically mentions a 10-yearly review. I suspect that this has never happened.

In the future, it is important that policing arrangements are in place and taken seriously by those concerned. If there is no regulation of STW's activities, there can be no guarantee of an improvement.
Roland"

Closure of path by River Leen and QMC car park between Leengate and Derby Road

I am trying to find out from Chris Carter how much longer this path is likely to remain shut.

Park Road - Lenton Road path order

Roger Codling mentioned to me briefly that he had received a letter from John Lee (City Council Rights of Way) about a proposed order to designate the path between Park Road (Lenton) and Lenton Road (The Park) as a public footpath, not

a cycle path or bridleway, apparently.

I understand that the order is based on evidence of public use dating from around 1930 and historic evidence / various maps showing the route as a 'foot road to Nottingham / Lenton' dating back to the 1800's

I have asked John for details which I will look at before our meeting on Monday.

Report of Greater Nottm Cycling Development Group meeting of 8 Jan, including Nottingham Movers and Shakers Project proposals, and discussions on cycle facility enforcement improvements
Minutes already circulated – any comments, please?*

Report of my attendance at 10 Feb City Council Regeneration and Sustainability Panel discussion of proposed City Centre Urban Design Strategy

This was a useful chance to underline our view about the importance of cycling being addressed in all City Council major transport and planning policies, strategies and projects, not just ones that are obviously more cycling related. Again our views, as set out in a detailed response, last autumn, were much supported by Cllr. Emma Dewinton.

Continued closure of path alongside Emmanuel School, West Bridgford: exchange of messages between David Litchfield and Derek Clowes, Rushcliffe Development Services.

"Derek,
Thank you for your quick response and for your efforts to resolve this matter.
David

On 10 Feb 2009, at 09:27, Derek Clowes wrote:

> I wrote to the architects on 19 December - they rang me to say they
> were going to sort the problem out. I will chase them up again.
>
>>>> David Litchfield <davidlitch@prima.net> 09/02/2009 20:24 >>>
> Derek,
> Further to my emails below and your subsequent letter, could you let
> me know what progress has been made regarding this path please.
> Since we corresponded we have endured a period of sustained and very
> cold weather. The path remains barred to all but schoolchildren (!)
> and it remains very, very frustrating to have to ride past a path
> which notwithstanding the problems below is perfectly usable. It is
> an absurd situation.
>
> What I did not tell you in my emails was that the very dark, unlit
> and isolated path running alongside the old railway embankment that
> we are having to use at the moment is where I was mugged in April
> 2007, another reason I am very impatient that this matter is resolved.
> I look forward to hearing from you.
> David Litchfield

revision of Pedals wish lists for Broxtowe, Rushcliffe and Gedling to identify priorities; consultations and timing

I have emailed members to ask who wishes to be consulted on which lists and hope to send these out within the next few days, giving them until the end of the month to respond.

....comments of 11 Feb from Ruth Stockdale, RNIB:

"Hi Hugh
Your email about the council consultation was passed on to me by a colleague and fellow cyclist, Mary Steiner. I work with Mary at the RNIB and am currently working in a couple of areas on issues of cycling with a view to encouraging safer cycling so that blind and partially sighted people don't feel threatened and at risk from cyclists using pavements and also safer strategies for shared cycle ways and footpaths.

It is with this in mind that I thought I'd contact you to find out if you'd be happy for me to also contact the county council to stress the importance of considering all footpaths users to ensure that cycle paths are safe for both cyclists and pedestrians, particularly those with hidden disabilities like sight and hearing loss. I know this is something you have stressed in previous consultations and in your 17 point plan.

I don't know if this is something you can add into your response or if you'd be willing to pass on contact details of the county council contact I can get in touch directly.

The work I'm doing in no way aims to demonise cyclists, rather it aims to ensure that both cyclists and pedestrians are safer and just hopes to raise awareness of the ways to do this for both cyclists and pedestrians.

I hope that makes sense. If you don't think this is appropriate, don't worry.

Best wishes, Ruth
Ruth Stockdale
Regional Campaigns Officer
RNIB East Midlands and East
Tel: 01509 632403
Mobile: 07957 748196
Email: rstockdale@rnib.org.uk
Fax: 01509 632401

Bike trailers and barriers – meeting of 11 Feb with Clive Wood, Notts CC

Karina Wells and I met Clive Wood to review the particular problems that Karina and other bike trailer users have found when using some cycle facilities in the West Bridgford area. These include:-

- The cycle gap by the No Entry signs at the north (Library) end of Central Avenue
- The WB (Welbeck Road) end of the Suspension bridge (when open!) with narrower spacing between bollards
- On the path (not an official cycle route but much used by cyclists) between Bridgford Road (opposite the Coop) and Edward Road / Ella Road, etc. (which Pedals for years has been trying to get upgraded as a proper and legal cycle path)

Karina said that her (Dutch) trailer is probably a bit wider (92cm) than the others (mostly ex-Center Parcs) used locally but that other people too have problems. Even if existing problems could not be rectified it was essential to avoid creating new problems in future.

Clive Wood said that part of the problem in addressing these complaints was that in the UK there is not statutory definition of bike trailer and maximum sizes. If the County Council catered for one type, say 85cm wide, they might still get complaints from people with wider trailers than this. The situation is therefore different from cars or mobility scooters (max 85cm wide for as Class 3 scooter).

It was agreed that numbers of bike trailers are likely to increase in future so the need to address this problem will increase.

