

NB This is being sent out early as I am away all next week (until Saturday 14th) cycling in Suffolk,
Hugh

AGENDA FOR PEDALS MONTHLY MEETING:

8.30 p.m. on

Monday 16 April 2007

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

**(pre-ceeded by mini-ride, lead by John
Park, departing at 7 p.m, from top of
Queen's Bridge Road, opposite
Nottingham Station)**

AGENDA

1. Welcome, and apologies for absence

2. Minutes of Pedals meeting of 19 March and matters arising including:-

- Sir Paul Smith Pedals' Presidency invitation
- proposed Beeston-Clifton pedestrian-cycle bridge – consultation plans
- New East Midlands rail franchise: consultation with cyclists
- 21 March Cycling and Health meeting at GOEM
- Notts CC Draft Rights of Way Improvement Plan

3. Cycle facility and traffic matters including:-

- Carrington Street, by Nottingham Station; Road works from June 11 to September 16
- Castle Boulevard latest changes: completion of Toucan crossing etc.
- Castle Road-Castle Hill-The Ropewalk cycle route
- Proposed bollards etc. on Broadway pedestrianised area
- Edwards Lane / Valley Road proposed changes
- Ladybay bridge cycling proposals
- Proposed Cycle lockers at the NET Phoenix Centre Park and Ride site.
- New cycle link at the west end of the 'ng2' development (former ROF site)
- City Road, Beeston - Cycle Route Signing
- Degradation of local Sustrans Routes
- Boots Site at Beeston: Statement of Development Principles – Consultation Draft, March 2007 – Pedals comments
- East Midlands Parkway Station planning application
- Items for discussion at next County Council Highways South Cycle Working Group meeting, 19th April
- New Mansfield/Ashfield Cycle Map

4. Newsletter: Spring/summer newsletter plans and content

5. Finance including proposed membership of CANN (Climate Action Network Notts)

6. Events / meetings including:-

- Climate Action Network Nottinghamshire (CANN) special lecture on 30 April
- Future CANN meeting dates
- Cycle Campaigns Network/CTC Spring Conference, Derby, Sat 19 May
- 2007 Great Notts Bike Ride (24 June) and The Big Wheel
- Wheely Big Cyclists Breakfast, 21 June
- Bike Week, 16-24 June
- Greater Nottingham LRT Advisory Committee meeting, 12 June

7. Miscellaneous items

- Bikeability launch, Leicester, 26 March and possible take up by City and County Councils
- CTC Get Cycling on Track bikes and rail campaign
- Plea for help in distributing City cycle maps

8. Any other business

BACKGROUND NOTES!

*** means feedback especially wanted please**

**** means help please!**

NB Starting from this meeting I am bringing forward the item 'Cycle facility and traffic management matters' to earlier in the agenda. I have done this in response to a request from Jenny Kukan, who is now attending our meetings regularly and who works for the City Council. Jenny says that she will not always be able to stay until the end of the meetings so it would be helpful to her to have these items raising City Council issues earlier on the agenda in case she wants to make comments.

1. Welcome and apologies

Apologies for absence from

?Mara Ozolins, John Wilson

2. Minutes of the Pedals Annual General Meeting Held 19th March 2007 at The Globe PH

Present: Hugh McClintock, Susan Young, Peter Osborne, Andrew Martin, John Bannister, David Miller, Chris Gardner, Alison Russell and Jenny Kukan.

Apologies for absence: Arthur Williams, Mara Ozolins, John Wilson, Andrew Househam and Lawrence Geary (and, retrospectively, from Roy Wilson).

Chairman's Annual Report. This was discussed at length, in particular, the issue of anti-social cycling

behaviour. Although there is little, if anything that Pedals can do about this problem, it was stressed that Pedals must disassociate itself from such behaviour. To this end, it was decided that our autumn meetings should include discussions with representatives of the Police, City Council, Nelsons and other relevant agencies to discuss what practical initiatives can be implemented to reduce anti-social cycling behaviour.

The problem of lack of volunteers and declining membership was also discussed and the need to reverse this, particularly through getting people to distribute handier-sized leaflets to cycle shops and libraries, etc.

On a brighter note, work is under way on the much needed upgrading of the Pedals website and there are good prospects from the closer working with Ridewise and the Greater Nottingham Transport Partnership.

Finance. Finances are currently in good shape, however, there will be less income in future from publications and postage costs will again rise soon. It was suggested by Chris Gardner that many people now regard our membership rates as absurdly low and it was therefore decided to raise rates for new members (while maintaining current rates for existing members). The new rates will be:
Concessions: £7 (up from £4.50)
Individual: £9 (up from £6.00)
Family: £12 (up from £8)

Owing to the practicalities associated with standard order administration, these new rates are likely to remain unchanged for the next five years. It is intended that the new rates will come into force when Pedals' bank account is switched to the Co-Op. This should happen in time for the Great Notts Bike Ride in June. This information will appear in the next newsletter.

Office-holders: There were no nominations for election to office, so it was agreed that Hugh McClintock, Susan Young and Dave Morris should continue in their present roles as Chairman, Treasurer and Membership Secretary.

March Monthly meeting business

Pedals Tools. A large proportion of these was sold at the meeting. These tools were surplus to requirement. Money received went to Pedals.

Membership Forms. David Miller is organising the cover side artwork and printing forms for a handier size leaflet for distribution to cycle shops (Freewheel, Cycle Inn and Abbey Road Cycles, and others as people volunteer.)

Beeston-Clifton Pedestrian-Cycle Bridge. There will be three consultation days in Clifton about this bridge, Jenny Kuhan reported.

