

AGENDA FOR PEDALS MONTHLY

MEETING:

7.30 p.m. on

Monday 21 July 2008

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

AGENDA

1. Welcome, and apologies for absence

2. Minutes of Pedals meeting of 15 June and matters arising:

Discussion with Helen Clayton, The Big Wheel on cooperation with Pedals

- Discussion with Helen Clayton, The Big Wheel on cooperation with Pedals; Thanks
- Great Notts Bike Ride: exchange of messages with County Councillor Joan Taylor and Thanks to Pedals
- Failed Nottingham City Council Cycling City bid to Cycling England
- Newsletter sponsorship and printing including advance planning for Autumn 2008 issue
- Pedals membership forms printing and distribution
- Feedback on Pedals membership from Wheelie Good Cyclists' Breakfast, 18 June
- Beeston Carnival (12 July) – Pedals stalls
- Nottingham University 'drop-in' cycling event (15 July)
- Alfreton Road – Bentinck Road junction proposals – exchange of emails with Martin Bee, City Council
- Preventing driver abuse of cycle lanes and ASLs
- City Council Turning Point East proposals – report of meeting on 11 July
- Proposed changes at QMC and Silverdale roundabouts: message to Jeremy Dixon (AMScott)
- Report of Greater Nottingham Cycling Development Group meeting (1 July)
- County Council replacement cycling officer
- Rushcliffe Borough Council small scale environmental improvement schemes bids: Pedals suggestions

4. Forthcoming events / meetings

- Sat. 19 July; special Open Board meeting of Cycle Campaigns Network, Birmingham
- Thurs. 31 July: Cycling for Health Project Steering Committee meeting (10-12)
- Stapleford Traffic and Transport Group meeting, 1 August (01.00)
- Greater Nottingham Cyclists' Forum (18 June) – follow-up events
- Ridewise Open Meeting, Monday 8 September: 5 p.m.

- Notts Historic Churches Trust Ride and Stride, Sat. 13 Sept (www.nottshistoricchurchtrust.org.uk)
- Pedals monthly meetings from July to November: arrangements and possible visiting speakers etc
- Future East Midlands Cycling Forum meetings: Lincoln, Sat. 27 September
- Exchange of messages about future EMCF meetings involving myself, John Stubbs (Chair of Derby Cycling Group and EMCF convenor), Mark Brown (DCG) and Susan Young:
- Invitation to City Council Regeneration Scrutiny Panel meeting: discussion on interface between pedestrians, cyclists and traffic to be discussed 9 December 2008

5. Finance

6. Cycle facility and traffic matters

- Opening of (new road and) riverside path between Racecourse Road (Colwick Park) and Trent Lane (past new Riverside Crescent development), 10 June
- Junction of Milton Street and Shakespeare St: left turn prohibition
- Pilcher Gate car park: revised contraflow cycle lane arrangements
- Revised planning application for Nottm Station redevelopments plans
- Cycle lanes and car parking
- City Council consultations: proposed introduction of protection on Hereford Avenue and on Avon Road (by 7 Aug)
- Message of 9 July from Cllr. Emma Dewinton asking for ideas for local cycling improvements in different neighbourhoods including her ward (Mapperley)
- upgrading the cycling provision on Melbourne Road at the junction with Nuthall Road (A610)
- Suggestions for public art on cycle paths in Lenton and elsewhere in the City
- Paul Rea's new cycle audit work for the County Council (West Bridgford, Ruddington and Arnold)
- New Gresham Park cycle paths (between Wilford and West Bridgford)
- Pedals comments on new West Bridgford Library ("Community Hub") proposals
- Ruddington Fields Business Park Transport Group Cycle Forum Cycling Event (19 June) – follow up
- Proposed meeting with Jeremy Dixon of AMScott/Highways Agency to discuss cycling improvement ideas in Rushcliffe
- "Nottingham Gateway" propose new housing development south of Clifton cycle network proposals
- Stoke Bardolph cycle path
- Beeston Station cycle parking problems

7. Miscellaneous items

- Urgent appeal for more cheap but roadworthy bikes
- Article on Pedals for NEP series on Climate Change Action Nottinghamshire Member groups
- County Council School Travel Plans
- Martha Cann and Karina Wells proposals for cycle rickshaw service in West Bridgford.
- You Tube Video - Cyclovia in Bogota - idea for promoting cycling in Nottingham?!

8. Any other business

BACKGROUND NOTES

* means feedback especially wanted please

** means help please!

1. Welcome and apologies

Apologies for absence from

Mara Ozolins, John Wilson and Hugh McClintock

2. Minutes of the Pedals Meeting held at 7.30pm in the Globe Public House, London Road, Nottingham on **Monday, 16th June, 2008.**

Present: Hugh McClintock, David Clark, Liz Kirk, Susan Young, Andrew Househam, David Miller, Andrew Martin, Chris Gardner, Terry Scott, Roger Codling, John Bannister, Arthur Williams, Martin Quarton (also a member of Derby cycling group).

Apologies were received from: Karina Wells, Mara Ozolins, Peter Osborne

The meeting opened with a presentation and discussion with Helen Clayton of the Big Wheel. This raised many useful areas in which Pedals and Big Wheel could co-operate, particularly in relation to promotion of cycling as a means of sustainable transport. Although a small organization with limited resources, the Big Wheel has achieved a high visibility as a transport promotion scheme and has been responsible for several successful events and ventures.

Matters Arising from the minutes of 18th May, 2008.

a) Cycling Town Bid: Nottingham's bid has passed the first round and was presented at a meeting in Birmingham by Chris Carter and Gary Smerdon-White. An answer is expected this week.

b) Greater Nottingham Cycling Development Meeting: An issue that was raised was the enforcement of cycle facilities. In Nottingham, cycle lanes have dashed lines and are therefore advisory, so drivers cannot be prosecuted for entering cycle lanes. Advanced stop lines (ASLs) also need enforcement. Some ASLs which have a short "stub" cycle lane are unusable because at

busy times the access is blocked by queuing traffic. Hugh agreed to follow this up.

c) County Cycling Officer: Gary Wood reported to Hugh that the post will soon be advertised.

d) Long Eaton Cycling development: A meeting to start a new initiative in Long Eaton is planned for 16th July, organized by the Derbyshire County Cycling co-ordinator. Martin Quarton, who lives in Long Eaton and is a Pedals and DCC member, plans to attend.

e) Newsletter Quotes: Hugh has obtained further quotes for artwork and printing. He put forward the suggestion that we have only two printed copies per year. In between, additional information regarding events, etc. could be added to the website. Susan suggested getting a group together to plan how best to use the web-based news. There is also potential for reducing the cost by a reduction in the quality of the paper. After discussion, it was agreed to use the Eagle Press and to produce two 16-page printed newsletters per year. Dave Clark suggested that key members could distribute copies to members to save postage. It was agreed that this was not a good option for all members, but could be used for specific areas, such as Meadows, where active members are willing to distribute.

The header for the front cover of the newsletter needs modifying. Arthur agreed to do this in September in time for the next newsletter.

Post-meeting note: a quote came in later from the current printers Novaprint, that undercuts Eagle press for a 16-page issue. Given that the quality and delivery are good, we will probably stick with Novaprint.

Cycle Accident Study: Susan Young informed the meeting about a research project being carried out by researcher Philip Miller at Nottingham University. If anyone is interested, they need to get the researcher to approach their employer.

Forthcoming Events:

Wheelie Big Breakfast on Wednesday morning (18 June); Chris agreed to get more membership forms printed and delivered via Dave Clark, who will also bring other publicity materials, books, etc. It was suggested that the Cycling Forum, held after the breakfast, should in future be held at a different time so that people do not need to take time off work to attend. This had previously been raised with Helen Clayton.

Ruddington Fields Business Park (Rushcliffe Country Park) cycling event on Thursday 19 June – Hugh, Chris and Dave Clark will attend.

Beeston Fair, Sat 12th July in Broadgate Park: Dave and Liz can set up stall. Hugh will attend at some point. Hugh mentioned that he had still not been sent any details of this event, despite the strong plea he had had back in March from Broxtowe Councillor Pat Lally for Pedals to take part. In view of the lack of more volunteers able to help he was therefore inclined not to chase the organisers for this further information.

Rushcliffe Kite Festival, Saturday 13th September: Dave and Liz are happy to go. Other volunteers

welcome. Hugh said that he would be away that weekend and therefore unable to help.

Cycle Nation (formerly CCN) special open Board meeting in Birmingham, 19th July. Andrew Martin will be attending.

Martin informed the meeting of **two further events of interest to cyclists:**

NSPCC cycling event at Donnington Park race track, Sun 6th July.
Bramcote Dry Triathlon on Thursday 10th July.

Forthcoming Pedals meetings:

July 21st: Andrew M will chair in Hugh's absence.

August 18th: informal meeting in pub.

September 15th: Business only meeting, to include a review of the Wednesday rides. Susan also suggested a discussion on the publicity material for the "rural rides" which are not all rural. Outcomes should be fed back to the county council for next year's booklet.

October 20th: suggestion to invite Paul Hillier from the County council (PS; this was subsequently confirmed with Paul but agreed that we would review the position in September in case by then there was a new County cycling officer in post, who could be then be invited to come along instead of Paul).

November 17th: Councillor Jane Urquhart (City Council, Transport portfolio holder).

Finance:

Susan has checked all current payments: 109 members are paying by standing order. 2 new members have paid by Paypal. We still need to increase our membership in order to bring the income up to a sustainable level.

Chris raised the issue of processing the standing order forms, including the point that people need to date the payment far enough ahead that it is processed before the due date.

Susan is to contact those who are paying at the out-of-date subscription level.

Andrew agreed to try again to enquire from Dave Morris regarding those who joined last year for whom we have no records.

There are still a fairly large number of City County Forest books unsold. Andrew M pointed out that these were largely paid for by a grant, so we can reduce the price still further in order to sell them and get the income. It was agreed to sell them at £5 per copy from stalls (where no postage costs are incurred). Hugh agreed to bring more copies of CCF book to the breakfast on Wednesday.

Dave Miller also raised the fact that there are 20 T-shirts to be sold.

Cycle facility and other traffic management matters

a) Cycles and Trams: It was agreed that more signs are needed to warn cyclists of the tram lines at potential problem points.

b) Alfreton Road/Bentinck Road: Susan commented on the difficulty of getting across quickly where there is an uphill approach to the junction.

c) Turning Point East: Andrew has already had a discussion with Chris Carter. Hugh is to collect together comments on the scheme by Monday 23rd and pass them on to Chris Carter at the City. A key point was raised by Andrew M that on uphill sections especially, it was important to have cycle lanes to give cyclists space to go at their own speed without being hassled by following traffic.

Miscellaneous Evans discount vouchers: – Andrew Martin organized a number of vouchers, distributed at the meeting.

Beeston library display: Martin raised the possibility of having a one-month long display during October. It was agreed that this would be a good opportunity.

The meeting closed at 10.20 pm.

Update

Discussion with you at the Pedals Meeting on Monday - warmest thanks: message of 17 June from Helen Clayton, The Big Wheel, and my response:

"Helen

Thanks very much for your very appreciative comments and many thanks also for coming along for such a useful discussion covering so many interesting issues. My only regret was that I had to bring the discussion to an end, because of lack of time, despite overrunning to quite a bit longer than what I had originally envisaged and with still so many people wanting to discuss things further.

We are already beginning to firm up various ideas for speakers etc. for our autumn meetings but I will see if there is any chance that we can fit you in again some time then, even for a briefer discussion and early exploration of ideas for cooperation in 2009.
with best wishes and many thanks
Hugh"

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

From: [Helen Clayton](mailto:Helen.Clayton@ntlworld.com)

To: Hugh.McClintock@ntlworld.com

Sent: Tuesday, June 17, 2008 8:43 PM

Subject: Pedals Meeting

"Hugh,
Just wanted to thank you - and all the Pedals members - for a very informative and enjoyable Pedals meeting yesterday evening. It was good to meet the other members and to discuss ideas and opportunities with them.