Any other comments, please?*

Clive also asked if there were problems in parking bike trailers. Karina felt that currently there was no great problem, especially where owners had got their trailers for free, as with the ex-Center Parc ones, and therefore felt less precious about losing them!

Date for next County Council Highways South Cycle Working Group meeting

Likely to resume in late March, Clive Wood tells me and our 'revised District wish lists' will then be discussed.

Membership forms and possible replacement of these by business cards and downloadable rather than printed forms

I feel that we need some further discussion to agree how much we still need these, for stalls etc., given that most people now join by downloading membership forms from our website, and also, in so far, as we do, whether or not we could replace them by business cards, with contact details, as Susan has suggested. Comments, please*

Next newsletter and future printing arrangements

No response yet from Derrick Hankey to my message to him after our last meeting asking if he was still able to/interested in doing the artwork for our newsletter. I now propose that we take up the offer of artwork and printing from Eagle Press in The Meadows, who gave the next cheapest quote (to Novaprint) when we asked for fresh estimates last summer.

Please note that Novaprint do not do artwork and we have no one in house able to do this, it still seems.

4. Finance

Susan Young to report.

5. Forthcoming meetings / events:

Pedals AGM, Monday 16 March

Message of 20 Jan from Susan Young re Treasurership and my response:

"Susan

Thanks for this message which I must admit I was not entirely surprised by, knowing that you have had particular extra difficulties with this job in recent months!

Anyway, I can well understand your wanting to step down after such excellent work over many years, and I hope that the notice will give us a bit of time to find a replacement. Thanks also for your offer to do what you can to facilitate a smooth transition as well as still to be much involved in preparation for the November conference.

Thanks again very much for all you have put in to this job. It has been great to know that, whatever our other problems, we have been able to rely on such a job being so competently done!
best wishes, Hugh"

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

From: [Susan Young](#)

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

Sent: Tuesday, January 20, 2009 3:23 PM

Subject: AGM

"Hugh

When you send out the reminders regarding the AGM, please put in an appeal for another treasurer. I've done it for some years and think it is time for a change. I will of course make any hand over slowly and help as much of possible.

One reason is that I may not get to so many meetings over the next year, especially the first half, but I will still be there as much as I can and will, of course, still be an active member and help with the conference in Nov etc. I'm quite happy to sort out accommodation.

Will be in touch soon and will not leave the group in the lurch.

Susan"

PS. A light buffet food will be arranged as normal for the AGM (to be confirmed at the February meeting).

PS. **Alison Russell has indicated that she is prepared to stand as Treasurer** to take over from Susan, which is very welcome news. This offer, of course, will be on the agenda for the AGM in March, rather than for this meeting.

Other future Pedals meetings (Spring/summer)

A few ideas were suggested last month for topics/speakers for future meetings but perhaps not as many as I expected, even though there were some general comments about the need for a wider range of topics. I would like to have a few more please before arranging more speakers, etc.*

The suggestions that were made included bikes on trains, bike accessories, and we could consider these in addition to people from local councils directly concerned with our main 'bread and butter' daily campaigning work.

Others I might are Paul Hillier from the County Council (if the cycling officer, Clive Wood, is unwilling to come, for personal reasons, as I mentioned last month) and Nicola Jones from Sustrans East Midlands (and wife of Paul Rea, by the way!). We could also try one meeting without a speaker where we deliberately include a 'break out and report back' small group session, as Andrew Martin has suggested.

I suggest that we get other people to suggest topics, or comment on the ones above, before we decide which to aim for in the next few months.

If other people are keen to have a speaker on Bike and Rail issues we would need to think carefully about who to invite since (as I know from my current efforts to hold East Midlands Trains to their promise a year ago to fix a date for another Cycling meeting, on behalf of the East Midlands Cycling Forum) there is noone there now taking much interest in cycling matters, to say the least!

We could then invite **either Dave Holladay** from Glasgow-based Transport Management Solutions, who works part-time on Public Transport issues for CTC (though he is, I know very busy, and hard to pin down and we would probably have to pay his fare etc.)

Alternatively perhaps we could invite **Simon Geller** from the Sheffield Cycle Campaign, who is one of the main movers behind the successful Northern Rail cycle forum (whose most recent meeting in Huddersfield I attended on 29 Jan) and like us also has a strong interest in getting EMT to take cycling seriously. Any comments please on these and other possible suggestions?*

Monday 20 April:

Second half devoted to break out discussions sessions in small groups on future priorities for Pedals, suggestions for improving our handling of business, and revised meeting arrangements.

Monday 18 May

Colin Hazelden, BBC East Midlands Today on the media and cycle campaigning (an invitation that I first extended to him a year or so ago when he joined Pedals) and which he reminded me of a few weeks ago.

Monday 15 June

?County Council speaker, e.g. Paul Hillier, since Clive Wood (the new cycling officer) is unable to come to evening meetings.

Monday 20 July:

? Nicola Jones, Sustrans East Midlands and also perhaps Yvonne Gilligan, Sustrans new Midlands Regional Director, who I met recently.

Monday 17 August

Informal business meeting for anyone around (and better publicised than the one last August!!)