Pedals' President. Various celebrities have been approached in the past without success. However, it was decided to write to Sir Paul Smith (well known in the world of fashion), who is Nottingham based, and most importantly, a cyclist.

Draft County Council Rights of Way Improvement Plan 2007-12. This is quite a large document. Hugh briefly went through some of the main improvements listed in this document, and his responses to them.

The comments will be finalised at the next meeting after consultation with Roger Codling on behalf of CTC.

Cycling Issues in the New East Midlands Rail Franchise. There is a requirement for a consultative group of cyclists to discuss issues with the new franchise holder, as has now been agreed for other operators, e.g. Northern Trains. Hugh will raise this again with Zach Stamps of DfT Rail, on behalf of the East Midlands Cycling Forum.

Update:

Sir Paul Smith Pedals' Presidency invitation

I have had a letter from Paul Smith thanking for our invitation to him to become Pedals President "due to my very hectic schedule and current commitments, even in a less onerous capacity – sorry! He also thanks us very much for thinking of him and wishes us all the best!"

At least he replied, unlike the previous time we tried this 3 years ago with Madonna, another of Lawrence Geary's suggestions!

proposed Beeston-Clifton pedestrian-cycle bridge – consultation plans

Exhibition in Clifton planned from 27-29 April and John Lee from the City Council has asked me if I can attend on some of these dates.

New East Midlands rail franchise: Consultation with cyclists; response of 25 March from Zach Stamps, DfT Rail

"Hugh

Thanks for your e-mail.

The East Midlands franchise is not required to include a cyclists' consultative group, but in line with best practice, we would encourage the franchisee to include such a group.
Regards, Zach"

21 March Cycling and Health meeting at GOEM

This went well, attended by an increased number of people including representatives of Leicester and Derby City Councils, and Gary Smerdon-White and myself, stressing that we wish to get Nottingham City Council equally involved in future. There was also a presentation from Kevin Mayne, CTC Director on their Active Travel Consortium Plans. Nick Cavill, health advisor to Cycling England, is also taking much interest in the work of the group and may support a possible cycling referral scheme in Northampton. These meetings are now to be held quarterly.

Draft County Council Rights of Way Improvement Plan 2007-12.

Summary of countryside users' key needs:

Cyclists (para. 4.12.4.)

- Improved road safety where rights of way exit and connect with other bridleways and cycle tracks
- Good surfaced route and adequate width (for average cyclist and family)
- Challenging routes relating to surface and topography for the mountain biker

- Increased maintenance and enforcement

Draft Pedals comments:

Introduction

Pedals much welcomes this opportunity to comment on the draft Rights of Way Improvement Plan and supports the six aims in the statement of action.

We would like to see more emphasis given to the need to promote safe, continuous, coherent and attractive links for cyclists between urban and rural areas so that people do not feel that they need to load their bikes onto cars before they get to a suitable location to start riding them, rather than feel safe and confident to start and finish their cycling at home.

We would also like to see more specific proposals to provide direct links in the rights of way network in terms of multi-use paths across major barriers such as bridges and, in particular the proposed pedestrian/cycle bridges between Beeston Lock and Colwick and also Colwick Park and Holme Pierrepont.

Detailed comments

P10. Coalfields, para 2.2.1.

We would like to see more disused railways developed into useful linear access links.

P11. Natural and man-made barriers. 2.5.1.

We welcome the progress already made in improving access along river banks and canal banks in the Greater Nottingham area but, as mentioned in our introductory comments, would very much welcome more new links to overcome the barriers that major rivers can often pose, as acknowledged in the comments in this paragraph on the “significant severance for communities accessing services and recreation...”

P34. Cycling

4.5.6. We suggest the inclusion of the word “often” between “are” and “reasonably” in the second sentence of paragraph 4.5.6 since there are still parts of the urban area with no specific cycling provision or other measures to make cyclists feel safe on ordinary roads and streets. Rectifying this is important in making it possible for people to feel confident and safe in making longer recreational trips into the countryside from their homes, as mentioned above.

4.5.8. We very much endorse the comment about the need for improved surfacing of off-road routes to be a key priority. The surfaces of many basically good routes, e.g. the riverside paths on the south banks of the Trent have not been well-maintained and have been allowed to deteriorate for many years, making their use at times, especially in wetter months, very unattractive for both cyclists and walkers and undermining the very important health-promoting benefits of good off-road routes.

P47. Summary of countryside users’ needs

4.12.4 Cyclists

We agree with this summary of cyclists’ needs but would like to make clear that increased maintenance should include signing as well as surfaces and cutting back of intruding vegetation. Signs must be pointing in the correct direction and should include destinations reached by that path, not just ‘Public Bridleway’, etc, and including various linear and circular route options. There must be reliable arrangements in place for dealing with reports of signing defects, e.g. missing signs and vandalised signs.

P67

5.1.06. We agree that good information and mapping (up to date and reliable) is vital to reap the benefits of provision.

5.10.7 We agree that schemes that improve the connectivity of the network should be prioritised.

P68

5.10.12. “Pedal cycles” should be inserted towards the end of the first sentence referring to the problems for other path users of the erection of barriers in an attempt to prevent illegal motorcycle use. It is also important to bear in mind that people using non-standard bikes, e.g. with trailers and bikes adapted for people with disabilities may experience particular problems with barriers. This then undermines the principle of ‘Access for All.’

P96. We agree that it is very important to look for opportunities and that Greenways can have a vital role in extending the network.