Whilst I do want to reiterate that we have limited resources and funding I will commit to investigating all the ideas that came up and will feedback progress and developments. I wondered whether there might be an opportunity for me to return to the forum later in the

year around autumn time to feedback and also to look forward to our next summer of cycling and walking in 2009....we may also get time to talk about Pedals birthday celebrations.
Thanks again, Helen”

Great Notts Bike Ride 2008 - very many thanks from Pedals – my message of 24 June to Cllr. Joan Taylor, Chairman of Notts County Council and my brief comments when covering this to Helen Clayton (Big Wheel) and Kevin Sharman (Notts CC):

“Helen
Kevin

I should have copied this to you earlier. I thought it best to avoid any reference to the problems with Perfect Motion's management of the event this year but would appreciate in due course knowing more about the feeling on this and the likely impact on plans for next year's event!
Hugh

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

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

To: [Cllr. Joan Taylor](#)

Sent: Tuesday, June 24, 2008 8:14 AM

Subject: Great Notts Bike Ride 2008 - very many thanks from Pedals

Dear County Councillor Joan Taylor

On behalf of Pedals, who as you probably know, first started the event back in 1982, and indeed on behalf of all those who took part in Sunday's Great Nottinghamshire Bike Ride, I would like to thank you very much indeed for all the hard work and effort put in by the County Council and its partners to make the ride once again so very enjoyable and successful. Please convey our warmest thanks to all concerned.

We much look forward to helping to publicise the date of next year's GNBR as soon as it is fixed and once again to encourage people to turn out in their thousands to take part.

Yours sincerely,
Hugh McClintock
Chairman, Pedals”

...and her reply of 2 July:

“Hi Hugh

Thank you very much for your e-mail (apologies for the unavoidable delay in responding). Like you I think our staff did a great job and I thought the Great Bike Ride was a wonderful event. and is growing year on year. I think we might find it growing like the London Marathon did - from comments made I would not be surprised if there were more people in fancy dress next year from comments made.

I found it most rewarding to welcome the cyclists at the finish and to hear their complimentary comments.

Pedals are to be congratulated for starting such a great event.

Very best wishes - Joan
Councillor The Hon Joan Taylor
88 Mansfield Road, Selston
Notts. East Midlands, NG16 6ER
Tel: 01773 812655
mobile: 07740 845 746

County Councillor for the Selston Division
(covering: Bagthorpe, Jacksdale, Jubilee, New Selston, Selston, Underwood and Westwood)
AND CHAIRMAN OF NOTTINGHAMSHIRE COUNTY COUNCIL

....and comments from Susan Young (24 June):

“Hugh

One issue is that it would be nice to have many more of the barrels of drink along the route and to encourage people to fill up water bottles.

A small fee could be charged (say 50p) going to the charities. If a sponsor wanted to pay for the drink all the better but the charities could be responsible for keeping the barrels topped up (by cycle of course). We were appalled by the huge numbers of plastic bottles in bins and reuse, when possible, is better than recycling. The catering at Holme Pierrepont also leaves much to be desired (I top up at Thurgarton).

I don't know how the start worked out letting everyone go at once but I was pleasantly surprised that the worst of the Holme Road was patched.
Susan”

Nottingham's failed Cycling Towns bid: comments of 19 June from Roger Williams, Nottingham PCT (and Pedals member):

“Let us not despair about the CE bid. Yes of course it's a disappointment, no doubt about it, but much of it will fit a "healthy Town" bid that we have to submit by 11th July and maybe there are ways in which we can build on the work that was done in bid preparation anyway. We need to get something out of the work done by Chris and his team.
Roger”

Pedals newsletter printing quotes – summary of recent messages

When we discussed this last month we had still not, despite repeated requests, had a quotation from our current printers (Novaprint of Warrington) for printing an issue of the reduce length we have now agree (16 pages, instead of 20). This has now, belatedly, arrived, and turns out to be markedly cheaper than the quote we had previously received from Eagle Press, who are based in The Meadows.

I would therefore be glad of peoples' views on what we now do. Should we now just go for the latest Novaprint quote, which is the cheapest for what we now want, or should we, as e.g. Dave Clark favours, go for the one from Eagle Press, as a local firm? One other reason for doing this is that they would be prepared (at a future date, if necessary) to take on the artwork preparation which could be an important factor, if for any reason we lose the current services of Derrick Hankey in doing this. It is also perhaps a bit easier for arrange timely delivery from a local firm, although, I agree, that we have not in practice yet had any significant problems with this from Novaprint.

Now that we have decided also to drop one issue per year, i.e. to have 2 and not 3 (to save on distribution costs as well as printing), the next issue will not be going to press until October rather than September, so in a sense there is now no immediate need for a decision on this which could wait until our September meeting. At the same time of course we have to remember that all the quotes we have received are valid for 30 days only and, with prices going the way they now are, it is quite possible that all the quotes we now have will be out of date by the autumn!
Comments, please!**

Pedals newsletter printing quotes – further email from Eagle Press (20 June):

“20 June 2008
Quotation no 04133

Hello Hugh
Thank you for your email of 17 June 08 regarding possible ways to reduce the cost of the newsletters. Using 80gsm in the place of 100gsm will make a saving of £6.00 (we recommend using 100gsm) and Quotation 04122 is based on a non-glossy paper (I will send you samples of 80gsm and 100gsm). However a saving can be made by using your print ready artwork from Derrick Hankey as shown in the quotation below.

16pp A5 Pedals Newsletter printed one colour throughout on 100gsm white offset. Folded, wire stitched and trimmed.

Quantity: 500 £294.00
(£0.59 each)

Working from print ready artwork supplied, each page saved as a centred single PDF high resolution.

Zero rate VAT on fully printed newsletters.
Delivery to one address in Nottingham.

This quotation is valid for 30 days.

If you require any further quotations, help or advice, please do not hesitate to contact us.

Yours sincerely
for Eagle Press (Nottingham) Ltd
Sharon Crampton”

PS. What do people think about this quote please? I know we have agreed to drop one of the 3 issues a year, and to reduce the length from 20 to 16 pages and reduce print quality and drop glossy paper but my view is that we should still have full colour throughout rather than one colour if possible.*

...and further quote of 24 June, for a 16-page issue, but retaining full colour throughout (and my comments in forwarding this to Susan Young):

“Susan
This quotation for continuing full colour, even for 16 pages, is in fact more expensive than Novaprint have been charging us for a 20-page issue.

I will put this on the agenda for the next meeting so as to give people a chance to discuss how much this is still important, or whether to go now for one colour throughout, as per the last quote from Eagle, to help reduce overall costs (even if we are now cutting to 2 issues a year and not 3).
Hugh

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

From: [Stefan Kielpinski](mailto:Stefan.Kielpinski@ntlworld.com)
To: hugh.mcclintock@ntlworld.com
Sent: Tuesday, June 24, 2008 9:26 AM
Subject: Quotation - 16pp A5 full col

Quotation no 04141

Hello Hugh

We thank you for your enquiry and have pleasure in submitting the following prices.

16pp A5 Pedals Newsletter printed 4 colour process throughout on 130gsm gloss art paper (this material is more suitable for full colour and 130gsm to help avoid show through). Folded, wire stitched and trimmed.

Quantity: 500 £647.50
(£1.29 each)

Working from print ready artwork supplied, each page saved as a centred single PDF high resolution.

Zero rate VAT on fully printed newsletters.

Delivery to one address in Nottingham.

This quotation is valid for 30 days.

If you require any further quotations, help or advice, please do not hesitate to contact us.

Yours sincerely
for Eagle Press (Nottingham) Ltd
Stefan Kielpinski
Eagle Press (Nottingham) Ltd
Riverside Way
Nottingham
NG2 1DP

...comments from Susan Young of 24 June:

“Hugh

We really need for someone to take this issue of looking for cheaper quotes and collate the information on as a project. I wonder if any member would do this. There are loads of printers around. Let's ask at the next meeting as I would prefer to take time, using reserves for a little longer to get it all right and sorted for a few years.

Susan”

Is anyone willing please to take on this task between now and the September meeting, taking note of the feeling of the meeting about what standard we now want to aim for?*

Pedals membership forms printing and distribution

The two further lots of membership forms which Dave Miller got printed for us in recent months have largely now gone, at several stalls etc. and the question was posed at the last meeting, but not really discussed, as to whether we need to be more selective in how we distribute these, even at stalls/events, bearing in mind that they can now be downloaded from the Pedals website.

What do people think please?*

Feedback on Pedals membership from Wheelie Good Cyclists' Breakfast, 18 June:

At the Cyclists' Breakfast in the Old Market Square on 18 June of the people to whom I tried to distribute a Pedals membership form told me in no uncertain terms that he was not willing to join because “Pedals, like the City Council, is far too complacent about the quality of

provision for cyclists locally.” I then told him about our constant efforts to lobby for improved provision but he was in now way willing to modify his criticism and then asked me to name “one single worthwhile thing that Pedals has achieved!

No doubt it is very salutary for me to be regularly confronted by people with such views but I did also reflect on the fact that, coincidentally standing only a few yards away at the time, happened to be another person (a longstanding Pedals member) who, a year or so ago, complained to me that the Pedals newsletter was far too critical in tone and that we ought be more positive and appreciative!

Clearly, I am utterly failing to strike the right balance but, after further reflection, confess that I am not at all clear how better to do so! Any suggestions please?!”

Beeston Carnival (12 July) – Pedals stall

Dave Clark tells me that he took the Pedals display along to this event, despite the lack of further information we had been promised and that he had a very good response. Thanks to Dave for his efforts with this.

Nottingham University ‘drop-in’ cycling event (15 July) and suggestions for follow-up

Dave Clark, Arthur Williams and I, as well as Adrian from Ridewise and Susan Young wearing a Ridewise hat, turned up for this event organised by Andrew Bryers of the University Estate Department. Only a handful of other people came along, disappointingly, but we were able to give Andrew a lot of ideas and encouragement, to build on the University’s recent adoption of the Cycle to Work scheme, so this may give some change to stimulate new interest by the University in promoting cycling seriously, something that has been lacking for many years now!

I have followed this up with this email to Andrew Bryers:-

“Andrew

Thanks for organising the cycling ‘drop-in’ event at the University today. Although the turnout was rather disappointing I hope that you found it worthwhile if only in terms of the opportunity for a very useful exchange of ideas from the group of us who were there from Pedals and Ridewise.

I attach a copy of the consultancy report on Cycling at Nottingham University by Jo Cleary which I mentioned to you. This was produced more than two years ago but, as far as I understand, has not yet been followed up. It contains very worthwhile recommendations and, as I also mentioned, there were also many suggestions on improving cycling to and from the University which were made in the University’s travel surveys in 1993 and 2006 which could also do with dusting down and considering afresh in view of the new interest in encouraging cycling which you commented on, especially in the context of preparations for the implementation of the City Council’s Workplace Parking Levy.

In terms of ensuring the opportunities to ensure that the needs of University cyclists, and would-be cyclists, are fully taken into account in terms of nearby road

changes, I would suggest that you make contact with Jeremy Dixon of AMScott (to whom I am copying this message), agents in this area for the Highways Agency who are responsible for local trunk roads like the A52T. AMScott are now, I know, preparing a scheme for full signalisation of the Clifton Boulevard / Derby Road roundabout which will include changes to the layout of the entry and exit arms and thus give some opportunity for improvements to the layout of the cycle paths / shared paths at this very important junction.

They are also developing similar plans for the Priory Island on Derby Road, also close to the main campus and connected to and from the west entrance by the cycle paths on Woodside Road, which Pedals is also keen to see improved. This would also be of major benefit to University cyclists along with safety improvements on the roundabout by the west entrance to encourage drivers to slow down and watch out more carefully for cyclists approaching from Beeston via Broadgate.