Comments and other suggestions please (including offers to organise any Pedals Roadshows in other areas such as Beeston and Arnold) so that we can now get some of these firmed up!**

Any other offers please to chair future business meetings, to take further reviving the idea of rotating meeting chairs, as Andrew Martin has suggested?*

Bikeradar, Donington Park, 30-31 May :

Martin Quarmon has asked me to mention this. Details at www.bikeradear.com/live

6. Pedals 30th birthday events, 2009:

brief report on meeting of 20 Jan with Gary and Katie at GNTP re possible support for our autumn national campaigners' conference:

"I had a useful meeting Gary S-W and Katie Saxton at GNTP/The Big Wheel about possible support for our Campaigners' Conference in November. The might well consider printing the conference programme as well as to help publicise the event locally, including to organisations interested in taking part in the 'Street Market'. I showed them a copy of the programme for last November's Warrington Conference, to give them more idea of the likely format.

I said that we would not be starting detailed planning until after the Spring Campaigners' conference in Manchester on 30 May but would then keep them closely informed, both on our development of the theme and the likely speakers, as we discussed them with CTC and Cyclenation nationally and the programme then started to take shape.

I said that one possible theme that had already occurred to me was 'The potential for cycle campaigners to work in partnership with other organisations at national and local level' which would give flexible scope to feature our work with local CTC, Ridewise, GNTP, FHA Bike Club, etc, as well as for CTC and CN's national links, while emphasising that we would only take a final decision on this once we had agreed it with the folk involved from national level. It was also important that we did not take our preparations too far at this stage, so as not to appear to steal the limelight from the Manchester event, and we would anyway want to learn from what came out of that, what aroused interest, and scope for us focusing on things that there was not time to include then.

If we do have at least the theme agreed by the time of Bike Week in June that will be a useful opportunity for us and GNTP to use in helping to make more people locally aware of the event and what its aims and objectives are.

Pedals-hosted national cycle campaigners' autumn conference on 14 November – message of 26 Jan from Katie Saxon, The Big Wheel, and my reply:

"Katie

Thanks very much for this very positive and helpful message, which I will report to the next Pedals monthly meeting on Monday 16 February before getting back to you with comments.

We expect to start detailed planning of the conference in June, after the Spring National Cycle Campaigners' Conference in Manchester on 30 May, and in close consultation with CTC and Cyclenation at national level.

best wishes, Hugh

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

From: [Katie Saxon](#)

To: Hugh.McClintock@ntlworld.com

Sent: Monday, January 26, 2009 10:08 AM

Subject: Pedals conference

Hi Hugh,

Thanks for meeting with me on Tuesday, it was really interesting to hear your plans for the conference. After talking to Helen, I'd like to confirm what we can offer you:

- Support with promotion through press releases, articles in the Big Wheel newsletter and on the website. We can get your info out to around 2,500 local people through the website and also give them access to post-event materials via the website.
- Printing of the agenda for the day for you and support with the programme or event materials.
- Support with planning and bringing together groups for the exhibition part of the day, the Big Wheel can bring maps, the city's cycling plan and Stan's Plan so that the cycling activities can be seen in the context of the LTP.

We'd struggle with a financial commitment to the event, but would like to offer this 'in-kind' support in return for becoming a sponsor of your event - what do you think? It's a great way for us to promote the Big Track and that's what we'd be primarily looking for. It'd be a good profile raiser to get the route mentioned in your publicity and we could also look at helping with an organised ride on the track as one of your planned bike rides on the Sunday.

Thanks, Katie

Katie Saxon

Marketing Assistant / The Big Wheel

katie.saxon@gpartnership.org.uk / 0115 9437 161

Thai restaurant 30th birthday special meal idea for 1 June – message of 27 Jan from Andrew Martin:

"I have recently rung and emailed the restaurant Lantong Thai (32 Lower Parliament Street) and await a reply.

I have estimated that we could have 20-30 people for the meal. Here is the web

address www.lantongthairestaurant.com/index.html

Andrew

7. Next newsletter (Spring 2009) (going to press following the AGM in March)

Newsletters and opportunities with the electronic mailing list to communicate with members; message of 28 Jan from Chris Gardner:

"Please can you put a request in the next newsletter for all members to mail me (pedalsmemb@aol.com) with their current/preferred e-mail address as I only have 45% of the standing order members addresses (e-mail). I will post a sticky on the website requesting the same.

The Newsletter that we now only produce 2 times a year is, I feel, stretching the limits of contact we have with our members and I think that more frequent e-mail contact can help bridge the gap.

Here is what I think we can use e-mail for:-

- 1) Group news - AGM, vacant posts and other group related topics.
- 2) Important announcements - bridge petition.
- 3) Events - GNBR, Tonya's challenge
- 4) A monthly bullet point newsletter - something like the weekly CTC mail that comes each week.

The monthly newsletter content can come from the agenda, evening post stories, referrals to our website etc and can perhaps be pulled together at the monthly meeting in one of Arthur's/Andrew's little task groups - this task can be rotated for constantly fresh angles.

I am happy to mail it and keep the mailing list updated.

I appreciate this is more work and will need buy in from the other active members but reckon ideas such as this will give PEDALS a more modern and tangible approach to membership. We have PayPal now thanks to Larry and I think that since setup there has been an equal number of new members joining this way as by cheque or SO. The fact that 99% of the NON-SO payers have let me know their e-mail address speaks volumes compared to the long standing SO paying members who have not provided e-mail.

cheers, Chris"

next issue

I intend to get this to press soon after our AGM next month, and would welcome offers of contributions please asap.**

9. Cycle facility and traffic management matters

Update re reopening plans for section of Sustrans Route 6 past QMC between Leengate and Derby Road – my message of 29 Jan to Chris Carter and comments from Roland Backhouse:

"> Chris

> In all the recent flurry of activity over our campaign for reopening
> of the Wilford Suspension Bridge I confess that I have forgotten to
> ask you recently about our other local major cycle facility blockage
> problem, on the path past the QMC car park between Leengate and Derby
> Road which of course is part of Sustrans Route 6.