P102

Publicity and promotion

This should be linked to wider promotion of cycling and health, the countryside and sustainable, e.g. the Rural rides leaflets and the Ridewise project as well as the activities of The Big Wheel. Introducing Sunday services on the Robin Hood Line, with its provision of free bike carriage, would also be a very welcome boost for promoting the use of bikes for leisure in much of the county covered by this railway, including the rights of way network and other routes (such as roads, generally quieter in the north of Nottinghamshire), and offering those who want it the option of doing part of their whole journey, perhaps the return trip when they are tired or have had mechanical problems, by public transport.

3. Cycle facility and traffic management matters

Works to Highway fronting Nottingham Station: my response of 26 March to letter from Hayden Reed, City Council

“Hayden

Thank you for your letter of 21 March about the works to take place this summer from June 11 to September 16 on Carrington Street in front of Nottingham Station.

Can we assume that it will remain possible to access the cycle stands in the Porte Cochere area of the Station during all of this time, including the second phase from 29 July when the eastern half of Carrington Street is closed, with cyclists at least able to carry their bikes in via the pedestrian access at the City Centre end and to leave via the exit on to

Queen's Road? As you may know, these cycle stands are very intensively used and it would be very inconvenient if they were not available at all during the period of the works.
Hugh

On another matter, I wonder when you now expect to be able to carry out the works we agreed when we met on site last summer to remove the obstruction to the exit from the cycle gap across the tram tracks towards the bottom of the Middle Hill tram viaduct and the cycle-bypass from Weekday Cross. I have been surprised that it was not done months ago!"

...response from Hayden Reed (27 March)

"Hugh.
Thanks for your emailed response to my letter. I can confirm that the cycle stands in the Porte Cochere will not be directly affected. During the first phase of works it will be "business as usual".

During the second phase, access on foot will be available at the north end, and if cyclists are so minded, they could use the 2-way vehicular entrance that will be available for blue badge users to the south and Queens Road (although this is not being specifically advocated because of visibility issues).

On the subject of Middle Hill, I'm afraid that I haven't been back to check, since I marked up the changes on site and sent a request to our Direct Works section. I can only apologise for our failure to act on what was promised, and I will investigate why the work wasn't followed through.
Regards, Hayden Reed
Senior Engineer, Highway Design"

Castle Boulevard changes - Phase 2 now completed

Any comments please on the new changes, now that the new toucan crossing by the Castle Bridge Road junction has been installed?*

Castle Road-Castle Hill-The Ropewalk cycle route: my message of 4 April to Steve Brewer and Chris Carter, City Council

"Steve
Chris
Some time ago I drew to your attention not only the attractions for many cyclists of the quiet (if hilly) route via Castle Road, The Ropewalk etc. when riding between Castle Boulevard and Canning Circus (much quieter than Maid Marian Way and Derby Road, for example) and the need for this to be fully signed but also that it would be helpful to have a contraflow cycle lane on Postern Street, currently the only one-way traffic section of the route. Was this idea ever investigated please?
Hugh"

Edwards Lane/ Valley Road proposed changes: message of 4 April from, John Stuart Clark and my response.

"John
Thanks for this. I have received the leaflet but not yet more than glanced at it.

I will now do so and also put it on the agenda for the next Pedals meeting on Monday 16th,
Hugh"

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

From: "John Clark" <brick@ntlworld.com>
To: <McClintock Hugh
Hugh.McClintock@ntlworld.com>>;
<steve.brewer@nottinghamcity.gov.uk>
Sent: Thursday, April 05, 2007 8:58 AM
Subject: Edwards Lane/Valley Road

> Hi,
> Details of the above improvements planned to start on 15th April landed on our mats yesterday.
>
> I'm sure you have this covered, but the very important cycle route along Kneeton Vale will soon become, in terms of accessibility, one way - north bound only, at least according to what can be read into the leaflet.
>
> I take it there is some form of south bound cycle access? While acknowledging the roundabout is a tricky ride, I know for a fact I am not the only cyclist who does NOT use the pavement around it to access Kneeton Vale.
> Cheers,, JSC"

Proposed Ladybay Bridge cycle bridge: message of 20 March from Chris Carter, City Council

"Dear Hugh
The proposal to provide a cycle route alongside Lady Bay Bridge remains part of the transport infrastructure package supporting the regeneration of the Waterside area and has been identified as a potential scheme within LTP2.

Outline design for the scheme has been completed which has established broad costings and the deliverability of the scheme.

In terms of progress the Trent Basin phase of the development has reached the planning permission stage. This is important because this will establish the overall case for the need and funding for the transport infrastructure for the whole of the Waterside.

The next phase being worked on is a masterplan for the area between London Road and Lady Bay Bridge and is due to be completed by the end of the year.

There is no firm timetable for the delivery of the Lady Bay Bridge scheme as yet as it will depend on when development comes forward. It is likely the scheme will be funded from a combination of City/County LTP, developer contributions with supporting funding from emda and other sources.

Other associated cycling schemes being promoted within the waterside area include:

- Embankment to Canal towpath link (detailed design currently underway funded by emda - part of Big Track)

- Riverside path from Victoria Embankment to Colwick - on north side of the Trent including links to Lady Bay Bridge

- Cycle links along (straightened) Cattle Market Road (providing a link west to the Meadows) and Meadow Lane (to link with Lady Bay Bridge and existing cycle route on Daleside Road)

- Link to Sneinton via Trent Lane

Hope this is helpful, Chris"

Proposed bollards etc. on Broadway pedestrianised area – copy of my message of 27 March to Justine Ramowski, City Council;
“Justine

Thank you for your letter of 22 March about these proposals, including the use of fold-down bollards from 6.30 p.m. to 8.00 a.m.