The Highways Agency are also responsible for the well-used but substandard cycle paths on Clifton Boulevard between Derby Road and the Dunkirk flyover, alongside the east side of the campus, and it would be very useful for the University to work with them in getting these improved.

The City Council are, I also know, working on plans for a ‘Ring Road Major’ scheme for the Outer Ring Road north from Derby Road and this provides an opportunity to enhance conditions for cyclists between the main University Park and Jubilee campuses.

Looking a bit further ahead, University Park will of course be directly affected by the detailed plans for the construction of the NET extension route to Beeston and this will include changes directly affecting cyclists on Science Road and by the South entrance. It would be very helpful for the University to work with Pedals to ensure that cyclists’ interests are fully addressed in these detailed changes.

There are several other opportunities to improve direct links between the main campus and the local highway network including:-

- providing a contraflow cycle lane at the exit on to the Clifton Boulevard slip road, south of the Derby Road junction, to permit more convenient and legal cycling to and from the east side of the campus

- improving the cycle links at the bottom of the hill between the Clifton Boulevard cycle path and the eastern side of the campus near the Tower Block etc.

- upgrading the path that runs from near Florence Boot Hall and the toucan crossing towards the west end of University Boulevard (through the City Council’s University Park, west of the boating lake)

Much good work was done several years ago now to extend and improve cycle parking on campus but it appears that this has not always been sustained and also that there are still examples, e.g. on the east side of the Tower Block, of old and very substandard types of stand, often also poorly maintained and looking very neglected.

Good cycle parking throughout the campus is vital, and not just at Academic Buildings and Halls of Residence. Some other areas still lack any cycle parking including, for example, the Cafe Lautrec / Angear Visitors Centre and the Cripps Health Centre, while at others, e.g. outside the Djanogly Recital Centre, the stands are regularly fully and there is clear demand for more to be provided as other bikes are left around locked to any posts etc. in sight. The Lakeside Arts Centre has a few cycle stands but these are not conveniently located or conspicuous to most people arriving.

I am sure that Pedals members, especially those like myself who know the campus well, would be very happy to work with you, and other interested parties, on helping to develop these and other ideas further and such efforts would complement the work of Ridewise on extending cycle training within the University, and other measures to give people advice on riding safely and responsibly and the best routes to use and including the correct use of lights after dark, particularly in the autumn once the clocks go back.

There is also, I am sure, much scope for working with people like Murat Basarat, the Nottingham PCT Cycling for Health Project Officer, to involve the University in local bike recycling, both in terms of providing cheap but roadworthy bikes for new students and also in terms of restoring unwanted bikes when students leave.

Please therefore do not hesitate to get in touch if you would like to have any further advice, information or suggestions for contacts. I am away from this Friday (18 July) until 31 August but would be very willing to help you on my return to discuss these issues further.
Hugh
(Chairman, Pedals)

Alfreton Rd / Bentinck Rd - Proposed Junction Improvements (ref. TS/RS/MLB/312/formal) – copy of my comments to Martin Bee, City Council:

"Dear Martin

Thank you for your letter of 19th May asking for our comments on these proposals by 17 June. We discussed these at the Pedals monthly meeting yesterday evening and in general support them, including the proposed advance stop lines for cyclists on the Alfreton Road approaches. However, we would like to emphasise these points:-

- given the fairly steep incline for inbound cyclists on Alfreton Road, making it harder to keep up their speed and momentum, it is very important for cyclists' safety and comfort that there is adequate green time for cyclists to clear the junction safely.

- if at all possible we think it much better for cyclists when ASLs have proper feeder cycle lanes rather than just 'stubs' as, without more substantial feeder lanes, it can be very hard for cyclists to reach the ASLs safely and conveniently, which can be very frustrating when you know that they exist!

- We note that you intend to install a CCTV camera to monitor the junction and moving traffic offences such as Bus Lane Enforcement. We hope that this emphasis on enforcement will include ensuring that drivers do not intrude into the ASLs. While we much welcome the general increase in the provision of ASLs in the City, we

feel very much that their value in practice will be much more limited as long as this abuse by many drivers (including bus and taxi drivers) is so common.

Yours sincerely,
Hugh McClintock
Chairman, Pedals

...and his response (18 June):

"Dear Hugh,
Thank you for your comments regarding Advanced Stop Lines in relation to the above scheme.

The Traffic Signal and Traffic Control teams do have a formula for increasing intergreens over & above those recommended in the national guidance on routes where above average levels of cycles occur or are to be expected. Intergreens are not increased on a more widespread basis as this would make junctions appear very inefficient, particularly where it is a large junction with long clearance distances. In this instance cycling levels on Alfreton Road are quite low and no special provision has been made specifically for cyclists. However, Alfreton Road inbound is usually followed by the right-turn arrow stage into Bentinck Road (this stage is forced during the day) and given the general issue with right-turning accidents (although not on this arm) a 4-second intergreen has been provided between Alfreton Road inbound and the right-turn arrow rather than the usual 3-second intergreen.

In making these decisions it is assumed that a slow-moving cyclist has a responsibility to stop in the closing amber rather than continuing to the point of conflict, and also examine the accident record (there are no accidents of this nature involving cyclists at this junction).

The 'short stubs' rather than full feeder lanes have been provided to balance a requirement between the needs of cyclists and the that of maintaining junction capacity. Introducing feeder lanes at this particular junction would have necessitated extensive strip widening and/or the reduction in the number of traffic lanes, which would have resulted in reduced footway areas for pedestrians and a substantial increase in traffic congestion respectively. In addition, there would also be a notable cost implication in strip widening, which could not be justified from an accident savings perspective.

With regard to motorists ignoring ASLs I have forwarded on your comments onto Notts Police for consideration as Nottingham City Council currently has no power to enforce such an offence.
Regards, Martin Bee
Nottingham City Council
Accident Investigation Team
0115 9156007"

...comments from Susan Young (18 June):

"expected something like this. I find ASL's a bit of a problem generally. They are most useful for regular cyclists as you then tend to be aware of the line, sequence of the lights etc and not find yourself to the left when traffic moves off. I do see so many going up the side and finding themselves stuck with drivers turning left when they want to go straight on or even right.

Maybe this is a case of lets see how it works and ask for a tweak of the lights if necessary rather than spend time and effort where we are unlikely to change things Susan"

Cycle Issues - preventing driver abuse of cycle lanes and ASLs etc. – message of 30 June from Kirstie Turner, City Council and my response:

"Kirstie

Thanks for taking up these points following our discussion at the Turning Point East proposals consultation two weeks ago.

Although we have certainly raised these issues before with various people including Chris Carter, Caroline Stylianou and Andy Gibbons, our general impression is that the situation has not improved significantly.

I will report your response to the next Pedals meeting, on Monday 21 July.

Hugh

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

From: [Kirstie Turner](#)

To: Hugh.McClintock@ntlworld.com

Sent: Monday, June 30, 2008 10:11 AM

Subject: Re: Cycle Issues

Hello Hugh

Further to my e-mails of 19th June I have received a response from Caroline Stylianou. She advises that:

"The enforcement of Advanced Stop Lines is the responsibility of the Police not the Local Highway Authority. This is a criminal offence only, we have no powers and there are no proposals from Central Government to give us the powers to enforce these."

Andy Gibbons (Public Transport) has also advised that he has raised the issue of advanced stop lines with the bus operators and they've notified the drivers.

With regards to vehicles parking on the cycle lanes on Meadows Way; Caroline has asked the parking attendants to do a sweep of the area where there are parking restrictions that can be enforced. If there are no restrictions the cycle lane can not be enforced as we do not introduce our cycle lanes by Order.

Regards, Kirstie

Kirstie Turner, Technical Officer, Transport Projects
Lawrence House, Talbot Street

Telephone Number: 0115 9156024

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

City Council Turning Point East proposals – report of meeting on 11 July

Arthur Williams and I had a useful 2-hour meeting on 11 July to discuss our response to the recent consultation and our views on related city centre cycling issues. In my absence on Monday, Arthur can give a verbal report on this.

QMC and Priory roundabouts: Highways Agency plans for full signalisation:

I have been chasing Jeremy Dixon of AMScott (Managing Agents for the Highways Agency in this area) about seeing copies of the layout plans for the full

signalisation schemes they have drawn up for the QMC and Priory Roundabouts in the City but it seems that they are not yet available after all. I gather from Jeremy's colleague, Amin Alesidge (01623) 676575, that these involve moving the crossing facilities nearer the entries to the roundabouts but not those on the exit 'arms'.

Report of Greater Nottingham Cycling Development Group meeting (1 July)

Any comments please on this report which I circulated last week?***

Much of our next meeting, on 16 September, will be devoted to a discussion about the proposed Movers and Shakers Project in Nottingham with Susie Morrow from the Wandsworth section of the London Cycling Campaign who pioneered this approach there.

County Council replacement cycling officer

Still no further news about this, several weeks after Gary Wood (Ed Ducker's former line manager) told me that they hoped to appoint someone "fairly soon" and suggesting an early meeting with him and the new person and me, soon after he/she started work!

Rushcliffe Borough Council small scale environmental improvement schemes bids: Pedals suggestions

I responded to the invitation from Rushcliffe Borough (Lib Dem) Councillor Rod Jones to put forward 7 of the cycle schemes in the Borough where we believe that their role in implementation is particularly important. I duly filled in the 7 forms and then went round to discuss them with Rod.

Subsequently I had an email from (Labour) Councillor Alistair McInnes suggesting that I submit directly a form in respect of one of the schemes in his ward, i.e. the one to upgrade into a shared path the path in West Bridgford near Bridgford Park and the Library between Bridgford Road and Edward Road.

4. Forthcoming events / meetings

Sat. 19 July; special Open Board meeting of Cycle Campaigns Network, Birmingham

As far as I know only Andrew Martin (CCN Board Member) will be attending so he can give a verbal report!

Thursday 31 July 2008. (10.00 – 12.00) - next

Cycling for Health Project Steering Committee meeting, Standard Court, Park Row (Board Room)

We need someone please to take my place representing Pedals at this meeting. Who thinks they might be able to go?***

I have asked Dori Kirchmair from Nottingham PCT, who sends out the agendas, to send the next one to Andrew Martin to pass on to whoever is able to attend.

Stapleford Traffic and Transport Group meeting, 1 August (10.00)

It must now be about ten years since we had anyone from Pedals able to attend one of these meetings! The next meeting will be at Stapleford library.

Details from Rachel Farrand, Administrative Assistant, Strategic Partnerships
Chief Executive's Department,
Nottinghamshire County Council, County Hall
West Bridgford, Nottingham NG2 7QP,
tel 0115 977 4330

Greater Nottingham Cyclists' Forum (18 June) – follow-up events

There was in the end a good turnout at this meeting and a clear desire to network more regularly than at just annual Forums in Bike Week.

Ridewise Open Meeting, Monday 8 September: 5 p.m.

The aim of this open meeting (venue not fixed yet, as far as I know) is to encourage wider interest in and support for RideWise's activities.

Notts Historic Churches Trust Ride and Stride, Sat. 13 Sept

- more information at
www.nottshistoricchurchtrust.org.uk or from Dave Miller, a more regular participant in these events than me!

Sat 13 Sept: Rushcliffe Kite Festival, Rushcliffe Country Park, Ruddington

I believe that Chris Gardner and Dave Clark have already arranged to have a Pedals stall at this event (a weekend when I will be away so will miss both this and the Ride and Stride, incidentally).

Pedals monthly meetings from July to November: arrangements and possible visiting speakers etc

All as set out in the minutes of the June meeting (above) including Paul Hillier's confirmation that he can come in November if no new County Council cycling officer is in post by then.