>

> I notice that the car park has still not yet been demolished but have
> been asked by several people recently if I had any news on the latest
> likely timetable for this and the path reopening. What is the current
> position please?
> Thanks, , Hugh"

...comments from Roland Backhouse (30 Jan)

I am directly affected by the closure of Leengate, and several colleagues on Jubilee Campus where I work have spoken to me about it.

This morning on BBC news there was a major item about (ab)use of "public health and safety". Leengate seems to me to be a prime example. Compare Leengate with the Suspension Bridge.

The river under the Suspension Bridge has never been closed to river traffic, and no warnings ever given to river traffic of the danger of falling debris, the reason given for its closure. But cyclists and pedestrians do not go *under* the QMC car park that has been closed, they pass by it at some distance. Now cyclists are being forced to use the Derby Road. I have no doubt that the public health and safety risks incurred by their doing so far outweigh the risk of passing by a car park that until recently was able to support the weight of several hundred cars.

It is quite common to use plastic sheeting to protect the public from the dangers of construction work on large buildings. In this way the public is able to pass very close by much more hazardous sites. Why cannot a simple measure such as this be put in place for Leengate?

I would also like to challenge the Health and Safety Executive's arguments for the closure of Leengate. Can they actually provide evidence that the car park is of any risk to passers-by? Unfortunately, as was made clear on this morning's programme, it is just too easy for an organisation to play the public-health-and-safety trump card when all it is doing is protecting its own back.

Roland"

Possible new edition of Rushcliffe Borough Council West Bridgford cycle map

At the meeting on 6 Jan which Karina Wells organised to plan the WB Green Streets Initiative, Paul Phillips from Rushcliffe BC offered to organise in time for the launch an update and reprint of the WB cycle map, previous editions of which appeared in 2003 and 2004.. However since then, despite Karina and myself both chasing him, he has said only that he has not had time to take this further and seems to have no idea when he will, very disappointingly.

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

Pedals is much involved in this group's campaign to persuade the County Council, with the backing of the WB Local Area Forum, to adopt 20mph zones in much of West Bridgford, concentrating initially on the busiest areas, with narrower streets and older housing, rather closer to the town centre, and building on the relatively successful Ladybay Home zone introduced some years ago which has advisory 20mph limits, and strong local support.

Getting public support for the wider scheme is now vital and this will be discussed further at the Group's next meeting next Tuesday, particularly the idea of having a stall or stalls on Central Avenue one Saturday and perhaps also on the last Friday of the month, to tie in with Karina Wells' Green Streets Initiative.

Proposed installation of lighting on riverside path between Wilford and Suspension Bridge, West Bridgford:

Clive Wood tells me that the County Council have now done a preliminary study of the feasibility of this, which is positive, and now proposed to do detailed design and costings which will probably take until early-mid March. I will contact him again then to see if they have reached a decision and, if so, the likely timing of installation work.

Proposed use of Sharp Hill subway under A52 as part of cycle route between West Bridgford / Edwalton and Ruddington, etc.

"Clive Wood from the County Council has looked again at the subway and possible links, and also met on site Adrian, the Environment Officer from BGS Keyworth, who is keen to help encourage cycling by their staff (some of whom had mentioned the potential of using this to cross the A52 safely). However, he is not optimistic as he says

a) that there are legal complications (even when Rushcliffe Councillor Rod Jones has got the right of way finally sorted out by the County Council Rights of Way team)

b) it would be very expensive, needing both to raise the height of the subway (to reduce the risk of litigation) and the safety of its approaches, especially on the north-east side

A lot also depends on what funding opportunities arise in the medium and longer term, from any major changes to this section of the A52 (as proposed in the A52 Multi-Modal Study about 5 years ago, e.g. dualling and the provision of grade separate junctions) and b) minor or major new housing in the Sharp Hill / Melton Road / Edwalton area.

... comments from Peter Osborne (to Cllr. Rod Jones), 25 Jan. 09"

"Peter cc Hugh

I gathered the evidence of use of the paths on Sharpill and with the help of a contact in Rudd, collected others re the underpass. (This remains disputed and will probably go to a Planning Inspector.)

So your comment about using the underpass a bit interests me and leads to 2 questions.

1. Accepting that you are unlikely to know exact dates & this is about pattern of useage - did you use the path/underpass at roughly once (or more) each year over a few years. (from XXXX to YYYY)? ***About twice a year for the last six years, usually when I work different hours to normal. Tried to use it this Saturday (Jan 24th and found that it was completely filled in. Bizarrely the lights on the underpass were all on.***
2. If so would you be prepared to complete a written statement about your use of that path YES and how can I contact you to talk? ***0115 9890632 after 6.30pm***
3. A substantial "footpath" has been worn into the grass / mud verge at the side of the A52 from the underpass to the Wheatcroft business park indicating the demand for some form of pedestrian cycle facility here.