Pedals would certainly support these measures as pedal cyclists are to be exempt. As this is an important part of the best route across the city centre from north to south we would also welcome any (discrete) signing on this and other parts of the route to make it easy for cyclists to follow on the ground.
Hugh”

Subject: Cycle parking at Phoenix Park (message from Andy Wickham, passed on by Claire Fleming, Staff Travel Officer at Notts CC and which I have forwarded to Pat Armstrong and Andy Holdstock in the NET Team)

“Hi Claire

You'll remember that from time to time I bang on about getting bike cages installed at Phoenix Park and it seems we might make some progress, then everything goes quiet.

Last May you copied Ed Ducker in and he said: *It looks as if the Park and Ride site itself is City not County. I've passed on the request to Steve Brewer for his thoughts, it might be that we can split the cost if it's right on the boundary.*

I don't think we ever heard any more about it.

Is this worth pursuing? Or shall we just accept that cyclists who don't want to risk having their bikes vandalised will not be able to park them at this tram terminus? Maybe I should get heavy with the City Council (Outraged of Kimberley ...).

It seems such an obvious way to promote inter-modal travel, but no-one seems interested. Hey ho. Any thoughts?
Andy Wickham”

New cycle link at the west end of the 'ng2' development (former ROF site), The Meadows; my message of 29 March to John Lee and Jenny Kuhan, City Council:

“John, Jenny

Very pleased to see that there is now a brand new cycle link through and not stopping at the fence at the western end of the ng2 spine road (Enterprise Way, I believe it is called?).connecting to Birdcage Walk.

However, when approaching this cut-through from ng2 the path continuation currently does not look very inviting since, faced with a bank of unkempt weeds etc, you suddenly have to turn sharp left on a narrower and rougher path and then further zig-zag to continue your trip either way on Birdcage Walk or towards Longwall Avenue or the future upgraded link to the Riverside retail park via Comet and Rennie Hogg road etc.

As part of the general plans to upgrade the cycle links in this area and make them more "coherent" (to use the word that springs to mind from various sources like the Cycle-friendly Infrastructure

guidance and DfT Draft LTN2/04 etc.) I wonder please if there could be consideration of ways to make this link more coherent, direct, convenient, comfortable and attractive (without waiting for the further work nearby when the NET extension to Beeston is built), as well as to provide comprehensive and secure signing of the increased number of interlinked destinations served by this growing hub of cycle routes?
Thanks, Hugh”

City Road Beeston new cycle signing: comments of 4 April on the points raised by Anne Sladen

“Jeff

Thanks for your comments which I will pass on to Anne Sladen and other local Pedals members who know the local situation much better than I do.
Hugh

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

From: [Jeffrey Burton](mailto:Jeffrey.Burton@ntnlworld.com)

To: Hugh.McClintock@ntnlworld.com

Cc: [Edward Ducker](mailto:Edward.Ducker@ntnlworld.com) ; [Daniel O'Neill](mailto:Daniel.O'Neill@ntnlworld.com)

Sent: Thursday, April 05, 2007 10:14 AM

Subject: City Road, Beeston - Cycle Route Signing

Dear Hugh

In reply to the e-mail concerning the new signs on City Road and Nether Street.

The shared use sign at the crossing on City Road is to indicate that the section of footway on City Road is shared use. Unfortunately this footway is narrow and is not ideal as a shared use path. We can not legally put an exemption on the No Entry signs, especially as this section of City Rd is also one way towards Middle Street. We are therefore proposing to erect additional cycle route signs to direct cyclist along to The City, which is one way away from Middle Street. We would then remove the shared use signs for the footway along City Road.

On Nether Street we will pass the problem of the overgrowing vegetation to the Highway Inspectors at Broxtowe Borough Council, who will serve notice on the adjacent property owners.

I hope this answers your query.

Jeff Burton

Senior Improvements Officer

Highways South

Nottinghamshire County Council

Tel (0115) 8786025”

Degradation of local Sustrans routes: my message of 27 March to Patrick Davis and Nicola Jones, Sustrans

“Patrick, Nicola

Anne Sladen mentioned to me some weeks ago her concerns at the safety of cyclists on Sustrans Route 6 in Beeston (Queen's Road West) where it now passes the new access being constructed to the major housing area at Birkin Fields between Queen's Road and the railway. I had the chance to see the site today and agree with her concerns. It is a great pity that the detailed layout did not take a different form, to oblige motor vehicles entering the site to slow down and watch out for cyclists crossing on route 6. As it is there could well be some nasty accidents and near misses. And the cycle path/shared path in the vicinity has been much disturbed by this work.

Ideally of course this important defect should have been picked up by Pedals in comments at the time of the detailed planning application but the fact is, I regret, that we simply do not have the resources to keep track of every planning application in the Greater Nottingham area that might raise issues of cyclists' safety and nor, I expect does Sustrans!

It does however disturb me when slips such as this (cumulatively) degrade established Sustrans routes, as in the examples with Route 6 in the Basford and Bulwell areas such as the recent installation by the City Council of cycle (and wheelchair)-unfriendly A-frame barriers, and the failure by both Pedals and Sustrans to ensure that the replacement footbridge by Deptford Crescent for the NET, a few years ago, was of a design to make it much more suitable for use by bikes and wheelchairs.