The September meeting will include, as requested, a discussion about the new arrangements this year for splitting the Pedals rides from the summer monthly meetings.

I had hoped to find a slot for Paul Rea to discuss his Cycle Audit work for the County Council (in West Bridgford, Ruddington and Arnold) but he cannot make either the July or September meetings and I can't see any spare slot in the next few months, regrettably, I think that it would still be useful to get him to come along and talk about this work, even if we have to wait now until early next year to find a slot. We could then ask him to talk about some of the recommendations he is coming up with, providing that is acceptable to the

County Council who are paying for his work and may only be willing to allow this once they have had time to consider them!

Future East Midlands Cycling Forum meetings:

Next meeting is in Lincoln on Saturday 27 September. This is now confirmed and Sylvia Turner of CycleLincs tells me that the booking forms should be out soon. It will include a slot on cycle mapping as well as opportunities for informal networking.

Exchange of messages about future EMCF meetings involving myself, John Stubbs (Chair of Derby Cycling Group and EMCF convener), Mark Brown (DCG) and Susan Young:

"Susan

Thanks for your comments.

One other possibility which I forgot to mention in my email though I did mention it recently to John Stubbs is to try again approaching the one other local cycling campaign group that might take on an event early next year, i.e. the Loughborough and District Cycling Campaign. I did in fact briefly air this with John Catt in Chesterfield in April and he then seemed rather doubtful if they had enough active people to do it. However, it might be an idea to put this to him again, offering support from outside, if that might just tempt them to take it on.

If they are at all inclined to do that I would encourage them but, if not, we can then think again about Pedals hosting a Spring event, perhaps with a slightly different format as you suggest.

Hugh

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

From: Young Susan

To: Hugh McClintock (Dell)

Cc: Williams Arthur ; Andrew Martin

Sent: Friday, July 04, 2008 9:39 AM

Subject: RE: EMCF future meetings (2009)

Hi there

If we host next year we could change to a slightly different format and have a more informal get together. Maybe a quick update as to where each group is, strengths and weaknesses, where they see their future, plenty of time to chat over lunch and a more urban ride. No need for data projectors etc which would help with choice of venue and organisation. Re venue we could use somewhere like Sumac (food & bar available) and known to us.

If Pedals folk would wear Pedals t or sweat shirts it could be good advertising as peoples heads turn when several people are riding together.

Susan

From: Hugh McClintock (Dell)

[mailto:Hugh.McClintock@ntlworld.com]

Sent: Thu 7/3/2008 23:04

To: John Stubbs

Cc: Arthur Williams; Susan Young (w); Susan Young (g); Andrew Martin

Subject: Re: EMCF future meetings (2009)

John

Thanks for this which I will indeed give some further careful thought too, as well as sounding out Andrew Martin, Susan Young and Arthur Williams for their views.

I will get back to you with some comments on this sometime next week.

best wishes

Hugh

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

From: John Stubbs

To: Hugh.McClintock@ntlworld.com

Sent: Thursday, July 03, 2008 9:18 PM

Subject: FW: EMCF

Hugh,

the issue of the EMCF was raised at our meeting last Tuesday and I'm forwarding to you an email from Mark Brown (of Derby Cycling Group) which I think gives good food for thought.

Will leave it with you. Bet you are really busy with last minute things for your big trip away!

Thanks, John

From: mark brown [mgbrown1956@hotmail.co.uk]

Sent: 03 July 2008 18:42

To: John Stubbs

Subject: EMCF

John

With regard to continuing with the EMCF I think we should continue, not only as a social group but as a way of sharing best practice. Many years in industrial catering taught me that more 'real' business was discussed over lunch than at any other time. Indeed I was able to be one step ahead of my peer group by always making sure that I looked after the key clients myself when it came to lunch and the domestics.

My first thought is that we ask Nottingham to host next springs event (as they are hosting the CTC/CCN autumn event) and for us to host the autumn event. We obviously would liaise with Pedals to make sure we did not clash events in the fall. However if Long Eaton are to become more active in campaign issues then we have a fantastic opportunity to help them put themselves on the map. We (and Pedals) should help them in anyway we can to establish a group of some sort, with the aim of them hosting the spring 2009 EMCF event.

I know you feel the nuts and bolts of organising such an event is a chore and quite a task, I do not. I know I will have bored you silly about being organised and it simply being a matter of knowing the right people. If we help Long Eaton on their way it could really help them kick start their group.

So, can you run the idea past Hugh to see what he thinks and hopefully get his support and take it from there. Having put my head on the block I would be more than pleased to help in anyway I can, both in supporting Long Eaton in setting up their group and also to assist them in an EMCF day.

I know I make it sound so easy but all you need is the

date, the theme, the venue, the food, and a bike ride showing the facilities available locally. Long Eaton is a fantastic place to cycle around because the cycling facilities are so good.

Anyway run it past Hugh and the people at Pedals, can you also apologise to him because I did say I would give him my thoughts on organising a conference and I have forgotten to email him. If he would like my thoughts just ask him to email me.

Mark.

(4 July);

Susan

Thanks for this with which I agree.

John Stubbs and/or I could sound out John Catt again about this nearer the time of the Lincoln event and see if they might consider taking on a more informal event, with help from outside if they want.

Hugh

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

From: Young Susan

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

Sent: Friday, July 04, 2008 12:54 PM

Subject: RE: EMCF future meetings (2009)

I am sure we could all support John in Loughborough, maybe again having it as an informal get together and ride.

This may be a way forward as we never have enough networking / talking time when the format is more formal.

Susan"

Invitation to City Council Regeneration Scrutiny Panel meeting: discussion on interface between pedestrians, cyclists and traffic to be discussed 9 December 2008

I have been invited by Cllr. Emma Dewinton to take part in this discussion.

4. Finance

Susan Young to report.

5. Cycle facility and traffic management matters:

Opening of (new road and) riverside path between Racecourse Road (Colwick Park) and Trent Lane (past new Riverside Crescent development),

I gather from John Rhodes that this new stretch of riverside path will not now be open until the end of August.

Junction of Milton Street and Shakespeare Street Left Turn Prohibition - suggested pedal cyclist exemption – my message of 29 June to Stewart Thompson, City Council:

"Stewart

Several times since the introduction of the Turning Point Scheme 2-3 years ago, and again just recently, I have been asked if it would not be possible for pedal cyclists to be exempted from the general prohibition on left turns at the junction of Milton Street and Shakespeare Street which is very awkward for many

cyclists including those heading north on Milton Street and wishing to turn towards the various buildings of Nottingham Trent University etc.

I think that Pedals has raised with you before the possibility of this exemption but am not clear whether or not this is still being considered and, if not, what the objections are to making such a change.

Please can you let me know the current position?
Thanks, Hugh"

**Junction of Milton Street and Shakespeare Street
Left Turn Prohibition - suggested pedal cyclist
exemption – exchange of messages with Alan
Solaini, City Council:**

"Hi Hugh,
When Milton St northbound is on green the pedestrian crossing over Shakespeare St has a green man. Left turners would conflict with the pedestrians, and this is why the left turn is not permitted. An exemption for cyclists would not be an option.

The junction is already quite complicated and also physically constrained, which means that there is little scope for alteration. I regret therefore that I cannot see any realistic way of providing for a left turn here.

I'm sorry I can't offer a more positive response on this one.

(Apologies but I haven't been able to reply to the cc's – the full addresses don't appear to be forwarded with the rest of the message)

Regards, Alan
Alan Solaini
Traffic Signal Design
0115 9156582

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

From: Stewart Thompson
[mailto:stewart.thompson@nottinghamcity.gov.uk]
Sent: 07 July 2008 11:09
To: 'Alan Solaini'
Subject: FW: Junction of Milton Street and Shakespeare Street Left Turn Prohibition - suggested pedal cyclist exemption [Scanned]

Alan,
Can you have a quick look at this request?
Thanks, Stewart

Pilcher Gate car park: revised contraflow cycle lane arrangements

These have been changed but what has been implemented seems to me much worse than the much better proposals on which we were consulted earlier in the year. Any other comments please?*

Planning application 06/000694/PFUL3 - amended proposals for redevelopment of Nottingham station – my comments of 17 June to Janet Keble, City Council:

"Thank you for your planning notification of 9 June about these amended proposals.

We of course very much welcome the proposals for the secure bike storage area in the Milk Dock on the north (Station Street) side of the station, and the now proposed cycle parking on the hard landscaped area near the south concourse, off Queen's Road.

However, after all the discussions about the implications for cyclists of the Station redevelopment proposals, on several different occasions in the last few years, we are rather surprised to see that there are relatively few other references to cycling in the latest Transport Statement and the Addendum to the Design Statement, other than a passing reference that the traffic projections take account of national and local policies "to encourage non-car modes including public transport, walk and cycle modes". (in para. 3.4.2 of the Transport Statement). In particular there seems to be no thought of the importance of ensuring safe and convenient cycle access to and from the redeveloped Station, from different directions.

There is a reference, in the General Overview in the Transport Statement (para 3.1), to Carrington Street in future being restricted to bus, and taxi access only but not to pedal cyclists also still being permitted, contrary to what we had clearly understood about the acceptance of the need to retain cycle access on this key cycling corridor between the City Centre and the southern parts of the City (e.g. The Meadows, Wilford and Clifton), as well as West Bridgford.

We had also clearly understood, e.g. from discussions with Hayden Reed a few months ago in relation to the Carrington Street railway bridge strengthening scheme, that it was definitely proposed to exempt cyclists from the new road closure at the west end of Station Street but this is not referred to nor is what we thought was the clear recent agreement with our view that the retention of some cycle stands in the new *Porte Cochere* layout, for very short term use (such as for making enquiries about trains and buying tickets) was very important. This does not seem to be mentioned in the latest proposals.

We also regret the apparent lack of provision for safe cycle access on Queen's Road, to the south of the station, particularly now that the size of the proposed new multi-storey car park has been increased to 952 spaces and in view of the extra motor traffic that this will generate. While welcoming the proposed cycle parking on this side of the Station we also believe it essential that there is good provision for pedal cyclists to access this safely.

One other continued omission that we note in the latest proposals is for any secure bike parking within the new multi-storey car park, well located with regard both to security and to convenient and safe access to and from the platforms. This is also essential, we believe, to help maximise the potential for encouraging cycle access to and from the Station and taking account of the wide experience which shows that there is a very good response by cyclists to good quality station cycling facilities, taking account of security and convenience as well as safety, and allowing for expansion in response to the growth of demand.

Hugh McClintock,
Chairman, Pedals

...and comments of 24 June from Cllr. Emma Dewinton, and my response:

"Dear Hugh

Thank you for copying me into the concerns you raised on the 17th June 2008 regarding Planning Application 06/00694/PFUL3 – Amended Proposals for Redevelopment of Nottingham Station.

I discussed your email with Chris Gibson, Chair of Development Control Committee and Janet Keble.

As Chair of the Regeneration Scrutiny Select Committee, I am of course very well aware of your raising these issues when we looked last year at the City Cycling Strategy and proposals for the redevelopment of Nottingham Station.

I have confirmed with Cllr Gibson and Janet Keble the support of members of the Scrutiny Committee for the redevelopment of the station to ensure a "real hub".

Your concerns were shared by members of the Regeneration Scrutiny – and therefore I have asked whether the issues could be readdressed before the proposal comes to Development Committee:

- Importance of ensuring safe and convenient cycle access to and from the redeveloped station from different directions – in particular, clarity regarding cycles also being permitted on the restricted bus route to Carrington Street and provision of safe access on Queens Road south of the station, given the proposed increase in car parking and extra motor traffic.
- Retention of some cycle stands in the new Porte Cochere layout for short term use such as making enquiries and buying tickets.
- Secure bike parking in the new multi-storey car park, located both with regard to security of cycles and to convenient and safe access to and from platforms.
- Clarity regarding previous proposal to exempt cyclists from new road closure at the west end of Station Street in relation to Carrington Street railway bridge strengthening scheme.