Regards,
Peter Osborne

Rod Jones.
0115 914 6616

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

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

To: [peter osborne](#)

Cc: [Clive Wood](#) ; [Rod Jones](#) ; [Chris Gardner](#) ; [Adrian Cooke](#)

Sent: Wednesday, January 21, 2009 8:07 PM

Subject: Re: Sharp Hill subway under A52 south of West Bridgford- request for evidence of usage

Peter

Thanks for this support.
best wishes, Hugh

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

From: [peter osborne](#)

To: [Hugh McClintock](#)

Sent: Wednesday, January 21, 2009 7:19 PM

Subject: RE: Sharp Hill subway under A52 south of West Bridgford- request for evidence of usage

Hugh - I would definitely use this subway. I have used it a bit in the past. With increased cycle provision along the A52 and A606, this could become a major cycle commuter route by enabling cyclists to avoid the dreadful Nottingham Knight roundabout which is a major barrier to cyclists (and pedestrians)."

....comments from Chris Gardner (27 Jan):

"Hugh,

When my first son used to go to Edwalton Nursery I wanted to take him on the back of my bike but was persuaded not to due to the necessary use of Flawforth Lane which is not bike friendly at the best of times. The tunnel would have been a viable alternative.

When my brother rides to my place he sometimes comes up thru the spinney and the crossing of the A52 here is particularly risky. Would be worth going east to the tunnel if open as cars travel in excess of 70mph on this section.
Chris"

PS. The value of this subway was mentioned by local residents in the Landmere Lane area during the second day of the Public Inquiry into the proposed 1200 houses development at Sharp Hill, south of West Bridgford, with various comments that rat running on this bit of Landmere Lane, to avoid increased traffic congestion on the nearby A52, has become much more common in recent years.

Some people, even without the new housing, have called for the access to Landmere Lane from off the A52 (about half way between the Nottingham Knight and Wheatcrofts roundabouts) to be stopped up. This would help make the road more suitable for cycling towards Ruddington, although it does have sharp bends and hills which can be discouraging.

Report of meeting of 29 Jan at Gedling Borough Council re proposed cycle route between Colwick Park and Netherfield rail viaduct as part of Environment Agency Flood Alleviation scheme for Left Bank of the River Trent: Lots of interest, from the EA, the County Council, Gedling Borough Council, Groundwork, Ridewise, GNTP, et al, in taking advantage of these proposals, due to go ahead in 2012, to include a proper cycle route as part of the scheme, but there are various physical and legal problems to be sorted out, including a series of detailed problems to be discussed with the various local landowners, including several on the Netherfield Industrial Estate, who are very concerned about potential extra security risks from a proper path (first proposed by Pedals about 20 years ago, incidentally!)

There are also particular practical problems by the Total Oil Terminal, Kitchen World and the Biffa Wharf, for the EA and CC to address.

I raised several issues including the possible provision of lighting, and clear and comprehensive signing. The EA's attitude to lighting on such paths is that it up to the County Council to provide and, as on their scheme completed two years ago between West Bridgford and Wilford on the south bank, they will only provide ducting to facilitate this.

Signing is also up to the County Council but will be complicated by the status of the connecting path which the County Council are upgrading in a separate scheme due to go ahead in 2009/10. This path, extending east from the rail bridge between Netherfield and Radcliffe, will only be a footpath and 1.5-18m wide, because an agreement between NCC and the Gedling Wildlife Trust who manage the nearby Lagoons nature reserve and who are very concerned about possible increased damage to their site from greater public access, especially motor bikes who anyway are something of a problem around there already, it seems.

This means that this section of the path, at least, cannot be formally signed as a cycle route or shared path nor can be promoted as a cycle route, despite its great potential appeal to cyclists, and its value as a further extension of the Big Track route, especially if in due course it becomes part of a longer route all the way to and from Trent Bridge and the Victoria Embankment, etc.

Lack of care for non-motorised traffic in icy weather: copy of message of 9 Feb from Roland Backhouse to Chris Carter, City Council:

Dear Chris,

I'm not sure if you are the right person to write to. Please tell me to whom I should write if not.

I'm writing about the council's lack of care for non-motorised traffic in the current weather conditions.

This morning I walked across Wilford Toll Bridge, as I have been doing since the start of the bad weather. Just like all last week, it was a sheet of ice. On the other side of the bridge, a woman had fallen and was obviously in great pain. An ambulance was arriving at the time I passed so I know no more than that.

Last week I was prepared to accept that the council had not yet done anything in aid of non-motorised traffic, but I find it quite incredible after the weekend's lull in snow but continuing freezing weather, that nothing has been done. The roads are gritted and safe, but the pavements have been left to nature.

Wilford Toll Bridge is used by a great many schoolchildren. What I find especially nice is that a lot of them cycle too. Regular walking and/or cycling is a great preparation for their adult lives. What will inevitably happen now is that those parents who can afford it will bundle their kids in cars (preferably 4-wheel drive with the latest traction control gadgets) in order to take them safely to school. And who can blame them? It will then become the norm to take them to school in the car. Is this what is meant by public health and safety?

Please note that Wilford Toll Bridge is only one example. There are lots of other places where the current weather conditions create unsafe conditions for non-motorised traffic.
Roland”

....and comments from Chris Keane, Nottm City Council (11 Feb):

“Hugh,

The Winter Service at Nottingham City Council is set up to allow the safe movement of traffic on our primary routes, important bus and commuter routes, and known trouble spots, during the winter maintenance ‘season’. The objective is to keep highway delays and accidents caused by adverse weather to a minimum and keep traffic moving through across the City.

The priority is to treat primary routes to keep the network moving as safely as possible - this is in common with all authorities across the UK. The treatment of secondary routes will not occur until we are satisfied that all primary routes are accessible. Similarly, treatment of the rest of the network will not occur until both primary and secondary routes have been treated and remain accessible at all times. Treatment of other routes is dependant upon the available resources at any given time.