Is there some way of Pedals and Sustrans, do you think, cooperating to ensure that local authorities consult Sustrans about possible detailed changes to NCN route sections so that we don't face any more such examples in future?
Hugh"

...comments from Anne Sladen (29 March);

"Hi Hugh and other interested parties.
This path is very well used by pupils at Chilwell Comp school, both as pedestrians and cyclists. I feel it is a safety issue which still should be addressed by some traffic management to more favour those using the path, before inevitable conflict accidents do happen.
Anne"

...response from Patrick Davis (Sustrans) of 29 March and my reply to him:

"Patrick
Thanks for your reply. I guess you would make the same comment and had anyway thought of raising it at the next Notts CC Highways South CWG meeting, on 19th April. Will you or Nicola be there by the way?"

I might also raise it at the next Broxtowe Partnership Transport meeting, on 26th April.
Hugh

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

From: Patrick Davis
To: Hugh McClintock (Dell)
Cc: Nicola Jones ; Ed Ducker
Sent: Thursday, March 29, 2007 9:51 PM
Subject: Safety Audit: Sustrans Route 6 degradation
Hugh

As you say, it's a matter of time. Short of combing every planning list every week, things are always going to get past us.

With this one, I'd suggest the matter be raised at the next Notts S area cycling forum with a view to having the finished job safety audited. Then, if as everyone suspects, there is a real issue, there should also be a good case for trying to obtain LTP money to retro fit whatever the auditor may recommend.

Patrick Davis
Sustrans East Midlands
tel. 0116 270 2905"

**Boots site at Beeston: Statement of Development Principles – Consultation Draft
Draft Pedals comments (need to be finalised and submitted by 26 April to the City Council and Broxtowe Borough Council:**

"Boots Site at Beeston: Statement of Development Principles – Consultation Draft, March 2007 – Pedals comments

Pedals much welcomes the recognition of the importance of cycling in two of the key development principles, i.e.:

"To create new strategic routes across the site for cars, pedestrians and cyclists and to increase access to Beeston Rylands and the proposed tram infrastructure"

and

"To encourage the use of sustainable modes of transport, including improved pedestrian, cycle and public transport travelling to and within the site"

We also welcome the recognition of the importance of cycling in the section on Key Issues; Highways and Access, i.e.

3.4 "It will be essential to provide safe, convenient and direct pedestrian and cycle routes within the site and into the wider area, including Beeston Rylands, the universities and Nottingham city centre.

The alignment of routes within the site should have particular to the recommended principles in the Department for Transport's recently published Manual for Street report, i.e.

"When designing for pedestrians or cyclists, some requirements are common to both:

- *routes should form a coherent network linking trip origins and key destinations, and they should be at a scale appropriate to the users;*
- *in general, networks should allow people to go where they want, unimpeded by street furniture, footway parking and other obstructions or barriers;*
- *infrastructure must not only be safe but also be perceived to be safe – this applies to both traffic safety and crime; and aesthetics, noise reduction and integration with surrounding areas are important*
- *the environment should be attractive, interesting and free from graffiti and litter, etc."*

We also think that the role of cycling could be particularly important in addressing the issue mentioned in paragraph 3.6, i.e. "The redeveloped site would need to increase its linkages with the communities in Beeston Rylands and the surrounding strategic highway network. The opportunities for improving the transport connections between the site and the Rylands need to be explored."

Cycling is also very relevant to the aims mentioned in sections 3.15, 3.17 and 3.18 in the Environment section of the report on the aims of the two planning authorities to achieve the highest standards of sustainable planning to be achieved in relation to this site, and of better connecting the site to the Trent Valley corridor, as well as better linkages along the corridor.

Much useful work has been done on the site by the Boots Company since the mid-1990s to encourage cycling including extensive cycle parking, shower facilities and links to nearby cycle routes, especially on Thane Road and Pedals believes, that the new partial redevelopment scenario provides an excellent opportunity to upgrade and extend these, in line with current government and local authority transport policy.

Much has also been done to improve conditions for cyclists in the vicinity of the Boots site, and particularly the upgrading of the canal towpath, completed in 2006 all the way between Beeston Lock and Trent Lock near Trent Bridge. Further extensions are proposed including between Beeston Lock and Attenborough etc. and to sections of the riverside path between Beeston Lock and Clifton Bridge, including the section of riverside path south of the Clifton Bridge park and ride site, with its links to the improved paths on both banks of the Trent further east in the Wilford and West Bridgford areas.

Cycle access to and from the Boots site, and that of other major local employers, would be even further boosted if the City Council is successful in its plans to construct a pedestrian and cycle bridge between Beeston Rylands and Clifton Grove, with funding from the Sustrans Connect2 project and other sources.

Another useful link, nearer the Boots site, would be to upgrade the path that now runs approximately north-south between the footbridge over the canal and Lilac Grove a bit to the west of the perimeter of the Boots site. This should be borne in mind in following up the aim of improving linkages to surrounding areas and strategic road network, to Rylands.

Any proposals to change Thane Road, as part of the aim of improving linkages to surrounding areas and strategic road network, or as part of Environmental improvements, should take full account of the needs of cyclists and aim to secure further improvements to this route. This route, though upgraded a few years ago from the previous very narrow path, is still rather substandard with uneven surfaces and intruding lampposts and cyclists using it can feel very exposed in very windy conditions.

Any action to provide improved linkages across the railway towards University Park should also take full account of the needs of cyclists and indeed seek to give cyclists net advantages over other traffic in terms of directness, safety, etc. as well as to link to existing routes nearby including the very well-used cycle paths on both sides of University Boulevard.

Developing a cycle-friendly layout within the site with coherent, safe and attractive linkages to surrounding routes, should be combined with other measures to encourage cycling, and particularly through publicity and promotion linked to the effective promotion of cycling through a travel plans covering the whole site."