Discussion at Regeneration Scrutiny was firmly in support of encouraging cycle use for all, not just by proficient cyclists who could cope with heavy traffic and, if necessary, disable their cycle to prevent theft. Members are extremely keen to see the city and the new station hub in particular accessible to:

- Cyclists who want to cycle to the station, park their bike safely and easily and make enquiries.
- In addition, it is very clear that the less confident cyclist will not think it a good idea to cycle to the station if there is not clear and safe access along routes from whatever direction.
- Also, where car parking facilities are to be improved, it makes absolute sense to ensure that such an area also includes accessible and safe cycle storage. As with motorists, there will be cyclists who want to feel that the area where they

park their cycle is secure, monitored, well lit and accessible – or they will feel that it is not safe to use the facility.

In the discussions at Regeneration Scrutiny, we understood the concern for developers of the station that there should be commercial outlets and an imposing Porte Cochere area. However, the point of the 'hub' is that it is accessible to all travellers – and this must surely have primacy in allocating space. An imposing Porte Cochere area is self defeating if it does not allow for the encouragement of non-motor traffic to the station.

I hope that these issues can be fully taken on board before the plans for the 'hub' reach Development Control – I understand Officers are now working on them.

Best wishes.

Emma Dewinton

0115 960 8198

emma.dewinton@nottinghamcity.gov.uk

my response:

"Emma

Thanks for your very helpful and detailed response and for taking so much trouble to raise them with Chris Gibson and Janet Keble.
best wishes, Hugh"

....response of 3 July from Richard Wood, City Council and my comments

"Richard

Thanks for your detailed comments.

I was interested to hear about the detailed design work on the proposed secure bike compound, including the artist involvement.

It would indeed be very useful to have a meeting to discuss the details at an appropriate opportunity, whenever you think that might be

In terms of arranging a date for a possible meeting to discuss this please note that I shall be away from 18 July to 31 August so it might be best to leave a meeting until some time after that unless you think it would be helpful to find some time in the next two weeks.
best wishes, Hugh"

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

From: [Richard Wood](#)

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

[Development Control \(City Council\)](#)'

Cc: '[Aran Eales](#)'; '[Cllr. Emma Dewinton](#)'; '[Dave Holladay \(Tramsol\)](#)'; '[Dave Holladay \(CTC\)](#)'; '[Jim Bamford](#)'; '[Hayden Reed](#)'; '[Jenny Romero](#)'; '[Steve Brewer](#)'; '[Keith Morgan](#)'; '[Gary Smerdon-White](#)'; '[Chris Carter](#)'; '[Andrew Martin](#)'; '[Arthur Williams](#)'; '[John Bannister](#)'; '[John Cutler](#)'; '[david jones \(CD\)](#)'; '[chris gibson](#)'; '[jane urquhart](#)'; '[alan renfree](#)

Sent: Thursday, July 03, 2008 1:37 PM

Subject: RE: Planning application 06/000694/PFUL3 - amended proposals for redevelopment of Nottingham station [Scanned]

Dear Hugh

Thank you for commenting on the Station Hub planning submissions. I'm aware of a number of e-mails circulating regarding cycling issues associated with the

Hub. Given that the submitted scheme details naturally seek to address predominantly planning issues rather than detailed matters of highway design, (normally determined as part of Section 278 Agreements post planning approval), I thought it might be helpful if I sought to clarify current thinking on the main points you raise :

1. Cyclists will be allowed to use Carrington Street - it is private car access that is proposed to be restricted reflecting the Turning Point scheme.

2. There are no proposals to restrict cyclists accessing Station Street from Carrington Street - indeed this route is intended to form the principal cycle access route to the proposed new secure cycle compound on Station Street.

3. Cycle stands will continue to be available around the Porte Cochere and discussions are ongoing with East Midlands Trains and Network Rail over numbers and locations in order to balance highway safety, passenger evacuation, interchange, heritage and commercial objectives.

4. Although Station Street will be the designated cycle route for the Station Hub, and highway scheme design for both the Broad Marsh and Eastside regeneration schemes positively provide for that, the Hub proposals will allow for cycle stands adjacent to the new Queens Road concourse and secure cycle parking within the new multi storey car park.

A further point of interest to note is that we are about to commission detailed design work on the proposed Station Street secure cycle compound (plus Station Street Taxi shelter) and have secured funding from the Arts Council for an artist to collaborate with the architects and Hub partners to develop the design. As I have mentioned before we would want to give you the opportunity to help inform the details of any emerging designs. In addition we shortly propose to undertake a Station cycle-users survey to help inform subsequent provision.

I do hope that my comments are helpful. Myself and highway/transport strategy colleagues would be very happy to discuss any of the above further with you if you wish. Please do let me know if you would like to meet to discuss.

Regards, Richard
Richard Wood
Environment and Regeneration
Nottingham City Council
Exchange Buildings
Smithy Row
Nottingham
NG1 2BS
Tel: 0115 9155422
Fax : 0115 9155349"

Cycle lanes and car parking – my exchange of messages of 1 July with Professor Roland Backhouse, and including comments from Gary S-W:

"Hi

There is a car almost permanently parked outside of the evening peak on the new cycle lane at Abbey Bridge going out of the City

towards Lenton Lane/Gregory St. I know it doesn't ruin the whole scheme but it does cause a dangerous detour into the flowing traffic. Maybe some 'strategic' TRO's are an answer.
Gary

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

From: Hugh McClintock (Dell)
[mailto:Hugh.McClintock@ntlworld.com]
Sent: 01 July 2008 17:53
To: rcb@Cs.Nott.AC.UK
Cc: Jenny Romero; Steve Brewer; PC David Silverwood; Kirstie Turner; Caroline Stylianou; Gary Smerdon-White; Chris Carter; Stewart Thompson
Subject: Re: Cycle lanes and car parking

Roland

Thanks for your message. The answer depends on what type of cycle lanes you mean. The ones in Nottingham are all advisory cycle lanes (marked with a dotted line which can

be introduced more easily (i.e. without a 'Traffic Regulation Order and the greater risk of objections being made). The idea of such lanes being only advisory is that drivers have the flexibility to intrude into them in particular circumstances, e.g. to get past a car waiting in the middle of the road to turn right but this flexibility is often widely abused, I agree,

e.g. on the Woodborough Road and Meadows Way / Robin Hood Way cycle lanes in particular, as we have recently pointed out to the City Council. In such cases it can at times make the existence of the cycle lanes seem farcical, if nothing is done to discourage it.

Ideally all cycle lanes would be mandatory ones, marked by a solid line, and needing a TRO to introduce but just because they are more inflexible the City Council have been reluctant to do this.

It would indeed be good to see discouraging this abuse given as a high a profile as cycling on the pavement sometimes now is!

I am copying my response to various City Council people we have been discussing this with recently in case they may wish to add comments to mine.
best wishes, Hugh"

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

From: "Roland Backhouse" <rcb@Cs.Nott.AC.UK>
To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>
Sent: Tuesday, July 01, 2008 2:58 PM
Subject: [Fwd: Cycle lanes]

> Hugh,

> Do you know the answer to this one? I guess it is like parking on the

> pavement -- probably illegal but done by everyone nevertheless.
> Roland
>
> ----- Original Message -----
> Subject: Cycle lanes
> Date: Tue, 01 Jul 2008 12:47:27 +0100
> From: Janice Wells <jmw@Cs.Nott.AC.UK>
> To: Roland Backhouse <rcb@Cs.Nott.AC.UK>
> Roland, can cars legally park in cycle lanes?
> Janice"

City Council consultations: proposed introduction of protection on Hereford Avenue and on Avon Road, Sneinton, (by 7 Aug)

This letter came by post, not email, and I have passed it to Andrew Martin to refer to at the meeting in case anyone wants to respond.

message of 9 July from City Councillor Emma Dewinton re Wollaton and Lenton Abbey Area Committee report on Proposed Improvements to the Local Cycle Network (already emailed around on 9 July) and including request for ideas for cycling improvements in her ward (Mapperley Ward):

"Hi Hugh
I enclose a Paper which is going the rounds of Area Committees and coming to Area 5 on 22 July.

As you can see, the department is looking for local suggestions as to improvements in the area. I am, obviously, particularly interested in Mapperley Ward: Woodborough Road, Ransom Road, The Wells Road, junctions with Mapperley Rise, Porchester Road, etc., any thoughts welcome.

Give me a ring on 07752 938029 or 0115 9608198, if easier.
Best wishes.
Emma Dewinton
0115 9608198
emma.dewinton@nottinghamcity.gov.uk

...some responses:

From Chris Dixon:

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

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

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

...and from Susan Young:

"Hugh
I would like to see a push on maintenance and signing, especially in areas where changes are unlikely. Considering that there is a fairly extensive network of cycle facilities, many people have little knowledge of them or find the signing poor.
Then to join up sections.
Susan"

...from Steve Parker (formerly of Raleigh Cycles Marketing Department!):

"Hello Hugh,
I have on occasions decided to go straight on at the traffic lights and cycle up to the top of Carlton Hill then cut across Standhill Road to go to Mapperley. (It is not such a daunting immediate climb as going up Porchester Rd)

I do recall I have actually got off my bike and ran the gauntlet of the traffic crossing the road. What Chris is saying is totally right. It is practically impossible to go straight across up Carlton Hill without being in danger from left turning vehicles. The new solution seems a good idea.

Now if you hooked a ski lift up Carlton Road and Porchester Rd you really would see an increase in cycle useage!!!!!!

Funny since we met a couple of months ago the credit crunch and rising petrol prices have really started to get people thinking. This is a massive opportunity to get people on bikes especially as we have potentially another 3 months of decent weather before the clocks go back in late October

Hugh, I will try and set up this meeting with Steve of Falcon Cycles again for your return. Can you give me a couple of dates for when you and Gary will be available in September.
Steve"

...comments from Arthur Williams (on Chris Dixon's ideas above):

"Hugh,
It is not entirely clear from the photos what the changes are – apart from the advanced stop line (ASL) the main change seems to be a change in the lane markings where the lanes split. Although an improvement on the current layout, I don't think this is going to solve the main safety/priority problem.

The difficulty for cyclists is two-fold. When the traffic lights are red, the cars are backed up, the lanes are relatively narrow, so it would not be possible to get to the ASL box. This causes additional conflict with motorists, since as a cyclist you have to try to get going from standstill in an uphill lane.

Some car drivers are too impatient to wait behind and do unsafe manoeuvres to overtake on the narrow lanes. Secondly, there is a left-turn filter which comes on before the straight ahead green. This means that cars turning from Carton Road into Porchester Road want to

be able to get into the left hand lane, crossing the path of cyclists going straight ahead (and at relatively slow speed as it is uphill). The junction used to be easier for cyclists before about 2005, when the traffic light phasing was altered to include the left-turn filter.

I'll go this way on my way home and have another look/think about it.

I'd welcome comments from Richard/Phil.
Regards, Arthur"

...comments from Richard Cooper (11 July):

"Wouldn't disagree, although a marginal benefit I'd think (not using this route myself).

Would add that a cycle lane could be provided along Carlton Road out of town from the end of the bus lane, giving scope then to continue through to these lights (and beyond into Gedling?!), providing the same benefit as Chris's suggestion.

Advanced stop lines helpful on exit of Porchester Road as well, rising hill here, but lanes more constrained.

Regards,
Richard Cooper."

...and further comments from Arthur Williams (15 July):

"I've one suggestion for an improvement that should be possible. It would be much better if in addition to the proposed lane marking changes, the cycle lane were to be extended to the point where the new lanes split. This would help to give further indication that drivers are not at liberty to squeeze cyclists into the kerb in order to get into that left-turn lane.