The current policy is that footways will be treated on a reactive basis during severe and prolonged hazardous weather conditions when ice and snow have formed.

As with carriageways, treatment of footways will be in priority order, depending upon resources available at the time.

- *Priority 1* - main shopping areas within the City Centre;
- *Priority 2* - main shopping areas outside the City Centre;
- *Priority 3* - bus stops on main routes;
- *Priority 4* - footways near schools;
- *Priority 5* - shared use footways/cycle tracks.

Please note grit bins are distributed across the city to assist residents on residential roads and these are supplied on a priority basis – should you have any requests please let me know.

In terms of last week, under prolonged adverse conditions this resulted in the City Centre pedestrian areas and shopping districts being gritted.

I hope this explains the service provided, extending the service to proactively grit footpaths as prioritised above would require a substantial further financial investment. I will ensure this request is raised as part of service planning and budget considerations next year.

Regards,

Chris Keane | Highway Maintenance Manager | Nottingham City Council | Tel: 0115 915 2081

Simon

Can one of your team provide a response to this query regarding our gritting policies please.

If you could copy me into the response that would be great.

Thanks, Chris

Chris Carter | Transport Strategy Manager
Environment and Regeneration| Nottingham City Council
Tel: 0115 915 5220
Mob: 07939161416

....response of 11 Feb, from Roland Backhouse:

“Dear Chris,

Thanks for the response.

It would appear that priority 4 is so far down the list that no action will ever be taken on it. Please recall what I said: I accepted that nothing had been done last week but found it incredible that still nothing had been done after the weekend when there had been a lull in the snowfall but continuing freezing conditions. The email refers to *last* week whereas it is *this* week that I was referring to.

Also, there are several items to note about the Toll Bridge. First there are no residents (and so far as I know no bins of grit). Second, it is a bridge and, as I am sure you know, the surface of a bridge is more likely to be frozen than other road surfaces. Finally, the bridge is not "near" a school. It's the fact that schoolchildren have (in normal circumstances) such a long, but pleasant distance to walk/cycle to school that makes it so attractive and so important to maintain.

I would suggest you revisit your list of priorities.
Roland

...and comments from Richard Cooper (11 Feb):

"Hugh,
I'd point out that a similar situation occurs outside the City, with a similar response pattern.

Gritting bins work where there are residents around who can bring shovels out.

There possibly needs to be a review of the scope of priority 3 areas to include some 'cold spots', or have a 'response team' in place for significant problems.

Regards,
Richard Cooper

...and more comments from Chris Keane, City Council (11 Feb)

"Roland,
I appreciate your points.

This week is not classed as prolonged adverse weather conditions and as such the winter service will operate as previously described.

You have to appreciate we have the entire highway network to consider and the winter plan implemented is consistent with other authorities. For Nottingham City to extend the winter service on a planned basis will require further budget provision, I will raise your comments in terms of service planning and budgets pressures for next year.

On a reactive basis, in prolonged adverse conditions, I will try and arrange for the bridge to be inspected and treatment will be applied so long as resources are available.

Regards,
Chris Keane | Highway Maintenance Manager | Nottingham City Council | Tel: 0115 915 2081

...and response to this from Roland (11 Feb):

"Roland,
>> I appreciate your points.
>

> This week is not classed as prolonged adverse weather conditions and as such the winter service will operate as previously described.

I think we may be in agreement now but just to clarify: my point was about Monday morning, which was a prolongation of last week's extreme conditions. The rain later in the day melted all the frozen snow and the conditions on the bridge are now OK.

> You have to appreciate we have the entire highway network to consider and the winter plan implemented is consistent with other authorities. For Nottingham City to extend the winter service on a planned basis will require further budget provision, I will raise your comments in terms of service planning and budgets pressures for next year.

> On a reactive basis, in prolonged adverse conditions, I will try and arrange for the bridge to be inspected and treatment will be applied so long as resources are available.

>
Thanks for this. I'm sure a lot of people will appreciate it.
Roland

10. Miscellaneous items:

Cyclenation news: suggestion from Andrew Martin (28 Jan):

"Hugh
Perhaps we can publicise this forum to Pedals members and other non-Pedals cyclists e.g. within Transition groups?
All the best, Andrew"

Activity Friends – potential for collaboration with Pedals (and Ridewise, etc)

I had a useful meeting with Lindsay Knott, the newly appointed coordinator for Rushcliffe (and based at the offices of Rushcliffe Council for Voluntary Service). AF, which started in the Ashfield area, to promote physical activity among the over 50s, is now expanding to have coordinators in each District (including Nottingham City).

I gather that an AF coordinator for Broxtowe is to be appointed soon, and one for Gedling also started work recently (see below, exchange of messages with Gary Smerdon-White):

Activity Friends - Gedling and cycling promotion potential (27 Jan)

"Hi

Just to let people know about RideWise's increasing relationship with Boroughs/Districts. Today Murat has informed me that we have been successful in getting a contract, based on the City PCT's cycling for health project, for giving cycle training to people in Gedling referred to us by health professionals.

We would like to extend the range of our services similarly with Rushcliffe and Broxtowe at some stage so if either Lindsay or the Broxtowe activity advisor wants to contact us that will be good. I'd hope we can meet Patrick soon Gary"

LGIU Cycling Inquiry - Response from Nottingham City Council – my message of 29 Jan in response to request for Pedals views from Councillor Emma Dewinton:

"Emma

Thanks again for asking for our views on this and here are a few comments which I hope you find helpful.