East Midlands Parkway Station planning application; comments of 29 March to Rushcliffe Borough Council:

Introduction

Pedals very much welcomes the Non-Motorised User Audit report accompanying the planning application,

its analysis of current conditions and desire lines and the potential for enhancement, together with its NMU scheme objectives and proposed design features.

We particularly welcome its cycling proposals and the recognition that these need to be closely related to the wider context including the cycling provision to be provided as part of the A453T widening scheme, the very significant reduction in severance from the grade separation to be included in this scheme, and the need to encourage cycle trips for different purposes but particularly for commuting to and from major employers along the A453T route including the Ratcliffe Power Station, East Midlands Airport and the Pegasus Business Park etc. The value of measures to encourage the use of bikes to and from the Station itself will be much enhanced by this other proposed provision, as well as the specific measures now proposed.

To help cater for cycle movements between the Station and different origin and destination points in the short term, before the grade-separated provision constructed as part of the A453 scheme, it will be important to ensure that the new at grade junction between the Parkway Station link road and the A453 is as cycle-friendly as possible. This means that we have a strong preference for a traffic-signal controlled junction rather than a roundabout, as, in our experience, major roundabouts can be very hazardous for cyclists, even with a series of off-road links across the arms of the roundabout, and particularly if a major roundabout is not signalled.

We also welcome the NMU report's clear acknowledgement of desire lines other than for safe crossing points of the A453, including a much more direct link across the River Trent between the Station (and Power Station) and Long Eaton. We would strongly support such a link, e.g. via a cycle path/shared path cantilevered on to the side of the railway bridge over the Trent to the north of Red Hill, with as direct a link as possible around the hill into the Station, etc. This would also provide a direct connection between Sustrans Route 6 (between Long Eaton and Beeston etc.) and the proposed section of Route 15 (along the A453) just south of the proposed Station.

Detailed comments

While welcoming the good (3m) width of the proposed shared footways/cycleways on the Parkway Link Road we would prefer in the vicinity of the station to see on-road provision, i.e. cycle lanes, given that speeds of more than 30 m.p.h. will be restricted. The traffic-signalled junction with the A453T should include advance stop lines to help cyclists on both the Parkway Station link road and Kegworth Road.

If the cycling provision does take the form of shared paths, as now proposed, it will be important to ensure that this includes dropped kerbs at the various access points including across the arms of the roundabouts and that these should not involve cyclists in having to make significant detours or sharp turns, and increasing the risk of conflict with pedestrians.

While we have no objection to the proposed closure of Soar Lane to motor vehicles it is vital that this existing grade separated route is kept open to cyclists (and other NMUs), to provide a safer and more direct link between the Station and Ratcliffe on Soar (and Kegworth etc), with links to Bridleway L62

and the A453 to the west as to the Redhill Marina / North Bridge cottage roundabout.

The drawings show the links to the proposed footway/cycleway on the A453 to the east but not also to and from the west. Pedals (and also Sustrans, Thrumpton Parish Council, and Nottinghamshire County Council) are very keen to see continuous in-line provision as part of the new road scheme all the way between Clifton and the M1, with safe links to and from nearby villages, the East Midlands Airport and the Pegasus Business Park etc. to the west of the M1, as well as future developments including the NET Phase 2 Clifton extension terminus park and ride site and the proposed pedestrian and cycle bridge proposed by Nottingham City Council between Clifton Grove and Beeston Rylands.

This and all the other various access routes must be well-signed, not just with cycle route and/or shared path signs but also with comprehensive, coherent, consistent and well-maintained cycle direction signs, not obscured by overhanging or intruding vegetation.

We welcome the inclusion of the cycle storage area close to the Station footbridge but would welcome more details of the types of short and long-term provision proposed, especially the cycle lockers, and the intended arrangements for their management and maintenance. It is also important that this area is undercover, well-lit, with CCTV coverage, well-signed and generally well-publicised, to encourage the considerable potential usage that could be attracted from people living in nearby villages, given the right security and access conditions in the vicinity of the Station and adjoining Power Station. Allowance should be made for expanded provision if the cycle parking area is well-used."

Items for discussion at next County Council Highways South Cycle Working Group meeting, 19th April

Any suggestions please for things to bring up at this meeting, bearing in mind that there is to a special discussion reviewing cycling provision in Rushcliffe Borough, especially West Bridgford?*

Particular schemes I want to raise in this discussion include:-

- extending the link in Compton Acres from Collinton Way past the Rushcliffe Arena to the path between Rugby Road and Wilford Lane etc.
- upgrading the path from Bridgford Road (by the Coop) to Edwards Road/Ella Road etc, across Bridgford Park
- Providing a shared path on the north side of Radcliffe Road past Ladybay between the Grantham Canal path and the Regatta Way junction (the entrance to the NWSC)
- Rehabilitating and upgrading the cycle path that runs north-south through Compton Acres (especially the stretch between Rugby Road and Europa Way) with particular reference to its many substandard features, e.g. blind bend sharp corner around the edge of the Hayden Primary School just south of Rugby Road, many non-flush kerbs, at least a couple of wrongly angled drain

covers, designed to trap bike wheels, and some poor surfacing, e.g. on the section between the bottom of Worwood Drive and the cycle path between South Notts. College and the Compton Acres shopping centre. On the path north of Wilford Lane several parts are rather rough and the narrow width of the gap alongside the fence on the approach to the Bede Ling / Wilford Lane toucan crossing from Rugby Road is also awkward.

- Some of the new barriers on the new bridleway in the Gresham Park area between Wilford village and Wilford Lane appear to have been installed with sub-standard with gaps, i.e. less than 1.2m which makes them hard to negotiate on a bike, let alone a wheelchair!
- Upgrading and widening the rather neglected riverside path between Trentside and The Hook / the NWS, now intended to be part both of The Big Track extension and Sustrans National Cycle Route 15 being developed across the south of the county between Newark etc. and the East Midlands Airport / Castle Donington area.