Another suggestion that may not be considered practical is to take 60 cm off the width of the right turn lane (which normally is not used by wide vehicles such as buses), 30 cm of the other two lanes and put a 1.2 m wide cycle lane up between left and straight on lanes, to feed into the ASL. It would need a straight arrow in it to dissuade the rather crazier sort of cyclist from using it to overtake left-turning vehicles and then turn left!

.....Another point as far as overall improvements in that area – unless anything has changed recently, I think there needs to be a review of the arrangements on Porchester Road, where the cycle lane is discontinued at various pinch-points forcing cyclists out into the main line of traffic on the uphill section – scary!
Regards, Arthur"

...my message of 17 July to Cllr. Emma Dewinton summarising these responses and adding some other suggestions:

"Emma

I have now had several suggestions in response to your message which I circulated last week, in addition to the suggestion from Chris Dixon with regard to the Carlton Road / Porchester Road junction which he sent to you directly as well as to me. Attached please find some comments from other people on this idea which seems to be generally supported and which also mention some of the particular detailed aspects to bear in mind when considering the details of how best to make good safe provision for cyclists at this junction.

Your request has reminded me of several other suggestions for improving cycling conditions in other

locations around the City which we have made in recent years but have not yet been acted on. These include:-

- the junction of Meadow Lane and the approach road to Ladybay Bridge where, for cyclists approaching from the Daleside roundabout, there is a similar problem to that at the Carlton Road / Porchester Road roundabout with cyclists wanting to go straight on (towards London Road/Trent Bridge) having problems in avoiding conflict with traffic filtering left to Ladybay Bridge.

- upgrading the shared paths on Woodside Road (between Derby Road and the west entrance to Nottingham University). These were converted rather hastily from the previous footways by the County Council, the then Local Highway Authority, in the early 1990s, and have never been satisfactory in terms of their width, surface/comfort and minor road crossing arrangements, problems aggravated over the years by poor maintenance, as on many other cycle paths. On this route particular attention is also needed to slowing drivers approaching the roundabout by the University west entranced so that they are much more aware of cyclists approaching from the Beeston direction (via Broadgate).

- There is a general problem of poor signing on many cycle routes, sometimes again as a result of poor maintenance and a failure to address problems of vandalised or missing signs. One of the worst examples is on the considerable network of routes for cyclists in The Meadows where, over the years, a great many signs have gone missing, making it very easy for cyclists not familiar with the area to get lost. Nearly two years ago I had a site meeting with Kerry Haley (I think it was) from Traffic Management to show her some of these problems and, at her request, produced a list of suggested new ones. However, nothing (yet, at least) appears to have come of this.

- The recent upgrading as a proper cycle link of the former unofficial path between the top of Rennie Hogg Road (on the Riverside retail and business park) and the Longwall Avenue/Birdcage Walk cycle paths near the new 'ng2' development has been a very welcome new facility and there is scope for upgrading other such short cuts or creating new ones, for example between the same retail/business park and the west end of Crossgate Drive, with all these routes, including those to and from the nearby ngs development, and the riverside paths between Clifton Bridge and Wilford Bridge etc, clearly and comprehensively signed, with particular efforts to ensure that signs are erected to be as secure and vandal-resistant as possible. The cycling provision in this area seems rather fragmented and good coherent signing would help to link it together and to promote better the extensive provision that does now exist in this part of the city.

- Another area with fragmented provision is on the west side of Nottingham, along Woodhouse Way / Bilborough Road / Wollaton Vale. Again, there is quite a lot of cycling provision, both on-road and off-road, which has been introduced over the years by both the City and County Councils but there also important gaps. It needs a comprehensive review, with making the provision more coherent and improving standards, with links to major local employers and other important locations such as the Phoenix Park NET Terminus Park

and Ride site where new cycle lockers are soon to be installed.

I am sending you this list now, rather than after the next Pedals meeting on Monday, because I will be away from tomorrow (Friday 18th July) until 31 August (and largely out of email contact during that time, by the way). However, I am copying it among others to Andrew Martin who will be chairing that meeting so that if there are further suggestions then, he can send them on to you directly.
best wishes, Hugh”

Message from Stuart Harwood on the potential for upgrading the cycling provision on Melbourne Road at the junction with Nuthall Road (A610):

“Hugh I think at the time I mentioned there was two ways to improve the situation,

A divert the cycle path on to the pavement which is quite wide enough here, or

B carry the cycle path on down to the ASL at the lights this is probably the best option pity it will probably be the least effective as the motorists will just ignore it!!!!”

...and from Matt Leek, City Council (15 July):

“Dear Mr McClintock,
Thank you for your email dated 7th July 2008 regarding cycling provision at the junction of Melbourne Road and Nuthall Road. In response, I would like to make the following comments:

It is intended to refurbish the existing advanced stop lines (ASL's) on Melbourne Road and Bells Lane. As part of this work, it has been identified that the cycle lane outside number 40 Melbourne Road is disjointed. Proposals have therefore been made to alter the lining in this location so as to ensure that cyclists can manoeuvre their cycles without having to undertake sudden movements.

In addition to the above, considerations are also being made to incorporate ASL's on the remaining two arms of the junction of Melbourne Road/Nuthall Road. The proposals are currently in the process of being designed. When the details have been finalised, you shall be informed accordingly.

Yours sincerely, Matt Leek.
Technical Officer
Traffic Management
Traffic, Safety & Parking
Environment & Regeneration
Lawrence House
Talbot Street
Nottingham
NG1 5NT
Tel: 0115 9156103
Fax: 0115 9156150”

...and comments from Andrew Martin (15 July) on this message:

“Hello Matt
Please note that I believe the East-bound cycle lane is a potential hazard on

Melbourne Road. If my memory serves me correctly, the cycle lane severely narrows outside house number 225 or 255. Cars park at the end of the parking bay against the kerbline which is not parallel to the road, and right up against a pavement build-out, traffic-calming hump and a traffic island! The result of this is that cyclists have NO option but to move out into the main lane for motor vehicles and/or be squeezed.

I trust this can be inspected and reviewed.
Andrew Martin”

Public Art by Lenton Primary School on cycle paths in Lenton – message of 9 July from Parbinder Singh, City Council and comments from Susan Young:

“Hi Hugh,
You may want to cover this for the next issue of Pedals and on the website.
i.e. Public Art on cycle/pedestrian ways.

Public art in Lenton
Twenty-four children from Lenton Primary School have been involved in designing public art which is now erected at the site next to Grove Road underpass. The art works are interpretations of key landmarks in Lenton such as the school, the railway bridge and the park.

Earlier this year Groundwork Greater Nottingham worked with children from Lenton Primary School to design these panels from the drawings that the children produced and four were replicated in steel. The panels are now located on either side of the Bridge, providing a long lasting link to Lenton Primary School that is due to close at the end of this term.

This 'art work' was part of the Eyesores project funded by Neighbourhood Renewal Fund. Groundwork Greater Nottingham and Nottingham City Council have worked together in looking at how the area could be enhanced.

Cllr David Trimble, Nottingham City Council's Portfolio Holder for Culture, Leisure and Communities and local ward councillor said: "This installation will improve the appearance of the area for cyclists and pedestrians who use this walkway and who will appreciate the artistic skills of children from Lenton Primary School for many years to come".

On Monday 14th July 2008 at 2.30pm, the children from Lenton Primary School will be visiting Grove Road underpass to see their works of art and would like to extend a warm invitation to everyone in the local area to come along.

Best wishes, Parbinder Singh
Neighbourhood Action Officer
Dunkirk and Lenton and Bridge (Area 8)
Neighbourhood Management
Community & Culture
1st Floor, Severns House
20 Middle Pavement
Nottingham
NG1 7DW
Tel: 0115 915 8063
Mobile: 07852 169 252
Fax: 0115 915 58371"

...my response:

"Parbinder
> Thank you for sending these images which we will certainly consider
> putting on the Pedals website and in our next newsletter.
>
> Space for images in our newsletter is now, I regret, going to be rather
> harder to promise, because, for financial reasons, we have recently
> decided to reduce both the number and length of issues. However, there may be
> more potential on the website and I will discuss this with Larry Neylon, our Webmaster.
> best wishes, Hugh

...and his response to this:

"Hugh,
Thanks for this. It will be great if Pedals starts to look at the how 'public art' can be implemented along the various parts of the cycle tracks in Nottingham.
Maybe this public artwork could be a start.

We had a big issue in getting this installed, the issue was one of maintenance and any potential damage and who was going to pay for it.
Best wishes, Parbinder Singh"

...comments from Susan Young:

"Certainly worth using on the website especially as the art is on such cycled path. A mention in a newsletter can wait till images or a quiz are needed. Indeed it may be worth doing something like a quiz in the future.
Susan"

PS. Any other comments please about public art on cycle paths?

...from Gary Smerdon-White, 15 July:

"Hugh
Firstly brilliant - I use the route and will look for the stuff on my return from holiday.

Also a reminder that city and Architects are now working on Station Taxi Ranks and Cycling Parking designs (long term and short-term) and will be appointing an artist to advise this week
Gary"

...comments from Karina Wells, 16 July:

"<http://www.strangemall.com/index.php/2007/02/19/bicycle-cog-wind-chimes/>

I have also come across something called: a *Blikken vanger* (this is a gigantic net, put in strategic locations along a bike route so that riders would through their drink cans in it. This could be both functional and artistic. I have contacted some Dutch and Belgian local government offices to get more details. Will let you know the outcome at the meeting.
Regards, Karina"

Fw: Cycle Audits - aims of work by Paul Rea for Notts County Council in West Bridgford and Ruddington (and later, Arnold) – my comments on the email from Paul of 17 June:

"Clarification from Paul Rea of Realistic Solutions (and husband of Nicola Jones of Sustrans East Midlands) about the scope of the new round of cycle audit work for Notts County Council which he has just been commissioned to do, in West Bridgford, Ruddington (and, a bit later, in Arnold) and following his similar work earlier this year in Kimberley, Netherfield and Carlton.

I briefly mentioned this new work at the Pedals meeting yesterday evening and am planning to meet Paul on 2 July to discuss it further, particularly the West Bridgford cycle audit work.
Hugh

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

From: [Realistic Solutions](#)
To: [Hugh McClintock \(E-mail\)](#)
Sent: Tuesday, June 17, 2008 2:35 PM
Subject: Cycle Audits

Hi Hugh,
In the light of your emails to me this morning, it might be worth clarifying what will be covered in the work I will be doing for the County.

The work looks at a specific area and has different levels:

1) **CYCLE AUDIT.** I look at any existing facilities for cyclists (or that cyclists may benefit from - for example traffic calming) and audit them against the County's Cycling Standards. This would include looking in detail at on and off road provision, signing, cycle parking and anything else I find as I go round. On cycle lanes/paths the sort of issues would be surface type, surface condition, width, obstructions, kerb heights, junction design, and whether the facility is fit for purpose. Each facility will have a different set of criteria. All of this for each facility is recorded both in words and photographs with recommendations for necessary remedial action. Itemised signing schedules are prepared to identify remedial action where signs are missing or vandalised.

2) **FURTHER RECOMMENDATIONS TO IMPROVE THE LOCAL CYCLE NETWORK.** The detailed audit and discussions with local cyclists met informally whilst surveying and formally through meeting with local interested cyclists and cycle organisations will lead to the preparation of a series of recommendations for

additional facilities that will enable existing cyclists to have better, safer and more attractive journeys and to encourage more people to cycle. These additional facilities have included modifications to junctions, traffic calming, legally formalising use for cyclists of suitably wide links, creation of verge paths, creation of paths away from carriageways, on road cycle lanes, stopping up roads and creating cycle passage through stopped up roads and a host of other facilities. Each study includes a list of sites suitable for providing additional cycle parking. Although most of the recommendations are for sites under the care of Notts CC, I include sites that may not be their responsibility (Another council or HA for example) as it is good that Notts CC are aware of the potential and often Notts CC is in contact with, and could put the case for these facilities. I also try to look for future opportunities that might arise out of future planning developments as this helps the development control officers know what could be achieved for the benefit of cyclists. I don't get into detailed design but do go far enough to show that the facility I am recommending is actually possible physically. I try to be realistic in what I feel is possible financially and politically.