I also attach below, by way of an appendix, some very pertinent detailed comments by Karen Fry from Sherwood, who has only recently been coming along regularly to Pedals meetings. I have already, by the way, responded to her including her particular comment about cycling events in the Old Market Square, mentioning the Wheely Good Cyclists Breakfast in Bike Week each June which she may not be aware of, having only recently come back to living in Nottingham!

I think that the first point to emphasise is that, while being very pleased to see your various and positive references to the role of Pedals, we do think it only fair that the very important role of Ridewise and GNTP (and Gary Smerdon-White, in particular) should also be duly acknowledged, as this has been absolutely vital in helping in the last year or two to revive the City Council's cycling commitment and to strengthen links with other bodies such as the PCT and Sustrans, etc.

This wider partnership and particularly the role of Ridewise, has been emphasised to me by several people (including Karen Fry) in their comments on your message and she is also one of several people recently who have stressed to me the importance of Pedals and other organisations working closely on cycling issues with the various local Transition Nottingham groups developing in different areas.

A second point made by several people is that it is important in our efforts to encourage new cyclists that we don't forget existing cyclists, however keen and confident they are.

Thirdly, the importance of the continuing efforts to improve infrastructure for cyclists. We know that quite a bit is now being done, including The Big Track improvements and the Hucknall Road commuter corridor but several people have commented on some continuing glaring deficiencies, e.g. on the Outer Ring Road, which provides basically a vital and fairly flat link between the north and west/south sides of the City for those keen to avoid hills if at all possible. The existing provision tends to deteriorate in quality the further north you get and to leave you to your own devices at many major junctions!

Fourthly, the point about inadequate or confusing cycle signing, made again by Karen Fry, confirming what we have already mentioned to you various times. We are well aware of the concerns about excessive and intrusive traffic signing but this should not mean that the needs of cyclists for clearly and consistently signed routes are overlooked (Thanks by the way for inviting me along on 10 February when you discuss the Draft City Centre Urban Design Guide, to expand on Pedals views on this).

Fifthly, the importance of addressing speeding and poor driving (as well as poor cycling issues), including 20mph zones (good to see you mention this) and more effective action to curb bad driving (a big concern now also at national level by organisations such as CTC, Cyclenation and Roadpeace) and encouraged by the recent House of Commons Transport Committee report on Road Safety.

Last but not least, the importance of keeping abreast of good practice elsewhere and developing it in the light of local circumstances (as we are doing, with GNTP, in developing the Movers and Shakers Project) but also other aspects of cycling policy, including bike recycling, cycle centres, and secure bike compounds at interchanges (e.g. learning from the exciting new plans for the Leeds Station Cycle Point in developing the plans for the major cycle facility as part of 'The Hub' at Nottingham Station).

best wishes and thanks again for asking for our views.

Hugh

PS. You might also be interested to see the submission to the LGIU Inquiry from CTC at National Level, a copy of which I have been sent by Roger Geffen and now attach.

Comments from Karen Fry

Hi Hugh,

Sorry I didn't get to the last Pedals meeting. Some comments on Emma's proposals. Somewhat Sherwood biased!

Please don't abandon keen cyclists altogether in favour of getting new cyclists on the road and onto public transport, etc. We're all important, and keen cyclists set an example for more nervous ones. I would consider myself a keen cyclist but my use of roads in Nottingham has been increased by having Ridewise lessons.

Drop the use of the term 'professional cyclists' to refer to experienced cyclists. Too confusing and inaccurate.

There are still loads of infrastructure things that could be improved - making the ring road easier to cycle round for instance. It's very useful but was done quite a while ago, and there are gaps where cyclists are expected to get off and walk. I've also not seen very much change in the route from Sherwood into town, and simple things like good road surfaces at the edge 1m or so of the road in Sherwood would really help.

Being able to take the bike on the tram would be great.

More strategic cycle parking - yes yes yes. More noticeable so you can see them from a distance. Advertises cycling too.

I appreciate the recognition that some cycling on pavements is done safely, and that there are joint issues with mobility scooters. There are areas where cycle paths on pavements could be created, e.g., Mansfield Road, so that the pedestrians know that there could be cyclists coming along, and perhaps disrespectful cyclists will keep to their side?

I'd like to see a long-term plan to reduce the number of cars going into town via this route - bus/cycle lanes both sides of the road! Intermediate measures could be made to slow traffic through here - there are other issues to do with cars not stopping at red lights in Sherwood, etc.

Hugely better cycle route signage - at present too much of it is confusing and stops without telling you where to go next. Also advertises cycling.

I'd like to see some sort of cycle event in the square (this might have happened - I've not been back in Nottingham that long) - bikes to try out, get your bike fixed, electric cycles, a commuter challenge (an old idea but worth repeating). ETC!

Bike clothing fashion event with students from NCN... loads of stuff could be done, just needs time and money... 😊

Could I pass this on to the people in Transition Sherwood who are interested in cycling?

Cheers,
Karen

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

From: [Marian Dunphy](mailto:Marian.Dunphy@nottinghamcity.gov.uk)

To: 'hugh.mcclintock@ntlworld.com'

Sent: Friday, January 23, 2009 9:36 AM

Subject: FW: LGIU Cycling Inquiry - Response [Scanned]

Happy New Year, Hugh.

Need to ring you re a few things. Still catching up!

I enclose my response to the LGIU inquiry for info – and comment.