Any other suggestions please or comments on these ideas?

New Mansfield / Ashfield cycle map – message of 4 April from Ed Ducker

"Hugh,
Just a quick note to say that the second in our new series of cycle maps, for the Mansfield, Ashfield and part of Newark & Sherwood area, is out now. All libraries, cycle shops, council contact centres and tourist information centres etc in the area now have these guides in stock. An electronic version will also be available from the County Council website shortly. Maps can also be requested by contacting me on the number below or by e-mail to urban.cycling@nottscc.gov.uk.

Please could you forward this information on to any contacts which this may be of interest to.

Regards, Ed Ducker
Cycling & Walking Officer
Communitie
Nottinghamshire County Council
(0115) 977 4585"

4. Spring/summer newsletter

Please let me have any contributions not later than this meeting.**

5. Finance

Susan Young to report.

6. Forthcoming meetings / events

Climate Action Network Nottinghamshire (CANN) special lecture on Monday 30 April, 7.30 p.m

I have been asked to publicise the first of a series of special public education lectures for all those in Nottingham committed to effective action against climate change, organised by CANN (of which Pedals is now a member). The speakers are Dr. Alice

Bows of the Tyndall Institute for Climate Change (University of Manchester) and Jonathan Harris, Assistant Director of Public Health and Head of Regional Partnerships at the Directorate of Public Health – East Midlands, chaired by Michael Frater, the Chief Executive of Nottingham City Council. After the presentations there will be opportunities for discussion on the implications of living within a carbon budget in Nottingham,

Future CANN meeting dates –message of 5 April from Alex Maslen, CANN

“Dear CANN,
Future CANN meeting dates as follows:
Saturday April 21st 10.00am
Monday May 21st 7.00pm
Saturday June 23rd 10.00am (+ action to tie in with the Campaign Against Climate Change National day of action.)
All meetings to be held @ Friends of the Earth Office, 8 Thurland Street, Nottingham.
Kind regards, Alex “

CCN/CTC Spring Campaigners Conference, Derby, Saturday 19 May.

Who is interested in going to this please? The booking form can be found at:
<http://www.derbycyclinggroup.org.uk/conference.php>

The AGM of the Cycle Campaigns Network will be held during the conference and, as usual, we are entitled, like other CCN member groups, to send one voting representative to this meeting. However, to do so we now need to complete a company membership form (as sent to me on 2 April and this need to be returned by 4 May, together with any nomination forms for election of officers and board members. (PS, Andrew Martin, who is on the CCN Board, will be writing an article about the CCN for our next newsletter).

More details of the CTC/CCN National Conference (Update 1)
Saturday 19th May 2007
9.30am - 4.30pm
The Waterfall, Railway Terrace, Derby DE1 2RU
(<http://www.streetmap.co.uk/streetmap.dll?G2M?X=436121&Y=335645&A=Y&Z=1>)

The theme of this conference is on "Tomorrow's Cyclists" and will feature the following presentations:

The CycleDerby Project:
Project coordinator, Bella Stewart of Derby City Council will present on the progress being made in encouraging young people to cycle in Derby and how the national Cycle Demonstration Town project will develop in the city.

Bike It:
Derby's Bike It Officer, David Clasby will, with a little help from some young people, tell us about young people and cycling.

Tomorrow's Cyclists: Facing the Challenges:
Dr John Stubbs, from the Department of Geography at the University of Derby will look at some of the issues likely to confront cyclists in the coming years. You will be challenged; this talk is not for the faint hearted!

Cycling, Health and the Environment:
Helen Ross, Public Health Development manager, Nottingham Primary Care Trust will discuss issues on the health and environmental benefits of cycling.

Bicycologists:
New players in the cycle campaigning world, they will tell us what they stand for and give their ideas for encouraging young people to cycle. This may be a bit different and refreshing!

Campaigns Update:
Roger Geffen, Campaigns Manager CTC, will give us an in depth campaign update.

The day will finish with a "Question Time" panel question and answer session. There is one more speaker yet to be confirmed but it expected that there will be a full programme. Challenging issues will certainly be raised in the quest to engage more young people with cycling.

There will be displays featuring locally constructed and restored cycles, together with other cycle related information stands. Plenty of time will also be available to network with friends.

The Venue:
The venue for the conference is The Waterfall, a conference and bar facility that is directly opposite Derby railway station. The owner understands cyclists and is quite happy for people with bikes to bring them into his establishment. The venue is 100metres from national route 6, a mile from route 54 and remember, route 68 starts just opposite at Derby railway station.
Booking Form:
A booking form is available at:
<http://www.cyclenetwork.org.uk/conference/booking.php>.

Please do book and come along and help make the day a big success! We look forward to seeing you there!

Friday Night:
For those of you who will be coming to Derby on Friday we would like to invite you to join us at The Brunswick Inn (<http://www.streetmap.co.uk/streetmap.dll?G2M?X=436121&Y=335645&A=Y&Z=1>). The pub really is something else, it has a micro brewery and features a lot of guest ales. They range in strength from good session ales to big boys falling over brews. We have booked the meeting room upstairs and we will try to find a few dry crusts for you when you arrive. There are some bonuses to this pub, namely it is near to the railway station and town, very close to the major cycle routes and has a magnificent neighbour in The Alexandra, a must for all Bateman's enthusiasts.