3) **RURAL LINKS.** Where it is appropriate, I try to identify where routes could be developed/improved to make links between the urban fringe and the rural hinterland.

So I do want to know what is wrong with what is there already, but I am also keen to know what additional facilities cyclists aspire to. I am open to all offers, but reserve the right to feel that some may not be realistic. I hope this is helpful.
Best wishes, Paul"

Fw: Ruddington Business Park - Cycling Event - some initial feedback and suggestions – my email of 18 June to Paul Hillier:

"Paul

Quite a lot of comments among those I talked to today echoed some of the comments put forward earlier by Pedals on:-

- a) the need for lighting on the Ruddington Lane shared path to make it easier to use in winter
- b) the need for an improved direct link between Mere Way and Ruddington village centre.
- c) the need for cycle facilities alongside the A60, both to the north and to the south of the Mere Way A60 access including as far as Bradmore and Bunny.
- d) safer links between Ruddington and Clifton as many people now find the main road, particularly with the new roundabout, very unpleasant to cycle on in busy periods, at least. I hope that the proposed cycle route to Gotham and East Leake which you mentioned last week will take account of this and include feeder links to Ruddington and the Business Park etc, and Clifton, to help cyclists avoid this route, particularly if there is limited space for good cycling provision on the road itself (as we discussed at the site meeting last November involving Ed Ducker, John Lee from the City Council, and Chris Murden, Roger Codling and myself from Pedals.
Hugh"

...and Paul's response of 19 June:

"Hugh,

Thanks for the feedback. Some initial thoughts:

1) I agree but, as I mentioned to you in correspondence about the Trent embankment route, the Council is reluctant to increase its lighting stock.

2) Again, agreed. However, most of this section is on relatively quiet back streets, so there isn't really much to do (apart from, maybe, some signing). The section of route that is "off-road" would fall to Rushcliffe Borough Council, I believe, as they own/run the Country Park (I think).

3) A very expensive proposal, and not something we'd be able to afford (although the Growth Point initiative may offer us a way in).

4) We have developer-funded proposals for a cycle route along Clifton Road/Lane that should remedy this problem. We have a few issues to sort but I hope we can make progress in due course. The Clifton to East Leake route follows a different road so won't impact on this request.

Best wishes, Paul Hillier

Local Transport Plan Officer (Greater Nottingham)

Nottinghamshire County Council

Tel: 0115 977 4866 Fax: 0115 977 4054

.... Comments of 20 June from Steve Jones, Notts CC Countryside section and my response:

"Steve

Thanks for your response.

Yes, we are well aware of the existing direct link between Mere Way and Ruddington Village but feedback from those who know it well (e.g. Chris Murden, local Pedals member and editor of the Ruddington Village newsletter, and Iris Foweather, a Pedals member who works at the Business Park) say that the surface is very unsatisfactory and that it lacks lighting so is not all attractive as a year round commuter route. There are similar problems with the other existing links between Ruddington village and the Business Park and Country Park, I also know. Chris Murden has been discussing with the Parish Council possible improvements of the most direct path but discussions are still at an early stage.

I am glad that you agree that cycling provision on the A60 between Bradmore and Bunny needs looking at and that the current surfaced path needs substantial upgrading.

I will send you copies of Chris Murden's emails about the direct link to Mere Way.

Hugh

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

From: [Stephen Jones](#)

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

Cc: [Peter Jarman](#)

Sent: Friday, June 20, 2008 9:50 AM

Subject: Re: Fw: Ruddington Business Park - Cycling Event - some initial feedback and suggestions

Hi Hugh

Had a look at the maps of the Ruddington and Clifton path network (which is very limited) and cannot see an

obvious way of linking the two in any reasonably direct way.

As for the direct link from Mere Way to Ruddington village centre this already exists really. There is a back entrance off Mere Way into the Park. You can either travel round to Asher Lane, or go into one of the many entrances to McClaren Gardens, Elms Park etc.

Rushcliffe allow people to cycle through the Park, but the route I mentioned would need some levelling to make it good.

I would agree with you that the A60 route to Bradmore and Bunny needs looking at. To the left of the road (looking towards Bradmore) there is already a surfaced path set back and now hidden in the verge. It just needs rediscovering and widening. It would make an ideal cycle path as it is set back about 15m from the road by a wide verge.

Hope this helps

Regards, Stephen Jones
Communities

Nottinghamshire County Council
Tel. 0115 9774207"

...and comments of 23 June from Peter Osborne and my response:

"Peter

Fair point, which I will pass on! Other people such as Chris Murden and Iris Fowweather have already commented to me on the poor state of this path as well as the link between Mere Way and Ruddington Village.

Hugh

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

From: "PETER OSBORNE"

<peter.osborne@ouvip.com>

To: "Hugh McClintock (Dell)"

<Hugh.McClintock@ntlworld.com>

Sent: Sunday, June 22, 2008 9:32 PM

Subject: Re: Fw: Ruddington Business Park - Cycling Event - some initial feedback and suggestions - initial comments from Paul Hillier

> Hi Hugh - I don't wish to be cynical but the footpath that goes from near
> the roundabout to where I work in Mere Way is overgrown and is like a
> jungle. If a simple job such as maintaining a short stretch of footpath
> cannot be achieved, then what are the prospects for any real improvement
> for facilities for non - motorists?
> Regards, Peter."

...further comments from Paul Hillier (24 June):

From: Paul Hillier

To: Hugh McClintock (Dell)

Sent: Tuesday, June 24, 2008 9:41 AM

Subject: Re: Fw: Ruddington Business Park - Cycling Event feedback and Bradmore Business Park traffic problems

Hugh,

your points in order:

1. I have no details as yet on the Clifton to East Leake proposals, other than that we will investigate the feasibility of providing a route along this road.

2. I presume that the Bradmore Business Park has a Travel Plan it should be trying to implement. As far as I am concerned, I have no plans to provide a cycle route to/from it. I have no details about the proposed roadworks. I presume they are maintenance works which, sometimes, do incorporate footway improvements (e.g., A60 between Papplewick and Ravenshead. This won't however, be shared use.

3. Design work continues on the improvements to the Kirk Lane junction at Ruddington. However, work will not start on design work on the roundabout until this is complete. No further works are programmed.

Regards, Paul Hillier

Local Transport Plan Officer (Greater Nottingham)
Nottinghamshire County Council

proposed September meeting re local Trunk Road cycling issues –copy of my message of 30 June to Jeremy Dixon of AMScott (Managing consultants in this area for the Highways Agency):

"Jeremy

Just a short message to confirm the gist of what we agreed in our phone call earlier about various outstanding local Trunk Road cycling issues in Nottingham and Rushcliffe and how best to progress these.

a) I look forward to receiving copies from your colleague of drawings showing the proposed general signalisation and other related changes at the Priory and QMC roundabouts on the A52T.

b) I look forward also soon to receiving your suggestions for a date for a meeting in September, probably at Trent Bridge House (which Paul Hillier has in principle offered as a venue) to discuss several trunk road cycling issues in the Rushcliffe area, including improved cycling provision along and across the A52T south and east of West Bridgford, cycling and the proposed major housing and employment developments in the area and how best to respond to the recent strong interest in promoting cycling by several existing major employers including BGS Keyworth and at Ruddington Fields Business Park.

It would be helpful, if possible, to have the date for this September meeting settled before I go away from 18 July to 31 August but, if not, as soon as possible after my return. Having a meeting in September should mean not only that your new Route Manager could attend but also possibly the new County Council cycling officer who, I understand from Gary Wood, may well, if all goes according to plan, be starting work around then.

best wishes, Hugh"

PS. I have tried several times recently to chase Jeremy Dixon about at least getting a date fixed now, before I go away, for a September meeting, but have not yet managed to pin him down. I will try to give this more priority when I return as it has been dragging on now for well over a year.

Gresham Park cycle path barriers and dropped kerbs - copy of message of 1 July from David Litchfield to Paul Hillier, Notts CC:

"Paul,
I hope you are the right person to contact about this.
◆ If not could you forward it accordingly.

The cycleway marked with the dashed line on the plan below has now been completed. ◆ It's great, really well finished and it cuts out a big loop for anyone cycling from West Bridgford/Meadows/County Hall area to Compton Acres/Wilford/Silverdale/Clifton/Ruddington.

◆ But.....

It has been built with gates at each end, and this evening at 5.30pm both sets of gates were shut and padlocked. ◆ I can't understand this as the school is fenced off along the entire length of the path. ◆ Is it correct that it can be shut off like this? ◆ If it is, it seems a waste of a really useful route.

I'd be grateful if you could advise me.
Thanks, David"

...and comments of 2 July from Jonathan Shewell-Cooper (Pedals member living in Wilford) and my response:

"Jonathan
Thanks for your comments. Since this map was drafted almost two years ago it is not surprising that the distinction between which paths are and are not now open is not clear. I recall that the path across to Wilford from Gresham Park Road opened in about November 2006, if I remember rightly.

I take your point about the importance of the light blue path to making the new Becket School easily accessible from the north but am not sure if there is any intention to provide it in advance of the NET extension and the major changes this will entail along the former railway. Paul Hillier may be able to shed light on this.

The new paths along the north side of Wilford Lane seem to have been built as shared paths, judging by their width and their links to new toucan crossing but are not yet signed as such. Maybe this will only be done when the connecting links are in place.

Pedals would certainly like to see at least some signing provided sooner rather than later, given the considerable number of new paths now built, between West Bridgford (Suspension Bridge) and Wilford and across Gresham Park etc, and the continuing ignorance of many people about their existence and/or status.

I agree that upgrading the path from Bader Road in Wilford to light blue route by the new Becket School would be very helpful and hope that John Lee may soon have some firm news on this.
best wishes, Hugh"

----- Original Message -----
From: "Jonathan" <jonathan@shewell-cooper.demon.co.uk>
To: "Hugh McClintock (Dell)" <Hugh.McClintock@ntlworld.com>

Cc: "John Bannister" <johnbann24@ntlworld.com>; "Paul Rea" <paul.rea@realisticsolutions.biz>; "Claire Fleming" <claire.fleming@nottssc.gov.uk>; "Dave Miller" <david.millervilla@ntlworld.com>
Sent: Thursday, July 03, 2008 12:12 AM
Subject: Re: Fw: Gresham Park cycle path barriers and dropped kerbs

- Hugh,
 - > Thanks for this - it is unclear for each of the paths what the status of
 - > them is.. some clearly exist already, some do not - even though they are
 - > the same colour. It would help if this was clarified. That said a few
 - > comments:
 - >
 - > The light blue path is important to make the new Becket school easily
 - > accessible from the North esp for those who come across the Wilford toll
 - > bridge. I hope later does not mean NET timescales.
 - >
 - > It is unclear is the paths along Wilford Lane are on road or on
 - > pavement. Both are narrow where the Great central used to cross.
 - >
 - > It also does not show the link from the light blue path the Bader road
 - > in Wilford that John Lee at the city council has been getting costs for
 - > (which I have drawn on the attached). Which will enable pupils of South
 - > Wilford School to cycle to school avoiding the narrow entrance to Main
 - > road Wilford. I realise this is only paths shows paths on the county
 - > council side but no harm in some integrated thinking.
 - > regards, Jonathan"

Further exchange of emails on this involving David Litchfield and Niz Merali (Notts CC) and my response (10 July):

"David
Thanks for this better news about the path.
I noticed again today however that there is no dropped kerb on the access to the path near the new school entrance. Is this also only temporary please Niz?
Hugh

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

From: [David Litchfield](mailto:David.Litchfield)
To: [Hugh McClintock \(Dell\)](mailto:Hugh.McClintock)
Sent: Wednesday, July 09, 2008 8:41 PM
Subject: Fwd: Gresham Park cycle paths [Virus checked]

Hugh,
Looks like good news on this path.....in a little while.
David

From: Niz Merali <niz.merali@nottssc.gov.uk>
Date: 9 July 2008 09:53:40 BDT
To: David Litchfield <davidlitch@prima.net>
Subject: Re: Fwd: Gresham Park cycle paths [Virus checked]

David,
Thank you for your e-mail.
I am pleased to note that you like this
footpath/cycleway. Although the surfacing work is
substantially complete please note that all the work
have **not** yet been completed and therefore it is still a
construction site.
The gates at each end of the cycleway are temporary
gates.