Best wishes, Emma Dewinton

0115 9608198

emma.dewinton@nottinghamcity.gov.uk

From: Marian Dunphy [mailto:Marian.Dunphy@nottinghamcity.gov.uk]

Sent: 21 January 2009 14:35

To: 'gemma.roberts@lgiu.org.uk'

Subject: LGIU Cycling Inquiry - Response [Scanned]

Dear Gemma

I am writing as Chair of the Nottingham Regeneration and Sustainability Select Committee, having been involved in policy development work with the Executive on the city's Cycling Strategy in 2007, we regularly review progress in this area.

Last autumn we, again, found that the city was doing some excellent in improving infrastructure and working in partnership, particularly, with our local cyclists advocacy organisation, Pedals.

However, there is a need to move from enabling keen cyclists to commute or travel otherwise in our city – to a more inclusive agenda, where cycling is recognised as:

§ One of the modes of travel which most of us can employ, i.e., we encourage not just the professional cyclist but any member of a family who may want to travel in and out of work once in a week, using bus, tram or car at other

appropriate points, or similar leisure usage, where we are not assuming that the bike will be the constant mode of transport.

- § This involves, therefore, looking at issues such as road safety, the interface between cyclists and vehicles on the road – and where our roads are narrow/the speed of vehicles is fast – the interface between cyclists and pedestrians.

In Nottingham, we have particular problems of geography, i.e., hills! in the city but we are determined to try and increase the cycling rate of the average person, as opposed to just the skilled and experienced cyclist.

Currently, we are making progress on an increased bus and tram figures of service usage in the city – but the cycling rate is coming to a plateau.

Councillors are aware, through our own experience and from the input of Pedals to our committee meetings, of the progress being made on the continent with increasing the cycling rate: Cycle Hire is becoming the norm in European cities, with cheaper rates for residents than tourists and a variety of cycles to hire. We have seen, for instance, evidence of the excellent Cycle Centre in Freiburg, with not just cycle parking but repairs, information and a Café Velo, in addition to extensive cycle parking close to station platforms.

In discussion at committee, it became apparent that we need not just a step-change locally but that a government lead would enable a lot of positive development in improving the cycling agenda:

- § Requirements for convenient and safe cycle parking at transport hubs and public buildings.
- § A lead on 20 mph traffic restrictions in residential areas.
- § Best Practice guidance regarding making other forms of public transport accessible to cyclists, e.g., the Edinburgh Pilot, with bike storage on trams – which enables cycling by people who do not have the capacity to cycle long distances but might otherwise use a car.
- § Cyclists/Pedestrian interface on pavements. Currently, in Nottingham, there is enforcement against cyclists where they cycle on pavements. Councillors are, by and large, keen that this should be graded so that the cyclist taking risks with his own, and other people's safety, faces prosecution and that cyclists using the pavement to avoid heavy traffic, but with regard to other users of the pavement, are not prosecuted. However, in Law, the latter cyclists also face prosecution.

This area of Law needs looking at, because there are also concerns raised around use of the pavements by mobility scooters. At the Scrutiny Committee, there was support for a new agenda of Respect amongst users of the road and pavements, to enforce and give guidance regarding motor vehicles respecting the cyclist on the road and cyclists on pavements dismounting to allow safe passage of pedestrians. We were informed, by Pedals, that Best Practice guidelines of this sort, regarding pedestrian/cyclist interface, have been introduced in Edinburgh.

Looking at the questions you note in your Invitation to Contribute to the LGIU Cycling Inquiry, where these have not been answered by the points above:

- § Quality of life contribution of cycling: leisure, health, for instance in Nottingham, cycling along the canal towpaths – an excellent cycle route, both scenic and healthy.
- § Main barriers: hills! lack of capacity to carry bikes on trains, trams and buses. Inadequate safe storage for people wanting to cycle into the city centre and shop, or to the train station (this will now being addressed, through a new multi-modal hub), speed of traffic on roads and dangers, particularly to children and the elderly. Better recognition of cycling's contribution: High profile National Event acknowledging not just success in Olympic cycling but contribution by ordinary cyclists, similar local publicity.
- § National Strategy to increase cycling rates address barriers above – ensure adequate infrastructure. **However, essential not to relegate cyclists to Cycle Lanes but make roads safe for cyclists.** Soft measures to encourage awareness of health benefits and provide advice, in terms of buying bikes and riding techniques are essential, and can be provided in partnership with local voluntary organisations/social enterprise. Currently, Ridewise in the city provides advice to cyclists. Capacity is an issue here, nationally.
- § Individuals, who need to be involved in increasing cycling: Local cycling organisations provide expertise and example. However, it is essential that we try and raise the cycling rate amongst ordinary people, which needs role models who are, indeed, ordinary, i.e., including non-sporty, middle-aged and children – with acceptance of the part-time cyclists, i.e., who might use also bus, tram, train or car.

I hope this is helpful.

Best wishes.

Emma Dewinton

0115 9608198

emma.dewinton@nottinghamcity.gov.uk

Pedals agendas on website (as pdfs)

Just to remind everyone, and especially in view of the problems some people have had recently in receiving their Pedals agendas and other Pedals emails, that these are posted on the website, normally on the Thursday before each meeting, as pdf files.

John Bannister has asked me not to format the agendas and background notes in 2 columns but to keep them as just one column, to facilitate online reading. I am therefore trying this change this month as an experiment, and would welcome comments please.*

Hugh, 12.2.09