Saturday evening meal:
For those of you staying over on the Saturday night we would like to invite you to join us at Antibos for our evening meal. Antibos is would you believe it close to the railway station and does a good selection of reasonably priced Italian food, which does include some vegetarian dishes.

Sunday cycle rides:
There are three rides planned for the Sunday

The first two are organised by the local CTC and the third by the Derby Cycling Group. All start from outside the Tourist Information Office

(<http://www.streetmap.co.uk/streetmap.dll?G2M?X=435321&Y=336403&A=Y&Z=1>) in Derby Market Place (SK353363)

1. Burrough Hill Country Park (Melton Mowbray), about 85 miles. The ride goes through rolling countryside with a couple of significant climbs. It will be steady pace with stops for elevenses and lunch. Starts at 9.00am, back about 4pm.

2. Reliability Ride. About 60 miles. Flattish route heading south west. Faster pace, returning to Derby in the early to mid afternoon. Starts at 9.30am.

3. A cycle tour of Derby's City Centre Cycle routes, led by members of Derby Cycling Group. This ride is about 7 miles long and will depart from the Market Place at about 10am.

Please aim to arrive in advance as all these rides will leave promptly at the times stated.

Whether you come for the all the weekend events or just for the conference itself on Saturday, you will be very welcome and we all hope to see you.

For any further information, please see www.derbycyclinggroup.org.uk and/or contact: Mark Brown, Conference Organiser Derby Cycling Group
E-mail: mgbrown1956@hotmail.co.uk "

Greater Nottingham LRT Advisory Committee meeting, 12 June, County Hall, 4.30 p.m.

Can anyone please take my place at this meeting as I shall be away all that week at the Velo-City 07 European cycling conference in Munich?*

7. Miscellaneous items

Bikeability launch, Leicester, 26 March: copy of my message of 26 March to Cllr. Emma Dewinton (City Council) and Cllr. Stella Smedley (Notts County Council)

"Dear Emma
This morning, together with John White from RideWise and Sarah Bowles from Sport England East Midlands, I attended the national rollout in Leicester of Cycling England's new Bikeability scheme, a wholly revised version of the old Cycling Proficiency Test, designed for current busy traffic conditions, and which is now being rolled out only after extensive and very successful pilot testing in various areas including Leicester. There has been much interest and the rollout today has already received extensive national publicity.

Pedals very much hopes that both the City and County Councils locally will now be interested in signing up to this scheme, further details of which are available at <http://www.bikeability.org.uk/>
Hugh
Chairman, Pedals

...comments (to me and Cllr. Emma Dewinton) from Graham Hubbard, RideWise, 27 March:

"RideWise Ltd, the Nottingham Cycle training company has made good contacts with both the city and county council; we are also funded by both to support the cycle training needs of Greater Nottingham and surrounding areas. We are about to undergo our 'Bikeability accreditation' and have already got 8 fully accredited instructors plus a further 4 able to train adults all trained to these new

standards. Our hope is that some of the huge financial support being offered will be eagerly taken up by all involved in seeing Notts cyclists (both potential and actual) benefiting. At RideWise we are always open to both give and receive help in this area when ever possible. Yours
Graham Hubbard
RideWise Coordinator"

...Comments of 6 April from Gary Smerdon-White:

"Hi
Graham has had RideWise's first 'Bikeability Review' looking at what and how we run the present cycle training activity. Generally we seem to have satisfied them that we are doing things appropriately but they will undoubtedly come back to improve systems, evaluation etc.

The only other comment Graham noted was that the training for children will be more prescriptive than with adults
Gary"

...response of 3 April from Cllr. Emma Dewinton

"Hi Hugh
Thank you for this Hugh. I have forwarded it to Mike Peverill who is the Officer responsible for taking forward the Climate Change agenda within the Council. As you can imagine, with local elections looming, councillors are not that involved in any initiatives at the moment.
Best wishes, .Emma Dewinton"

New East Midlands rail franchise: Consultation with cyclists; response of 25 March from Zach Stamps, DfT Rail

"Hugh
Thanks for your e-mail.
The East Midlands franchise is not required to include a cyclists' consultative group, but in line with best practice, we would encourage the franchisee to include such a group.
Regards, Zach"

Get cycling on track - CTC Bike and Rail campaign (from CTC Newsnet of 30 March)

"As Ministers prepare to set out a 30-year policy framework for Britain's railways, CTC is launching a major campaign, urging all cyclists to lobby for the cycle-rail combination to be included in the Government's plans. We've set up www.ctc.org.uk/cyclerrail from which every cyclist can automatically email their MP, urging him or her to support better cycle-rail integration.

This can be done in just two minutes. Helping to launch the campaign, CTC President and journalist, Jon Snow, said: "Cycling and rail travel are perfect partners. The combination provides a 'doorstep-to-destination' option for longer-distance journeys which might otherwise be possible only by car. It is also a really simple way to set about tackling a whole range of problems all in one go: obesity, air pollution, congestion and climate change to name but a few. So I'd urge you to visit ctc.org.uk/cyclerrail and follow the instructions from there. Remember this is a 'once in 30 years' opportunity to influence Government policy on this vital issue. Please get emailing - every message counts!"

Plea for help in distributing City cycle maps:

When the two new City cycle maps were published in November I was sent 8 boxes to distribute which has posed considerable storage problems! 4 boxes were used up with the ones mailed out to Pedals members with the last newsletter but I have shifted very few since and, of course, it is much more difficult now to do so, given that we longer have any stalls etc to distribute them at?

I therefore need help please in getting rid of them in other ways, e.g. to local cycle shops, if people can please let me know how they could help with this?*

Hugh, 6.4.07