Regards, Niz Merali
Service Manager
Communities
Nottinghamshire County Council
0115 9774467

**Pedals comments on planning application for new
West Bridgford Library ("Community Hub") and
related access:**

Good cycle access, as well as plentiful secure and
convenient cycle parking (undercover if possible),
should be included as an integral part of the
development. This should include a direct cycle link to
the path between Bridgford Road (opposite the Coop)
and Edward Road etc. north-east of the Library and the
town centre.

Pedals has recently suggested, to Councillor Rod
Jones, that the upgrading of this path as a shared path
for cyclists and pedestrians, is a suitable project for
funding under the Borough Council's next round of
small scale environmental improvement schemes. The
minor widening of the narrower parts of this path, to
achieve the necessary 3-metre width for a safe shared
use path, should also be linked in with the next phase
of the West Bridgford town centre environmental
improvements, on Bridgford Road, which, we
understand, are being considered by the Borough
Council and County Council, with changes on the
highway layout at the Bridgford Road end of the path
such as a toucan crossing to facilitate safe shared
pedestrian and cycle use and to connect directly with
Stratford Road, a through route for cyclists (but not
motor vehicles) between Bridgford Road and Rectory
Road.

These improvements in cycle access would not only
encourage cycle access to and from the new Library
but help to promote safe cycle access to West Bridgford
town centre more generally.

PS. I met Rod Jones on 26 June to discuss this and the
other 7 Pedals proposals for cycling improvements in
Rushcliffe where, I suggested, the role of the Borough
Council in implementation would be particularly
important.

**Stoke Bardolph cycle path – message of 17 June
from Chris Stewart and my response:**

"Thank you for your message which I am passing on to
Pete Jarman, Recreational Routes Officer at
Nottinghamshire County Council, and Ian Bussey of
Gedling Borough Council, who may be able to help get
something done about this.

Hugh McClintock
Chairman, Pedals

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

From: [chris stewart](mailto:chris.stewart@ntlworld.com)
To: Hugh.McClintock@ntlworld.com
Sent: Tuesday, June 17, 2008 11:29 PM
Subject: Stoke Bardolph cycle path

Dear Sir

Please help the gate on the cycle path at the
side of Armitage pet food Colwick is faulty I cant fit my
16 inch mountain bike thru it, if I want to use this gate I
have to carry my bike over the top of it, the gate opens
and closes ok but its far too small and if you look at it
carefully its not been fitted square when you open it I
reported this to Gedling council beginning of may but
nothing has been done to rectify the problem, now I
have to cycle down to private road No5 for easier
access

Many thanks, Mr. Stewart
Tel 07917467001

**Re: A failure of integrated transport – worsening
cycle parking problems at Beeston Station –
message of 18 June from Professor Mike Somekh,
forwarded by Steve Barber, and my response:**

"Dear Steve

Thanks for your message about this which is yet further
evidence of the totally unsatisfactory cycle parking
situation at Nottingham Station so I am very concerned
to learn about this latest incident and the great irritation
this must no doubt have caused Professor Somekh.

As you know, Pedals has for a long time been
emphasising the need for improving and expanding
cycle parking at both Beeston and Attenborough
Stations as well as developing safe and convenient
access routes to help maximise the potential for
expanding the catchment area of both stations through
encouraging passengers to access by bike.

When David Mather came along to the meeting of the
Broxtowe Partnership Transport Group earlier this year
to talk about EMT developments and Beeston Station I
emphasised this point again but, so far as I am aware,
there has still been no proper response from EMT in
response to this. I am copying my reply to various
interested parties, who I know have a strong interest in
this matter and including John Hillman, EMT's recently
appointed Stakeholder Relations Manager. I am that
with his appointment we are now more likely to get
some response and would much appreciate your
continuing help, and that of other people, in
encouraging this.

Hugh

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

From: [Steve Barber](mailto:Steve.Barber@eastmidlandstrains.co.uk)
To: david.mather@eastmidlandstrains.co.uk ;
jim.bamford@nottscc.gov.uk ; [Delaney, John](mailto:Delaney,John@eastmidlandstrains.co.uk)
Cc: [Hugh McClintock \(Dell\)](mailto:Hugh.McClintock@ntlworld.com)
Sent: Wednesday, June 18, 2008 8:47 AM
Subject: FW: A failure of integrated transport

I shall leave David to comment on the staffing issue.

As was raised earlier, cycle storage at Beeston Station
is becoming a major issue. I would value your thoughts
on this. Please feel free to contact Prof. Somekh.

Steve Barber
Councillor for Beeston Rylands
Broxtowe Borough Council

Town Hall
Foster Ave
Beeston
Nottingham
NG9 1AB
0115 922 5806

From: Somekh Mike
[mailto:Mike.Somekh@nottingham.ac.uk]
Sent: 17 June 2008 19:53
To: Steve Barber
Subject: A failure of integrated transport

Dear Cllr Barber,

Although I am not one of your constituents, I am aware of your fine reputation in the field of integrated transport, for this reason I am writing to you with regard to a rather poor experience I had yesterday at Beeston station.

I arrived on my bicycle in good time for the 10.13 train to London, could not find anywhere to leave my bicycle, since all the bike stands were occupied and the paltry number of boxes were either in use or damaged. I was, however, extremely careful not to offend by attaching my bicycle to a window bar or any other area which station staff deemed unsuitable.

When I returned to London (just before 7.45...and this is significant) I could not find my bike, I initially assumed it had been stolen, however, it turned out that it was locked away in the area that used to be the old bike sheds. I checked the times when office staff were supposed to be on duty and their checking out time was apparently 7.45, since it was (slightly) earlier than this I thought it might be possible to find a member of staff to release my bicycle, needless to say the station was unstaffed.

I had to call for a car to pick me up adding to the already severe pollution problems in the Nottingham area.

I returned this morning retrieved my bicycle and was warned by the friendly, if somewhat obese, ticket officer that they would destroy my bike if they found it there again. I did point out the station was extremely unfriendly towards bicycles and this was not the right message to send.

I am therefore writing to you, aware of your influential position, to solicit for better arrangements for cyclists in terms of both security and clear designation of acceptable areas where bicycle can be left.

The present situation is most unsatisfactory and needs remedying, I look forward to your reply.
Yours sincerely,
Michael G Somekh.

...comments from Gary S-W (18 June):

"Hi
GNTP has also lobbied on the need to improve cycling facilities at both Attenborough and Beeston.

Attenborough has nothing at all in terms of racks or bins but there is space on the platform and there are new housing estates linked by cycle tracks and quiet roads to the station.

Beeston Station, being away from the centre and close to the Rylands, has insufficient cycling racks and bins.

With EMT stating that their policy is to provide station facilities for bikes but minimal space on trains these look like two very quick wins they could make.
Gary – GNTP"

...comments from John Hillman, Stakeholder Relations Manager, East Midlands Trains (18 June):
"Hugh

Thank you for your note, I must admit that that I was not aware of a specific problem at Beeston and will forward Professor Somekh's complaint to our customer relations team, who are the contact point for customer issues and the local Route Manager responsible for the station.

East Midlands Trains remain committed to the provision of adequate facilities at stations for cycles, and is in many cases working with industry and external parties to identify locations and funding sources for cycle rack provision.

I would happily install additional racks at Beeston, and new racks at Attenborough immediately if I could finance them at this time, or if they could be provided by a third party. However at this stage I have no budget for these.

As part of the cycling fraternity do you have any influence in securing funding for these type of things?

I am not sure what response you are waiting for from East Midlands Trains following the meeting, but I am happy to work with yourselves and other parties to ensure that we get this provision right at stations.
Regards, John Hillman MIRO
Stakeholder Development Manager
East Midlands Trains
john.hillman@Eastmidlandstrains.co.uk

7. Miscellaneous items:

Urgent appeal for more cheap but roadworthy bikes

Murat Basaran from the Cycling for Health Project is desperate for ideas on where locally he can source cheap but roadworthy used bikes for use by people taking up cycling as a result of the project.

Please, if you can help, contact him:
Murat Basaran - Cycling for Health Project Manager
For Nottingham City Primary Care Trust
Mob: 07791724548
based at Ridewise
Groundwork Greater Nottingham
Denman Street East
Nottingham
NG7 3GX
Tel: 0115 9788212
murat.basaran@nottinghamcity-pct.nhs.uk

Murat has been trying to arrange a meeting of any organisations and people interested in starting more permanent local bike recycling arrangements but, when last I heard, no date had yet been fixed for this.

Meanwhile, there is now a special section devoted to this project on the Pedals website and I have encouraged Murat to send regular updates for this directly to Larry Neylon, Pedals webmaster.

Article on Pedals for NEP series on Climate Change Action Nottinghamshire Member groups

Jane Burd of CANN asked me to do an article on Pedals for this series which should soon appear in the NEP, to illustrate the role of different local groups in helping to combat climate change.

School travel plans – message of 3 July from Karina Wells and my response:

"Thanks for drawing my attention to this. School travel plans are something that Pedals should really take much more interest in but in practice we have not really addressed them at all, I confess! Hugh"

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

From: [Karina Wells](#)
To: 'Hugh McClintock (Dell)'
Sent: Thursday, July 03, 2008 4:00 PM
Subject: school travel grants

Dear Hugh,
I found this on the web and thought it might be of use to a potential project
<http://www.nottinghamshire.gov.uk/schooltravelplan.pdf>
if not applicable, just delete and no harm is done
regards
Karina"

Martha Cann and Karina Wells proposals for cycle rickshaw service in West Bridgford

Karina invited me along to attend a meeting she was having on 8 July with Martha Cann, a friend of hers, and Chris Beattie of Pedal Express, to discuss starting a local cycle rickshaw service in West Bridgford, partly to take children to and from the Primary School at the bottom of Exchange Road but also, for the rest of the time, to help take people home from shops with their bulky loads.

The involvement of a major sponsor will be vital and Karina has since told me that she has approached the Coop, not M and S, as first discussed. Karina is also organising a survey of 1000 local residents (depending on funds) to assess likely demand for such a service.

You Tube Video - Cyclovia in Bogota - idea for promoting cycling in Nottingham?! - copy of my message of 15 July to The Big Wheel (Gary S-W, Helen Clayton and Katie Saxton, copied to Helen Ross and Murat Basaran):

"How about The Big Wheel promoting something like this in Nottingham to encourage cycling and other physical activity?!"
best wishes, Hugh

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

From: [Patrick Lingwood](#)
To: [Cycle Planning \(E-mail\)](#)
Sent: Tuesday, July 15, 2008 6:22 PM

Subject: [cycle-planning] You Tube Video - Cyclovia in Bogota

Dear all
If you want to watch an inspiring short film, follow this link

<http://fr.youtube.com/watch?v=ELa5CHsUejo>

Best wishes, Patrick
Patrick Lingwood
Walking and Cycling Policy Officer
Bedfordshire County Council
County Hall, Cauldwell Street
Bedford MK42 9AP

Hugh, 17.7.08